## A G E N D A JAMES CITY COUNTY BOARD OF SUPERVISORS BUSINESS MEETING

County Government Center Board Room 101 Mounts Bay Road, Williamsburg, VA 23185 May 25, 2021 1:00 PM

- A. CALL TO ORDER
- B. ROLL CALL
- C. PRESENTATION
  - 1. AARP Tax Aide Volunteers Recognition

#### D. BOARD DISCUSSIONS

- 1. Facilities Master Plan Update
- 2. Briefing on the Engage 2045 Comprehensive Plan Update Process

#### E. CONSENT CALENDAR

- 1. Minutes Adoption
- 2. Acceptance of Community Participation Team Reports for Engage 2045
- 3. Acceptance of Funds Distribution to Local Law Enforcement \$68,585
- 4. Contract Award Solid Waste Consolidation Study
- 5. Grant Award American Rescue Plan Act
- 6. Grant Award Circuit Court Records Preservation Program \$22,216
- 7. Grant Award Southeast Recycling Development Council (SERDC) and O-I Glass, Inc.
- 8. Fiscal Year 2021 Budget Amendment for Sales Tax for Education
- 9. Reappointment and Authorization of Police Powers and Fire Prevention Powers for Assistant Fire Marshal Jared Randall
- 10. Suspension of Convenience Fees
- F. BOARD CONSIDERATIONS
- G. BOARD REQUESTS AND DIRECTIVES
- H. REPORTS OF THE COUNTY ADMINISTRATOR

#### I. CLOSED SESSION

- 1. Appointment to the Board of Zoning Appeals
- 2. Appointments Economic Development Authority

#### J. ADJOURNMENT

1. Adjourn until 5 p.m. on June 8, 2021 for the Regular Meeting

#### **AGENDA ITEM NO. C.1.**

#### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Angie Sims, Volunteer Coordinator

SUBJECT: AARP Tax Aide Volunteers Recognition

**REVIEWERS:** 

Department Reviewer Action Date

Board Secretary Fellows, Teresa Approved 5/14/2021 - 10:44 AM

#### **AGENDA ITEM NO. D.1.**

#### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Shawn Gordon, Chief Civil Engineer, and Moseley Architects

SUBJECT: Facilities Master Plan Update

**ATTACHMENTS:** 

Description Type

Presentation Presentation

**REVIEWERS:** 

Department Reviewer Action Date

Board Secretary Fellows, Teresa Approved 5/18/2021 - 8:44 AM



# JAMES CITY COUNTY ADMINISTRATION FACILITIES MASTER PLAN UPDATE

May 25, 2021



### **SPACE NEEDS ASSESSMENT**

### Facilities included in assessment:

- Building A
- Building B
- Building D
- Building E
- Building F
- Colonial Community Corrections
- Emergency Communications
- EOC / Satellite Services
- Fire Administration Headquarters
- Fire Station 1
- Fire Station 2
- Fire Station 3
- Fire Station 4
- Fire Station 5

- Future Fire Station 6
- General Services Tewning Road
- General Services Warhill Stadium
- General Services Solid Waste
- Convenience Centers
- IRM Video Center
- Ironbound Village Building 1
- Ironbound Village Building 2
- Ironbound Village Building 3
- JCSA
- Parks and Recreation Centers -Admin Space only
- Human Services Center
- Law Enforcement Center

### **SPACE NEEDS ASSESSMENT**

### Space Needs Developed for:

- 1. Colonial Community Corrections
- 2. Commissioner of the Revenue
- 3. Community Development
- 4. County Administration
- 5. County Attorney
- 6. Economic Development
- 7. Fire and Emergency Medical Services
- 8. Emergency Management
- 9. Financial Management Services (FMS)
- 10. General Services

- 11. Human Resources
- 12. Information Resources Management (IRM)
- 13. James City Service Authority (JCSA)
- 14. Olde Towne Medical Center
- 15. Parks and Recreation
- 16. Police
- 17. Social Services
- 18. Treasurer
- 19. Voter Registrar

### **FACILITIES MASTER PLAN**

### Goal

 Develop an affordable, implementable Facilities Master Plan to meet the County's twenty-year space needs (2040) identified in the approved Detailed Space Needs Assessment dated August 17, 2020, through development of alternative conceptual designs for each site or campus.

### **FORGE ROAD CAMPUS**

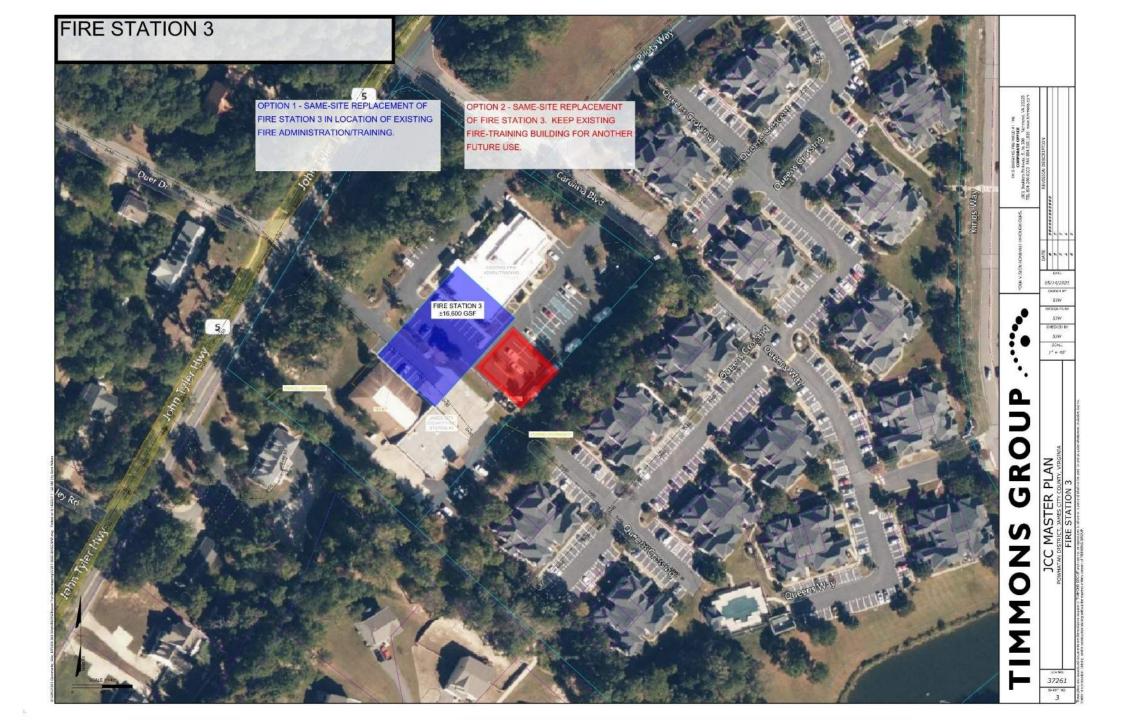
SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL*	CURRENT NEEDS**	20 NEE			30 EDS	204 NEED	3	2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PERS	NSF	
COUNTY ADMINISTRATIVE SPACE SUMMAR	ΥΥ										
SATELLITE SERVICES - OPTION	1 - EXPAND AND R	RENOVATE IN PLACE									4,048
FMS - SATELLITE SERVICES/DMV SELECT	2,150	EOC/SATELLITE SERVICES	4	2,853	5	2,944	5	2,944	6	3,036	75%
EMERGENCY COMMUNICATIONS	S - OPTION 1 - EXP	AND AND RENOVATE IN PLACE				=					8,816
EMERGENCY COMMUNICATIONS	5,283	EMERGENCY COMMUNICATIONS	28	5,858	38	6,113	43	6,363	48	6,612	75%
FIRE STATION 1 - REMAIN IN PLA	ACE, NO EXPANSION	ON REQUIRED									27,016
FIRE STATION 1	22,774	FIRE STATION 1	15	22,963	18	22,963	24	22,963	27	22,963	85%



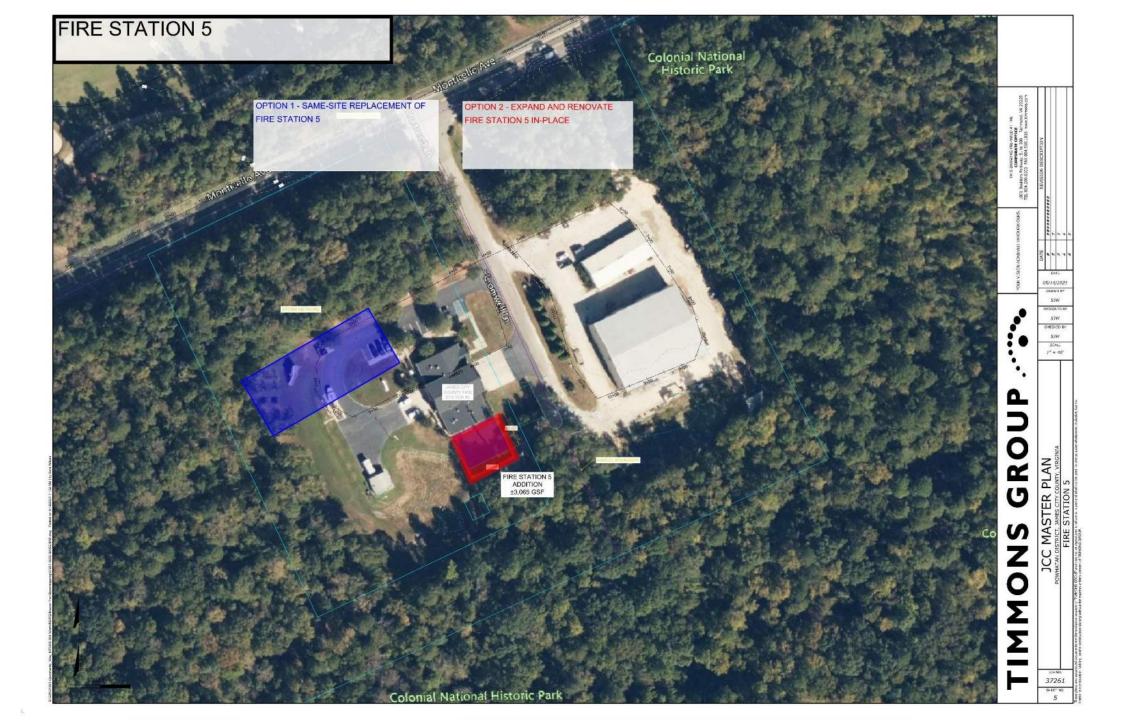
### **FIRE STATION SITES**

SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL	CURRENT NEEDS**	_	025 EDS		030 EDS	_	040 EDS	2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PERS	NSF	2
FIRE STATION 2 - OPTION 1 - SA	ME SITE REPLACEN	MENT									13,480
FIRE STATION 2	6,373	FIRE STATION 2	18	11,422	18	11,422	18	11,422	21	11,458	85%
FIRE STATION 3 - OPTION 1 - SA	ME SITE REPLACEN	MENT IN LOCATION OF CUI	RRENT FIRE ADM	MIN/TRAINING	CENTER	2					17,445
FIRE STATION 3	9,286	FIRE STATION 3	27	14,079	27	14,079	39	14,396	45	14,828	85%
FIRE STATION 4 - OPTION 1 - EX	PAND AND RENOVA	TE IN PLACE									15,998
FIRE STATION 4	11,609	FIRE STATION 4	24	13,526	24	13,526	24	13,526	30	13,598	85%
FIRE STATION 5 - OPTION 1 - SA	ME SITE REPLACEN	MENT									11,578
FIRE STATION 5	6,212	FIRE STATION 5	18	9,806	18	9,806	18	9,806	21	9,842	85%



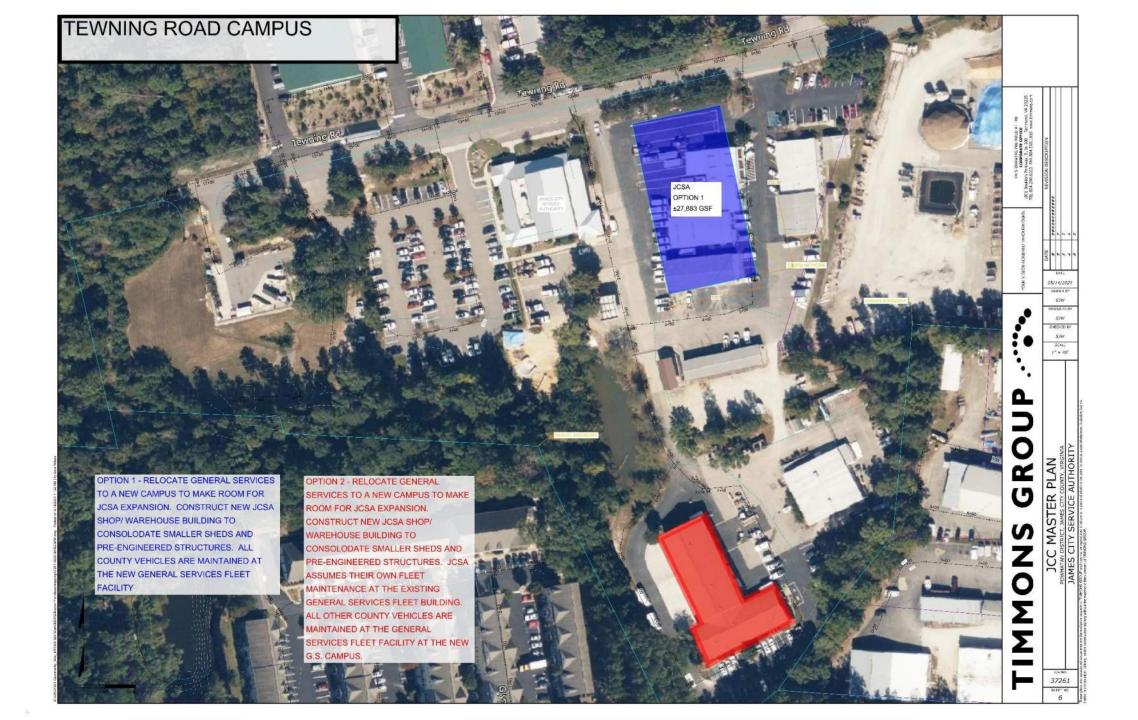






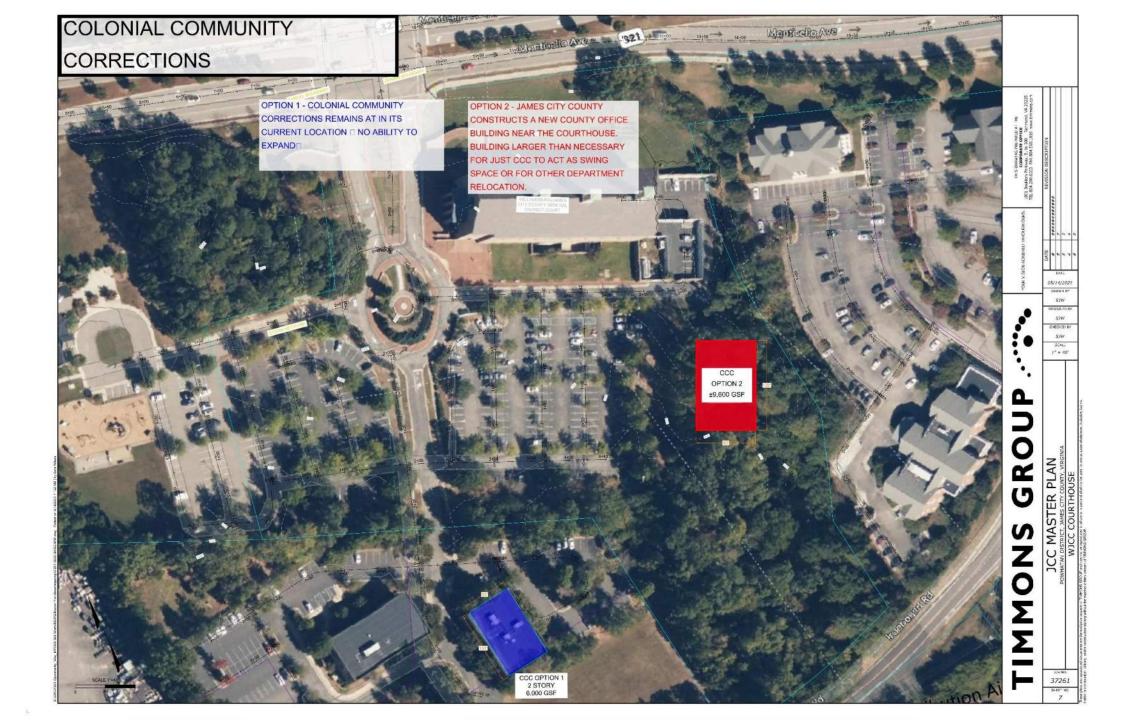
### **TEWNING ROAD CAMPUS**

SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL*	CURRENT NEEDS**		025 EDS		030 EDS		2040 NEEDS		2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PER	s N	SF	
TEWNING ROAD CAMPUS - EXP	AND AND RENOVA	TE IN PLACE WHERE VACATED	BY GENERA	L SERVICES								42,780
JCSA - ADMIN	29,318	JCSA (119 TEWNING), JCSA WAREHOUSE (105 TEWNING), JCSA STORAGE/VEHICLE SHEDS (GARAGE A & B, 107 TEWNING, 109 TEWNING)	19	16,639	20	17,489	20	17,839		20 18	3,539	75%
JCSA - CUSTOMER SERVICE	1,285	JCSA	12	1,364	14	1,493	16	1,558		17	1,623	
JCSA - WASTEWATER	SEE JCSA ADMIN	JCSA AND JCSA WAREHOUSE	28	7,135	33	7,040	36	6,995		41 (	6,996	
JCSA - WATER	SEE JCSA ADMIN	JCSA AND JCSA WAREHOUSE	35	4,564	41	4,543	47	4,857		53 4	4,927	
JCSA TOTAL:		30,603		<b>29,702</b> 0	0	0	0	0	131	0		32,085



### **COLONIAL COMMUNITY CORRECTIONS**

SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL*	CURRENT NEEDS**	-	025 EDS	-	030 EDS	204 NEE		2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PERS	NSF	
COLONIAL COMMUNITY CORRE	CTIONS - OPTION	1 - REMAIN IN PLACE									7,667
COLONIAL COMMUNITY CORRECTIONS	5,581	COMMUNITY CORRECTIONS	20	6,317	23	6,722	24	6,992	28	7,667	100%
PERSONNEL SPACE	0		0 0	0	0	0	0	0	0	12,000	



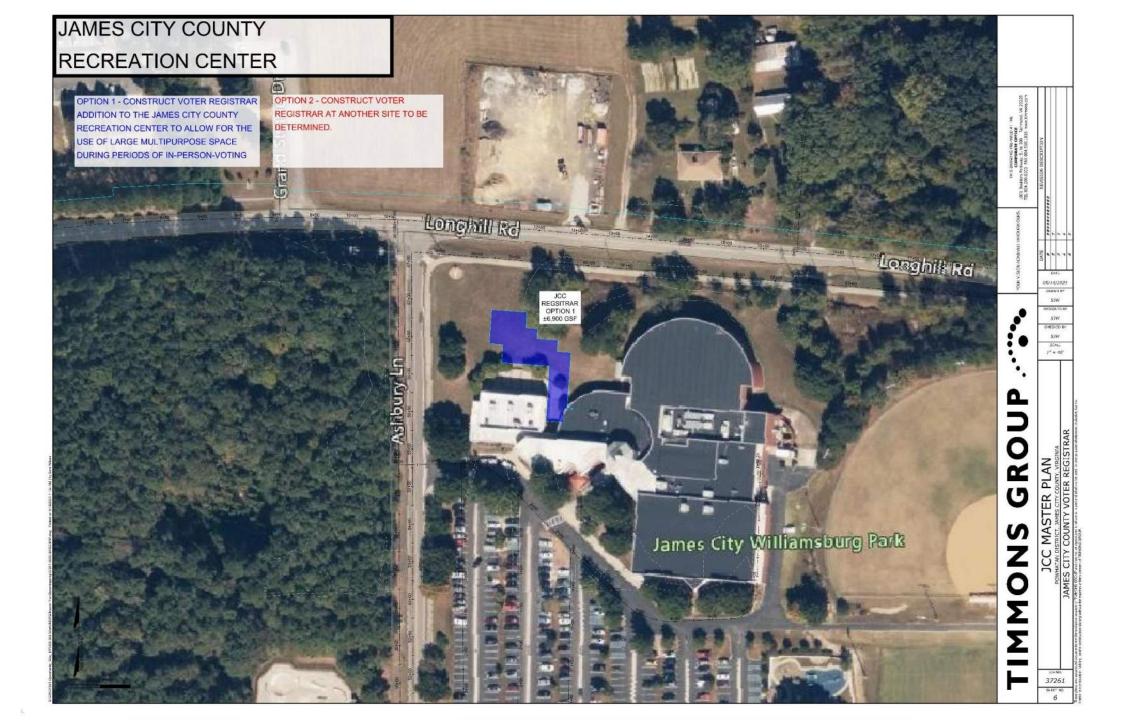
### **HUMAN SERVICES CENTER**

SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL*	CURRENT NEEDS**		025 EDS		030 EDS	20 NEE		2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PERS	NSF	
HUMAN SERVICES CENTER - OF	PTION 1 - EXPAND	AND RENOVATE IN PLACE									32,841
SOCIAL SERVICES - HOUSING	2,563	IRONBOUND VILLAGE BUILDING 2	9	2,886	9	2,920	13	3,579	13	3,579	75%
SOCIAL SERVICES	15,280	HUMAN SERVICES CENTER	67	18,444	74	19,135	85	20,409	90	21,052	20
SOCIAL SERVICES TOTAL:		17,843		21,330					103		24,631



### JAMES CITY COUNTY RECREATION CENTER

SPACE REQUIREMENTS SUMMARY	CURRENT ARE OCCUPIED	A CURRENT LOCATION	CURRENT PERSONNEL*	CURRENT NEEDS**		025 EDS		030 EDS	 204 NEE		2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PERS	NSF	
NEW VOTER REGISTRAR OFFIC	E - OPTION 1 - JC	C RECREATION CENTER									17,361
											75%
VOTER REGISTRAR	3,96	IRONBOUND VILLAGE BUILDING 1	18	9,372	27	10,020	44	11,792	58	13,021	
											1
JAMES CITY COUNTY RECREAT	ION CENTER - OF	TION 1 - EXPAND ADMINISTRATI	VE SPACE IN	N PLACE							8,276
PARKS AND RECREATION - CENTERS - ADMIN SPACE	CE ONLY 3,74	JAMES CITY COUNTY RECREATION CENTER	12	5,765	12	5,765	16	6,207	16	6,207	75%



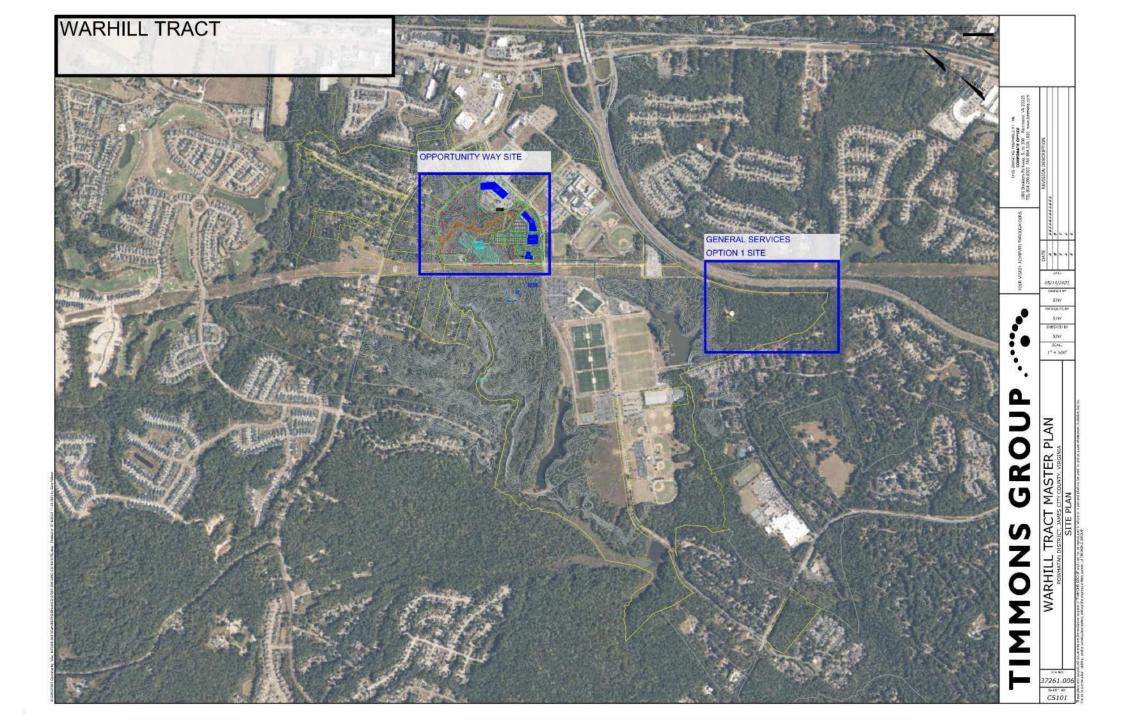
### **WARHILL TRACT - OPPORTUNITY WAY SITE**

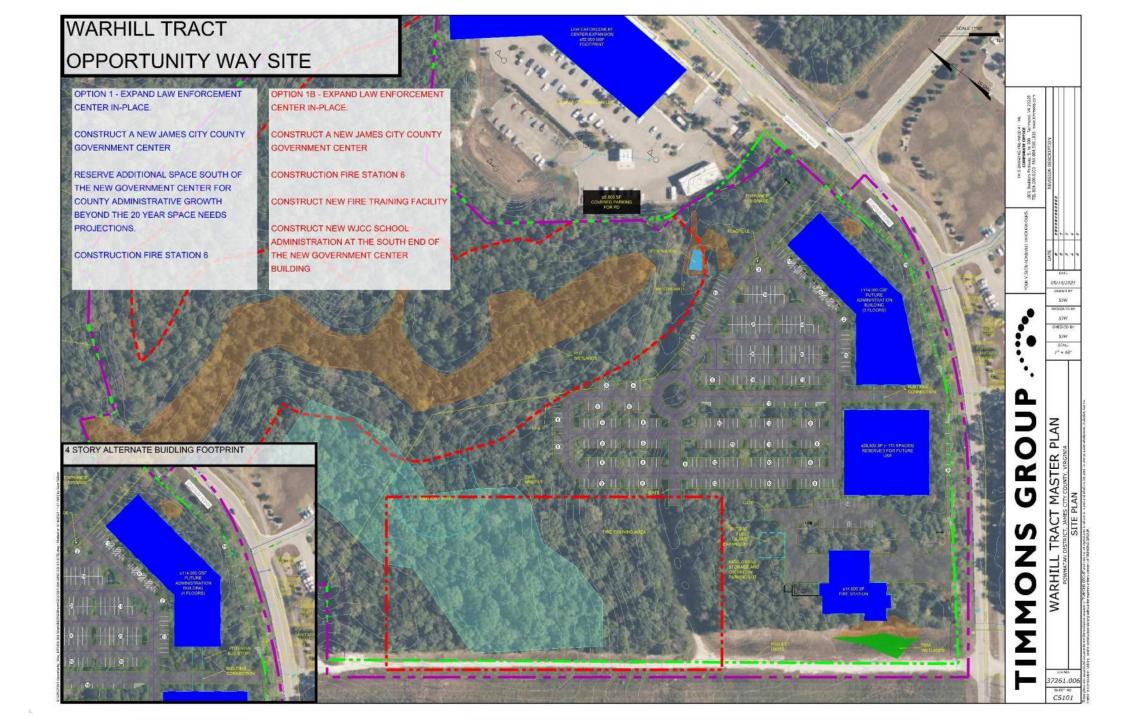
#### **JAMES CITY COUNTY - MASTER PLAN OPTION #1**

SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL	CURRENT * NEEDS**	202 NEE			30 EDS	20 NEE		2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PERS	NSF	**
NEW JAMES CITY COUNTY GOVERN	IMENT CENTE	R - OPTION 1 - WARHILL TRACT	AT OPPORT	UNITY WAY	SITE						102,0
COMMISSIONER OF REVENUE	2,713	BUILDING B	13	3,884	14	4,016	18	4,844	20	5,260	75
COMMUNITY DEVELOPMENT - ADMIN	1,819	BUILDING A	3	4,397	3	4,516	4	4,478	4	4,462	
COMMUNITY DEVELOPMENT - BS&P	2,464	BUILDING E	17	3,615	22	4,042	25	4,317	29	4,679	
COMMUNITY DEVELOPMENT - NEIGHBORHOOD DEVELOP	<u>MENT</u> 294	BUILDING A	2	396	2	396	4	525	5	590	
COMMUNITY DEVELOPMENT - PLANNING	1,418	BUILDING A	14	3,050	18	3,698	18	3,665	19	3,795	
COMMUNITY DEVELOPMENT - ZONING	674	BUILDING A	4	840	5	942	6	1,045	7	1,148	
COMMUNITY DEVELOPMENT TOTAL:		6,669		12,297					64		14,6
COUNTY - ADMINISTRATION	4,045	BUILDING D	7	3,915	10	4,293	11	4,520	11	4,520	
COUNTY - ADMINISTRATION - BOARD OF SUPERVISORS	3,035	BUILDING F	0	4,725	0	4,725	0	4,725	0	4,725	
COUNTY ATTORNEY	1,856	BUILDING D	4	1,663	5	1,798	5	1,798	5	1,798	
ECONOMIC DEVELOPMENT	1,657	BUILDING D	3	1,801	5	2,039	8	2,363	9	2,530	
EMERGENCY OPERATIONS CENTER (EOC)	3,389	EOC/SATELLITE SERVICES	60	7,110	66	7,110	66	7,110	66	7,110	
FIRE ADMINISTRATION	9,194	FIRE ADMIN HQ	23	11,463	24	11,582	28	12,805	31	13,204	
FMS (FINANCIAL & MANAGEMENT SERVICES) - ADMIN, BU	DGET 1,828	BUILDING F	8	3,217	9	3,379	11	3,703	11	3,703	
FMS - ACCOUNTING	1,594	BUILDING F	8	1,570	9	1,845	10	1,878	12	2,072	
FMS - PURCHASING	893	BUILDING F	6	1,215	6	1,215	7	1,377	8	1,539	
FMS - REAL ESTATE	1,766	BUILDING F	8	1,269	9	1,355	11	1,577	12	1,663	
FINANCIAL MANAGEMENT SERVICES TOTAL:		123,889		161,724					596		190,3
HUMAN RESOURCES	2,748	BUILDING F	8	3,839	9	3,829	10	3,834	12	4,023	
IRM (INFORMATION RESOURCES MANAGEMENT) - ADMIN	6,082	BUILDING F	2	2,973	3	3,059	3	3,059	3	3,059	
IRM - CORE APPLICATIONS	SEE IRM ADMIN	BUILDING F	6	815	8	977	9	1,139	9	1,139	
IRM - GIS MANAGEMENT	384	BUILDING F	2	589	3	680	4	772	4	772	
IRM - INFRASTRUCTURE	SEE IRM ADMIN	BUILDING F	6	2,403	10	3,002	11	3,272	11	3,272	
IRM - RECORDS	1,398	BUILDING E	3	2,060	3	2,060	3	2,060	4	2,147	
IRM - VIDEO CENTER	3,548	IRM VIDEO CENTER	3	5,516	4	5,596	5	5,676	5	5,676	
RM - WEB AND PUBLICATIONS	SEE IRM ADMIN	BUILDING F	4	806	5	941	5	941	5	941	
INFORMATION RESOURCES MANAGEMENT TOTAL:		11,412		15,162				Ĵ	41		17,00

### **WARHILL TRACT - OPPORTUNITY WAY SITE**

PARKS AND RECREATION - ADMIN	2,170	IRONBOUND VILLAGE BUILDING 2	12	5,218	14	5,547	16	5,795	16	5,795	-
PARKS AND RECREATION - PARKS	2,284	IRONBOUND VILLAGE BUILDING 3	16	1,682	16	1,596	18	1,412	19	1,412	
PARKS AND RECREATION - RECREATION SERVICES	5,075	IRONBOUND VILLAGE BUILDING 3 & JAMESTOWN CENTER	20	5,912	21	6,107	23	6,349	28	6,916	
PARKS AND RECREATION TOTAL:		9,529		12,812					63		14,123
TREASURER	3,576	BUILDING B	14	3,443	15	3,529	18	3,802	21	4,136	
											75
NEW FIRE STATION 6 - OPTION 1 - WAR	HILL TRACT	AT OPPORTUNITY WAY SITE									
The state of the second											18,885
FIRE STATION 6 (FUTURE)	0	(FUTURE STATION 6)	0	15,411	0	15,411	18	15,656	27	16,052	18,885 85%
	0	V.S. C. Delete C. C. Walter Bright and C. Park	0	15,411	0	15,411	18	15,656	27	16,052	<b>18,885</b> 85%
	0	(FUTURE STATION 6)	0	15,411	0	15,411	18	15,656	27	16,052	18,885 85% 52,480





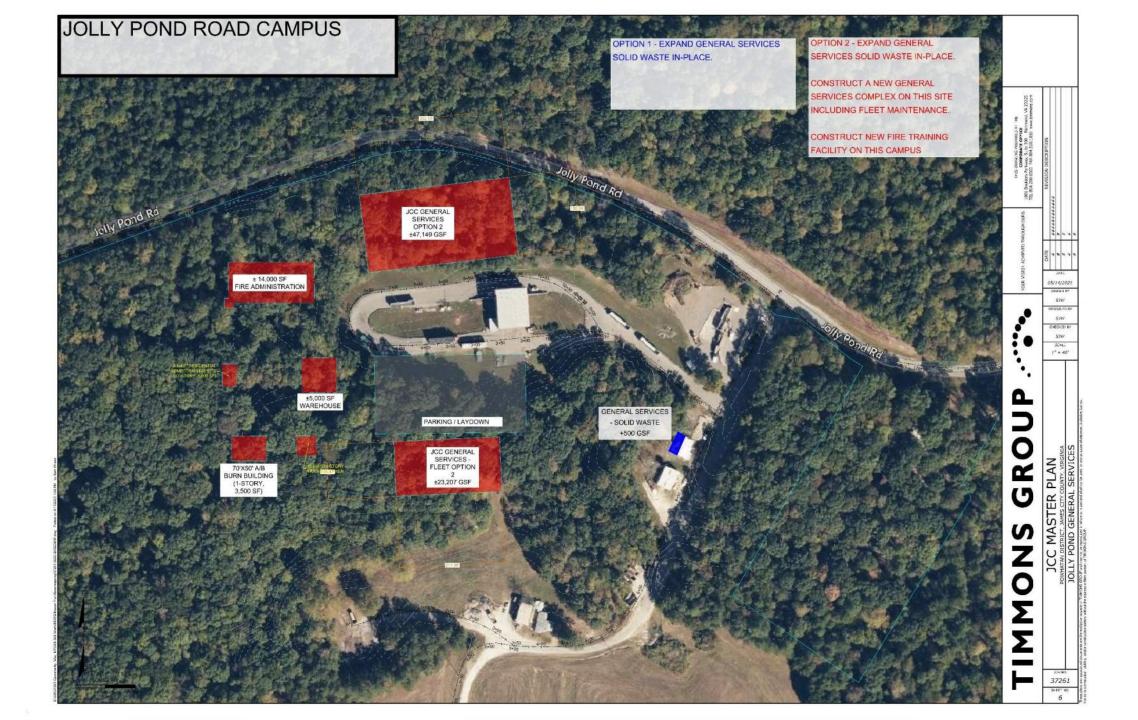
### **WARHILL TRACT – WATER TOWER SITE**

SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL	CURRENT NEEDS**	1000	)25 EDS		030 EDS		040 EDS	2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PERS	NSF	
NEW FIRE TRAINING - OPTION 1 - V	WARHILL TRACT	AT WATER TOWER SITE									17,606
FIRE ADMINSTRATION/TRAINING CENTER	9,194	FIRE ADMIN HQ	23	11,463	24	11,582	28	12,805	31	13,204	75%
NEW GENERAL SERVICES CAMPU		107 TEWNING RD., 113 TEWNING RD.,	VER SITE	12 154	24	13 214	33	14 296	36	15 550	97,964
GENERAL SERVICES - ADMINISTRATION AND CIP	7,822 2,081	JAMESTOWN CENTER	17	12,154 6,270	24 39	13,214	33 44	14,296	36 44	15,550 7,296	75%
GENERAL SERVICES - FACILITIES GENERAL SERVICES - FLEET	12,536	113 TEWNING RD. 103 TEWNING RD.	10	17,888	12	6,864 21,047	19	7,361 23,339	24		
GENERAL SERVICES - GROUNDS	2,685	113 TEWNING RD.	31	5,631	38	5,871	38	5,871	41	5,946	
GENERAL SERVICES - GROUNDS WARHILL BUILDING	4,900	WARHILL STADIUM MAINT, BLDG.	0	12,900	0	12,900	0	12,900	0	12,900	-
GENERAL SERVICES - STORMWATER & RESOURCE PROTECTION	3,575	BUILDING E	19	3,884	25	4,381	29	5,111	33	5,435	
GENERAL SERVICES TOTAL:		33,599		58,728	_				178		73,473



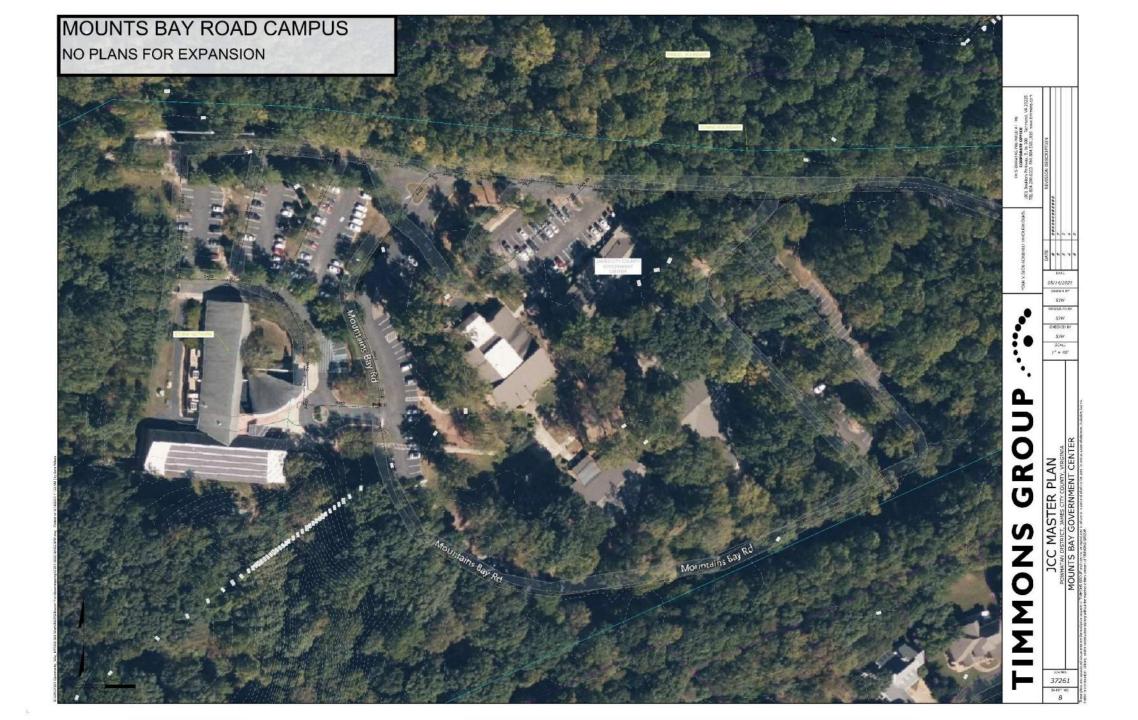
### **JOLLY POND ROAD CAMPUS**

SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL*	CURRENT NEEDS**	20 NEE			030 EDS	2040 NEED	) os	2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PERS	NSF	
G.S. SOLID WASTE ADMIN OP	TION 1 - JOLLY PO	ND ROAD - EXPAND AND RENC	VATE IN PLACE								1,497
GENERAL SERVICES - SOLID WASTE ADMIN.	1,014	GS - SOLID WASTE	2	1,123	2	1,123	2	1,123	2	1,123	75%

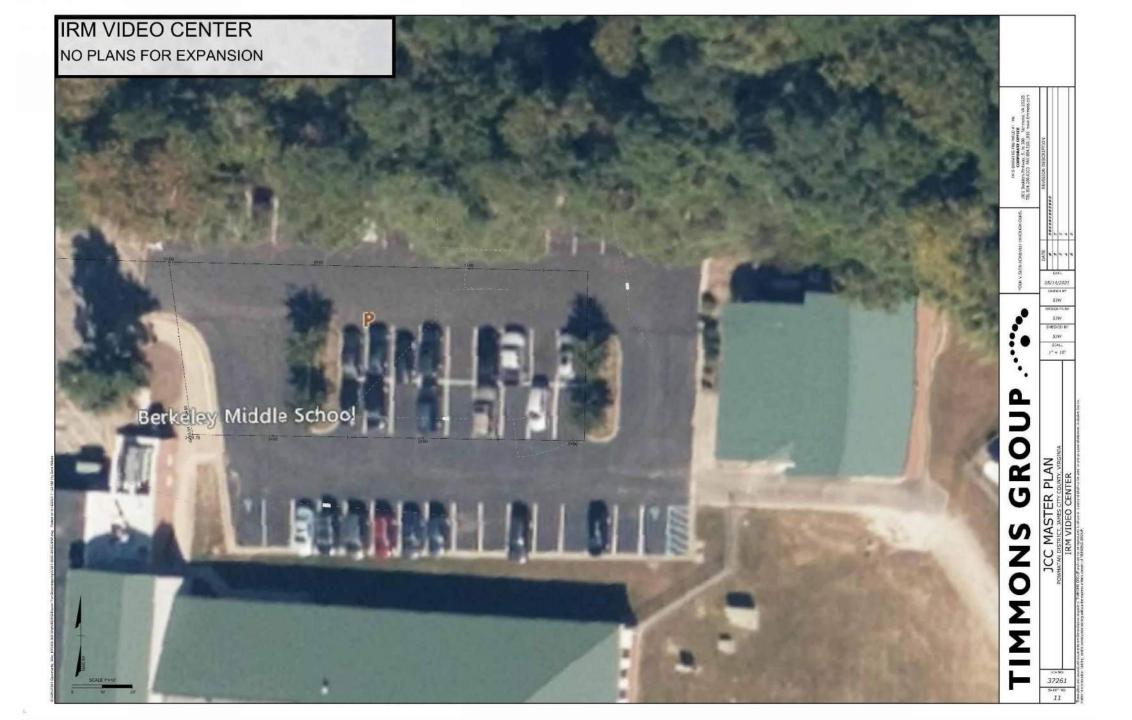


### **CONVENIENCE CENTERS (DISTRIBUTED)**

SPACE REQUIREMENTS SUMMARY	CURRENT AREA OCCUPIED	CURRENT LOCATION	CURRENT PERSONNEL*	CURRENT NEEDS**	20 NEE			030 EDS		2040 NEEDS		2040 TOTAL
	NSF		PERS	NSF	PERS	NSF	PERS	NSF	PEI	RS NS	SF	
CONVENIENCE CENTERS (DIST	RIBUTED THROUGH	HOUT COUNTY) - REPLACE AS	NEEDED									427
GENERAL SERVICES - SOLID WASTE CONVENIENCE	E CENTERS 240	CONVENIENCE CENTERS	7	240	9	320	9	320		9	320	75%







### **FACILITIES MASTER PLAN - OPTIONS**

#### Forge Road Campus

Option 1: ECC, and Satellite Services expand and renovate in place. EOC relocates to new JCC Government Center. No expansion needed for Fire Station 1

Option 2: Relocate EOC to new JCC Government Center. Expand ECC in place. Construct a new purpose-built Satellite Services building. No expansion needed for Fire Station 1

#### Fire Station 2

Option 1: Same-site replacement

Option 2: Expand and renovate in-place

#### Fire Station 3:

Option 1: Same-site replacement in place of existing Fire Training/Administration Building

Option 2: Same-site replacement. Construct a new fire station while keeping the existing Fire Training/Administration Building in place for future use

#### Fire Station 4:

Option 1: Expand/renovate in place

#### Fire Station 5:

Option1: Same-site replacement
Option 2: Expand/renovate in place

#### Fire Station 6

Option 1: Locate at Warhill Tract on the Opportunity Way site

### **FACILITIES MASTER PLAN - OPTIONS**

#### JCSA (Tewning Road Campus)

Option 1: Expand into space vacated by General Services

Option 2: Expand into space vacated by General Services. Use existing G.S. Fleet building to maintain JCSA vehicle fleet

#### **Human Services Center**

Option 1: Olde Towne Medical Center relocates. Social Services renovates and expands in place

Option 2: No alternates considered

#### **Colonial Community Corrections**

Option 1: Remain in current Lease Space and acquire additional space building

Option 2: Relocate to a new lease space to accommodate 20-year needs

#### Voter Registrar

Option 1: Construct Voter Registrar addition at the James City County Recreation Center

Option 2: Relocate the Voter Registrar to an existing building, location TBD

## **FACILITIES MASTER PLAN – OPTION SUMMARY**

County Administrative Functions (Currently at Mounts Bay Road Campus, Ironbound Road Campus, IRM Video Center, EOC, and Fire Administration)

Option 1: Construct new James City County Government Center on the Warhill Tract at the Opportunity Way site

Option 2: No alternatives considered

#### Law Enforcement Center

Option 1: Expand in place (20 year requires expanding evidence storage).

Option 2: No alternatives considered

### Fire Training

Option 1: Construct new Fire Training Center at Warhill Tract – Water Tower Site

Option 2: Construct new Fire Training Center at Jolly Pond Road Site

## **FACILITIES MASTER PLAN - OPTIONS**

#### **General Services Administration**

Option 1: Create a new General Services campus at Warhill Tract

Option 2: Create a new General Services campus at Jolly Pond Road

#### General Services Solid Waste Administration

Option 1: Expand and renovate in place

Option 2: No alternates considered

#### Convenience Centers:

Option 1: Replace existing convenience center buildings with larger pre-fabricated structures when replaced in the future

Option 2: No alternates considered

### County Warehouse Storage

Option 1: Co-locate with General Services at Warhill Tract on Water Tower site

Option 2: Co-locate with General Services at Jolly Pond Road site

## **FACILITIES MASTER PLAN - OPTIONS**

**WJCC School Administration** 

Option: Locate new site based on 20-year need

WJCC School Operations and Maintenance

Option: Expand and renovate in place

**WJCC Courts** 

Option: Expand and renovate in place

# **QUESTIONS?**



#### **AGENDA ITEM NO. D.2.**

#### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors and The Planning Commission

FROM: Ellen Cook, Principal Planner and Tammy Mayer Rosario, Assistant Director of

Community Development

SUBJECT: Briefing on the Engage 2045 Comprehensive Plan Update Process

#### **ATTACHMENTS:**

	Description	Type
<b>D</b>	Memorandum	Cover Memo
D	1. Introduction Chapter	Exhibit
D	2. Population Chapter and GSAs	Exhibit
ם	3. Housing Chapter and GSAs	Exhibit
D	4. Economic Development Chapter and GSAs	Exhibit
ם	5. Environment Chapter and GSAs	Exhibit
D	6. Community Character Chapter and GSAs	Exhibit
D	7. Parks and Recreation Chapter and GSAs	Exhibit
D	8. Public Facilities Chapter and GSAs	Exhibit
D	9. Transportation Chapter and GSAs	Exhibit
D	10. Land Use Chapter and GSAs	Exhibit
ם	11. Land Use Application Materials	Exhibit
D	12. Implementation Chapter	Exhibit
D	Presentation	Presentation

#### **REVIEWERS:**

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	5/11/2021 - 3:06 PM
Development Management	Holt, Paul	Approved	5/11/2021 - 3:06 PM
Publication Management	Daniel, Martha	Approved	5/11/2021 - 3:19 PM
Legal Review	Hlavin, Maxwell	Approved	5/18/2021 - 9:52 AM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 10:30 AM
Board Secretary	Carnifax, John	Approved	5/18/2021 - 11:23 AM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 12:21 PM

#### MEMORANDUM

DATE: May 25, 2021

TO: The Board of Supervisors

The Planning Commission

FROM: Ellen Cook, Principal Planner

Tammy Mayer Rosario, Assistant Director of Community Development

SUBJECT: Joint Work Session - Briefing on the Engage 2045 Comprehensive Plan Update Process

At today's joint work session with the Planning Commission, the Planning Team will brief the Board of Supervisors on the Engage 2045 Comprehensive Plan update process, leading into a discussion with the Planning Commission regarding specific items and guidance before proceeding to a public hearing in June. In keeping with the process approach used for all the phases, the work described below has been guided by the Planning Commission Working Group (PCWG) and the Community Participation Team (CPT). As noted below, the briefing and discussion will focus on the draft chapters and associated Goals, Strategies, and Actions (GSAs), which were shared with the Board on March 23, as well as the Land Use chapter and associated GSAs and the Future Land Use Map materials, which were shared with the Board on April 27. New items have been drafted, including the Introduction chapter, the Implementation chapter, and key appendices. These items will not be discussed in detail at the meeting, but are included for reference (Attachment Nos. 1, 12, and 13).

#### Chapters and GSAs for All Sections Other than Land Use

At the briefing in March, the Planning Team shared the more substantive changes to the chapters and GSAs for the Population, Parks and Recreation, Economic Development, Public Facilities, Environment, Housing, Community Character, and Transportation chapters. Since these materials were provided to the Board, revised versions of all of these chapters have undergone final PCWG review, and the PCWG has provided a final set of requested revisions. Staff has incorporated the final set of revisions in the GSAs and is working to incorporate the final set of revisions into the chapter text - in the meantime, staff has created lists of the requested revisions; these list are on the first page of each chapter text (see Attachment Nos. 2-9).

In relation to the chapters listed above, the following items have been identified for discussion at the joint work session today:

1. **Mooretown Road Extended** - The PCWG has recommended removing Mooretown Road Extended from the Transportation Chapter and the Future Land Use Map as further detailed in Attachment No. 9 (first page). Mooretown Road Extended is shown on the 2035 Future Land Use Map as extending from the termination of Mooretown Road in Lightfoot to the vicinity of the Croaker Road/Rochambeau Road intersection.

#### Land Use Chapter and GSAs, and Future Land Use Map Materials

At the briefing in April, the Planning Team shared highlights from the Land Use (LU) Chapter materials, including the Future Land Use Map designation descriptions and the land use applications. Revised versions of all of the Land Use chapter materials have since undergone final PCWG review, and the PCWG has provided a final set of requested revisions. Staff has incorporated the final set of revisions in the GSAs and is working to incorporate the final set of revisions into the chapter text - in the meantime, staff has created a list of the requested revisions; this list is on the first page of the Land Use chapter text (Attachment No. 10). The Land Use Application information is also included for reference as Attachment No. 11; this

Briefing on the Engage 2045 Comprehensive Plan Update Process May 25, 2021 Page 2

material is unchanged since the April 27, 2021 briefing other than updating the compilation of Public Correspondence with comments received since that time.

In relation to the Land Use chapter materials, the following items have been identified for discussion at the joint work session today:

- 2. **Updated Rural Lands Policies** As previous briefing materials discussed in more detail, recommendations from the Open Space and Rural Character Preservation briefing paper were incorporated in the Land Use Chapter text and GSAs, and the Rural Lands Designation Description was also revised. Specifically, the Rural Lands Designation Description recommends that subdivision of lots should occur at a density of no greater than one residence per 20 acres, while still also retaining provisions for rural clustering. The GSA language states that future changes to the Ordinance to reflect this guidance could include re-examining utility regulations, such as the current independent water system requirement for major subdivisions, and/or other current requirements in the Subdivision Ordinance.
- 3. **Economic Opportunity Land Use Designation** The Economic Opportunity (EO) Designation, first created in 2009, is one of the designations shown on the Future Land Use Map. EO is currently applied to three areas: Mooretown Road/Hill Pleasant Farm Area, Barhamsville Interchange Area, and Toano/Anderson's Corner Area, each of which has specific guidance and recommendations. There is also an Economic Opportunity zoning district, but there is no land that has yet been rezoned into this district

Per request from the Planning Commission, the consultant team prepared a briefing paper, the Economic Opportunity Area Analysis (shared at the April 27, 2021 Board briefing, available at: <a href="https://jamescitycountyva.gov/DocumentCenter/View/26917/Attachment-34-Land-Use-Economic-Opportunity-Analysis-PDF">https://jamescitycountyva.gov/DocumentCenter/View/26917/Attachment-34-Land-Use-Economic-Opportunity-Analysis-PDF</a>). The Analysis examined similar designations in other localities and recommended keeping Economic Opportunity as a land use designation rather than re-designating the Economic Opportunity areas to Mixed Use or other designation, noting that the EO areas have their own specific policy intent (areas of important economic significance) and comprise strategic locations which makes them not appropriate for a more general designation such as mixed use. The Analysis recommends considering public sector-initiated master planning of the EO areas as a way to proactively have more assurance and predictability about the form and character of development on key parcels, to reduce uncertainty for private actors, and to encourage cooperation among adjacent parcels to work towards a unified and coordinated vision. In recognition of this recommendation, the language of the designation has been adjusted to provide flexibility for the County to take a lead role.

A portion of the Mooretown Road/Hill Pleasant Farm Area is outside the Primary Service Area (PSA). This approach with the PSA was an intentional effort in 2009 to discourage by-right development and utility extensions in this area until the master planning had occurred. The Analysis recommends that the PSA boundary be refined during the development of a master plan for this area, and the language in the Comprehensive Plan currently states "the intent of this designation is to include parcels with this designation in the PSA (where not already included) pending the outcome of master planning efforts."

During this update process, the PCWG discussed eliminating the Mooretown Road/Hill Pleasant Farm EO area, but ultimately did not recommend moving this forward as a land use application.

#### 4. Land Use Applications or Other Possible Future Land Use Map Changes

a. LU-20-0020 Parcels Adjacent to Colonial Heritage on Richmond Road - The PCWG voted to recommend that two parcels be re-designated from Community Commercial to Mixed Use-

Lightfoot. Please see the staff report included in Attachment No. 11 for additional details.

b. Southeast Quadrant of the Croaker Interchange - Interest has been expressed in removing parcels on the east side of the Croaker Interchange from the PSA. This area is currently not served by public water or sewer and utilities would likely need to be extended under I-64 for this area to be served. This potential re-designation would occur on 15 parcels (seven designated Low Density Residential, two designated Neighborhood Commercial, one designated partially Low Density Residential and partially Neighborhood Commercial, and five designated Mixed Use). To date, staff had prepared information in relation to a portion of this area for LU-20-0016 - see Attachment No. 11 for additional details of that application.

#### Comprehensive Plan Name

The update process for this Comprehensive Plan has used the name "Engage2045." As the draft Plan has developed, the PCWG has considered names for Plan document. At its May 12, 2021 meeting, the PCWG recommended that the new Plan be named "Our County, Our Shared Future – James City County 2045 Comprehensive Plan."

The Planning Team looks forward to discussing these items and requests the Board of Supervisors provide direction and consensus on the four specific items listed above, as well as the chapter text, GSAs, and Future Land Use Map, generally. Following this meeting, the PCWG is currently scheduled to meet a final time to resolve any remaining issues, followed by consideration by the Planning Commission at a public hearing currently scheduled for June 24.

EC/TMR/md Eng2045CP-JWS-mem

#### Attachments:

- 1. Introduction Chapter
- 2. Population Chapter and GSAs
- 3. Housing Chapter and GSAs
- 4. Economic Development Chapter and GSAs
- 5. Environment Chapter and GSAs
- 6. Community Character Chapter and GSAs
- 7. Parks and Recreation Chapter and GSAs
- 8. Public Facilities Chapter and GSAs
- 9. Transportation Chapter and GSAs
- 10. Land Use Chapter and GSAs (includes the Future Land Use Map Designation Descriptions)
- 11. Land Use Application Materials
- 12. Implementation Chapter
- 13. Select Appendices Links
  - a. Character Design Guidelines (referenced in the Community Character Chapter): <a href="https://jamescitycountyva.gov/DocumentCenter/View/27450/Attachment-34-Community-Character-Character-Design-Guidelines-PDF">https://jamescitycountyva.gov/DocumentCenter/View/27450/Attachment-34-Community-Character-Character-Design-Guidelines-PDF</a>
  - b. Fiscal Analysis Information (referenced in the Public Facility Chapter): <a href="https://jamescitycountyva.gov/DocumentCenter/View/27457/Attachment-44-Public-Facilities-Appendix-Fiscal-Information-PDF">https://jamescitycountyva.gov/DocumentCenter/View/27457/Attachment-44-Public-Facilities-Appendix-Fiscal-Information-PDF</a>

# **ACKNOWLEDGEMENTS**

The County would like to thank all citizens, community groups, organizations and volunteers who have participated in the Comprehensive Plan review.

#### **Board of Supervisors**

Michael J. Hipple, Chair Sue Sadler, Vice Chair

Ruth Larson Jim Icenhour

Dr. John J. McGlennon

#### **Planning Commission**

Jack Haldeman, Chair Tim O'Connor, Vice Chair

Richard Krapf Julia Leverenz Barbara Null Frank Polster Dr. Rob Rose

#### **Community Participation Team**

Virginia (Ginny) Wertman, Chair

Rachel Becke Rebecca Bruhl Glen Carter Jack Haldeman Thomas Hitchens Richard Krapf Julia Leverenz Tim O'Connor **Philip Piper** 

#### **County Administration**

Scott Stevens, County Administrator Jason Purse, Assistant County Administrator

#### Community Development Department Staff

Paul D. Holt, III, AICP, CNU-A, CFM, Director of Community Development and Planning

Tammy Mayer Rosario, AICP, Assistant Director of Community Development

Ellen Cook, AICP, Principal Planner Alex Baruch, Acting Principal Planner

Christy H. Parrish, CZA, CFM, Zoning Administrator

Terry Costello, CZA, Deputy Zoning Administrator/Senior Planner

Jose-Ricardo L. Ribeiro, AICP, Senior Planner II

Tori Haynes, Senior Planner Tom Leininger, Senior Planner

Thomas Wysong, AICP, Senior Planner

Brett Meadows, AICP, Planner

John Risinger, Planner

A. Vaughn Poller, AICP, Neighborhood Development Administrator Marion Paine, Assistant Neighborhood Development Administrator

Katie Pelletier, Community Development Assistant Beth Klapper, Community Development Assistant Paxton Condon, Community Development Assistant

John Rogerson, CZA, Senior Zoning Officer

Taylor Orne, Zoning Officer

Renee Liden, Community Development Intern Gabrielle Rosario, Community Development Intern Lily Roberts, Community Development Intern John Lesko, Community Development Intern

Jennifer Rivas Salinas, Community Development Intern

#### Consultants

EPR, P.C.

Clarion Associates, LLC Michael Baker International

TischlerBise, Inc

University of Virginia Center for Survey Research

#### **Agencies**

Commissioner of the Revenue's Office | Communications Division | County Attorney 's Office | Economic Development Office | Financial Management Services Department | Fire Department | General Services Department | Geographic Information System Division | Information Resources Management Department | James City Service Authority | Parks and Recreation Department | Social Services Department | Stormwater and Resource Protection Division | Video Production Division | Web/Publications Division | Williamsburg/JCC Public Schools | Williamsburg Regional Library | Hampton Roads Planning District Commission | Hampton Road Transportation Planning Organization | Historic Triangle Bicycle Committee | Virginia Housing | VIMS, Center for Coastal Resources Management | Virginia DEQ, Water Planning Division | Virginia Department of Transportation



## Introduction

#### Our Plan for a Resilient Future

#### The Purpose of the Comprehensive Plan

A comprehensive plan is a policy guide for local governments that sets a long-range vision and a strategy for implementing the vision. Developed from direction provided by residents, business owners, community stakeholders, and appointed and elected officials through a process called Engage 2045, this Comprehensive Plan includes a renewed community vision, goals, strategies, and implementation actions to achieve James City County's vision for an array of outcomes based on key community topics: community character, economic development, environment, housing, land use, parks and recreation, population, public facilities, and transportation.

Since 1980, every Virginia locality has been required by State law to have a Comprehensive Plan. James City County's plan - *Our County, Our Shared Future: James City County 2045 Comprehensive Plan* - serves as a guide to landowners, developers, businesses, residents, and County officials for future land use decisions, new community programs, and capital investments. By considering the types and locations of development and services needed or desired for a 20-plus year period, decision makers are better able to evaluate individual proposals in the context of long-term goals. This Plan is an update of the *Toward 2035: Leading the Way* comprehensive plan that was adopted by the County in 2015.

#### Where We Have Been and Where We Are Today

#### A Growing Community

James City County has been a growing community for decades. Its picturesque landscape, unique historic places, extensive natural areas, quality built environment, and high quality of life make it a stellar location to live, work, learn, and play. This continued growth has created benefits to the community, such as new tax revenues that pay for quality of life amenities like greenways and parks. This growth has also presented new challenges, such as increasing traffic congestion, growing costs to serve residents, loss of open space, and concerns about changing community character.

Over the last decade (2010-2020), the County added an average of 1,026 new residents per year resulting in a total estimated population of 77,265 residents in 2020. While this growth has been significant, analysis suggests that the County's growth rate is slowing, which aligns with an overall statewide trend of slower growth. While future growth may not occur at the rapid pace experienced in previous decades, the County still has one of the highest population growth rates when compared with other localities in Virginia. During the high population growth rate of the 2000-2010 period, the County was the 5th fastest growing locality in Virginia. Between 2010 and 2018, the County was the 11th fastest growing locality in the state.

Looking to the future, 2045 population projections suggest that the County could add another 30,000 to 46,000 new residents for a total population of approximately 105,000 to 121,000. While James City County is projected to have a higher growth rate when compared to neighboring jurisdictions, actual

population growth will ultimately be determined by the local real estate market, guidance provided in this Plan, infrastructure investments, and associated development regulations.

#### An Aging, Affluent, and Highly Educated Community

Historic population trends are instructive when planning for future growth and the needs of future residents. James City County's 2018 population was older on average (45.5) when compared to the state (38.2) and the Hampton Roads region (36.1). By 2040, the proportion of County residents projected to be aged 65 or more is 34% compared to 27% in 2020. Aging residents have unique needs and demand is expected to grow for the services required to meet these needs.

A majority of the County population is white, with the percentage of white residents remaining relatively unchanged over the past four decades. The percentage of African Americans has been decreasing over time in James City County while other races (e.g., Native American, Asian, etc.) and Hispanics (ethnicity) of any race have been increasing. County residents have higher incomes and more education than residents across the state on average. The average household size in the County was declining but has been on the rise since 2010, possibly due to an increase in multigenerational housing that is happening throughout the nation.

#### A Community Many Want to Call Home

Much of the growth that has occurred in James City County is through the development of new houses and neighborhoods. The County went from being a rural community in 1970 with approximately 5,000 residential units to nearly 33,000 units in 2018. The housing stock in the County has remained relatively homogenous with single-family detached homes comprising 77.5% of residential units. Nearly 74.5% of residential units in the County are owner-occupied. Because the County's growth has taken place in recent years, its housing stock is relatively new, with more than 1/3 of the County's residential units built after 2000.

Like many communities around the nation, James City County is experiencing a housing affordability challenge. Some workers employed in the County are priced out of available housing in the County and instead live in neighboring communities and commute to work each day. This can create challenges for business recruitment efforts and further burden the regional transportation system. To address this issue, the James City County Board of Supervisors established the Workforce Housing Task Force in 2017 that developed the 2019 James City County Workforce Housing Task Force Findings and Recommendations Report. This report identifies and describes four critical strategies for addressing the affordability challenge: housing preservation, housing production, housing access, and funding. These strategies are reinforced through this Comprehensive Plan.

#### A Community Making Strides to Grow and Diversify the Local Economy

In 2018, the total number of jobs located in the County totaled 30,233, resulting in an average annual job growth of 1.13% during the previous decade. Many of these jobs are in the County's top five industries: healthcare and social assistance; retail trade; accommodations and food services; arts, entertainment, and recreation; and manufacturing. With its prominent historical sites, such as Historic Jamestown, the County has a strong tourism and services sector that primarily employs lower skilled workers and pays lower wages. While this is a valued industry in James City County, diversifying the local economy and, in particular, adding new higher paying jobs has long been a goal of the County to ensure long-term fiscal and economic health.

To successfully compete for new businesses and high skill workers, the County needs to consider national and regional trends. Now more than ever, talented members of the workforce are choosing the place they want to live before they choose the place they want to work. For this reason, housing choice, cost of living, and quality of life amenities such as a multimodal transportation network, mixed-use destinations, walkability of developments and neighborhoods, recreation opportunities, and access to domestic and international flights and high-speed broadband play more of a key role in generating new business than ever before.

The COVID-19 pandemic has had an impact on the local economy, specifically a reduction in tourism spending coming into the community. The pandemic has also underscored the importance of broadband connections for businesses and workers to stay connected and competitive. Moving forward, it will be even more important to consider the types of environments that targeted industry workers demand and to support development of those types of places in James City County.

While many workers commute into the County to work each day (19,816 on average in 2019), there are also many workers living in the County commuting out to work each day (19,057 on average in 2019). Many of these workers are commuting to jobs in neighboring communities and the City of Richmond. Future economic development efforts could take advantage of the highly educated workforce that lives in James City County and create more opportunities for workers to work closer to home.

#### A Community that Manages Growth and Protects Community Character

James City County adopted its first Comprehensive Plan in 1975, which established the foundation for managing growth in the County. The County has a strong planning legacy of managing growth through the use of the Primary Services Area (PSA) and other growth management tools that define the area where land development is appropriate and where public utilities can be provided to support that growth. An analysis of land use, zoning, and approvals to subdivide and develop land within James City County's PSA conducted during Engage 2045 identified that there is a capacity for approximately 11,500 new residential units, 7,400 of which are on designated lots with vested entitlements. Given past development trends, these lands are likely able to accommodate up to 26 years of projected future residential growth. In addition, another 3,500 acres are available for development of nonresidential development. Determining the vision for these remaining lands in the County was a strong focus of this planning effort.

#### A Community that Values its Rural Landscape

James City County's citizens have shown how much they value their rural areas through many comments in public meetings and responses to surveys. Rural areas include lands inside and outside of the PSA, both of which continue to see development pressure. The greatest reserve of rural areas, however, continues to be outside of the PSA and these areas are traditionally designated as the County's "Rural Lands." Both in this planning process and during outreach in prior comprehensive plans, the citizens of James City County have repeatedly emphasized the great value they place on their rural landscapes, including the high premium citizens put on the quality of life that is derived from the County's pristine natural resources, protected open spaces, scenic rural vistas, and historic and traditional small town and village community character. Many are concerned that the pace, pattern and character of new growth and development may harm this treasured character of the County and many expressed a strong desire both to limit the pace and amount of new development and to direct it away from the rural areas that they value so highly.

#### A Community that is Facing New Challenges

Guiding the future development of James City County means dealing with many challenges – some longstanding and some new. As this plan is being written, the world is battling a global pandemic and sea level rise is a growing threat to coastal communities like ours. The long-term impacts of the COVID-19 pandemic are still being determined and environmental analysis of sea level rise suggests that changes are needed to protect human life and property from receding shorelines, future flooding, and related impacts. The planning process has acknowledged these and other challenges and the uncertainty of how these impacts will unfold. Using the best available information, this Plan provides a framework for creating a more resilient future for James City County and its future residents.

#### Where We Are Headed: Our Vision and Goals

Building on past planning efforts and new ideas generated through Engage 2045, several key themes were identified as being central to the vision for James City County's future. These key themes, also called public input priorities have served as critical guides for developing this Plan. These public input priorities – Protect Nature, Preserve Community Character, Support Affordable Workforce Housing, Expand Economic Development, and Enhance Quality of Life – serve as the core components of the *Our County, Our Shared Future: James City County 2045 Comprehensive Plan* vision.

**Our Vision Statement** 

#### **Our Historic Past**

James City County is a place of firsts. It was home to the first permanent English settlement and the first colonial government in America. From this region grew a powerful and prosperous collection of colonies that would eventually free itself from English rule and form a new nation. Because of this proud heritage, James City County is a place of special significance, not only for its residents, but also for citizens across the Commonwealth of Virginia and the United States. Given the importance of our unique historical identity, we have a responsibility to preserve and protect our irreplaceable assets for future generations. This responsibility requires that we preserve the legacy of our quality of life in James City County through wise planning, policy-making, and legislation. We must strive to manage growth and balance the needs of development with historical and environmental protection, the needs for infrastructure, transportation, quality schools and the availability of water. We will not settle for less than first-class education, medical care, public safety, recreation, and entertainment that strengthen the fabric of our community. But our mission does not end there.

#### **Our County, Our Shared Future**

James City County also recognizes the importance of leaving the County in good shape – economically, socially, and ecologically – for present and future residents and visitors. As we look to the future, we will address that which will strengthen and preserve what is best and most special in the County. To this end, we will work to achieve the five public input priorities established during the Engage 2045 process.

#### **Protect Nature**

The natural environment is a highly valued component of James City County. We will work to preserve the greenspaces and wetlands that lend their beauty to our community, support the health of our ecosystem, reduce systemic risks due to sea level rise, protect water quality, and create opportunities for residents to recreate and enjoy nature. We will carefully manage growth and development to protect critical natural resources and cooperate with private conservancies and landowners to protect these open spaces.



#### **Preserve Community Character**

In addition to the natural environment, we will protect the County's rural community character, including the unique identity of rural communities like Toano, as well as large tracts of open agricultural land outside the County's Primary Service Area (PSA). We will direct new development away from rural lands and rural communities and design our built environment to respect our historical context.



#### **Enhance Quality of Life**

We will work to improve opportunities for all of our residents and pay special attention to those most in need or at risk. A safe, efficient transportation network for vehicles, pedestrians and bicyclists will meet the everyday needs of our residents while at the same time fully integrating James City County with the rest of Hampton Roads and Virginia. Quality of life amenities will



be provided to all residents, including parks, public water access, expanded recreational facilities, trails for walking and bicycling, transit connections, and other enhancements to existing public facilities. We will continue to provide excellent public education and will partner with the Williamsburg-James City County Public Schools to continue to provide a high quality education to students.

#### **Expand Economic Development**

Industries that offer quality employment opportunities and that are compatible with the County's goals will be encouraged. Well-placed and well-planned commercial establishments will add to both the character and economy of our County. We will strive to develop new high paying jobs and career opportunities for all members of the workforce within our County and to



provide our population with the best possible education and training so that our citizens may fully realize these opportunities. We will expand the local employment base to not only include tourism as a major economic driver in the County, but also other targets for employment and industries.

#### Support Affordable Workforce Housing

Residential units will be thoughtfully and logically placed and provide a wide range of choice. We will support development of affordable housing for our County's workers that is designed to complement the County's unique and historic community character.



We will sustain the quality of life and economic vitality in James City County while preserving our special natural and cultural heritage. We will accomplish this by promoting smart growth principles, adopting supporting strategies, providing a variety of housing options, supporting economic development, and providing diverse recreational, cultural and education opportunities for all ages. These actions will be implemented to the benefit of all County residents. James City County will uphold its identity as an exceptional area to visit and a special place to live and work.

#### Our Goals

To further guide achievement toward the County's vision, the Plan includes nine community goals that define the outcomes to achieve in the future.



Community Character Goal: The County will be a good steward of the land by preserving and enhancing the scenic, cultural, rural, farm, forestal, natural, and historic qualities that are essential to the County's distinctive character, economic vitality, and overall health and quality of life of its residents.



**Economic Development Goal**: Build a more sustainable local economy that upholds James City County's commitment to community character and environmental protection; results in a diversity of businesses, community investment, and professions that attract higher paying jobs; supports the growth of the County's historic, agritourism and eco-tourism sectors; contributes positively to the community's quality of life; and better balances the local tax base.



**Environment Goal**: Continue to improve the high level of environmental quality in James City County and protect rural and sensitive lands and waterways that support the resiliency of our natural systems for the benefit of current and future generations.



**Housing Goal**: Consistent with the four principles of the Workforce Housing Task Force, maintain and develop residential neighborhoods to achieve high quality design and construction, and provide a wide range of choices for both renters and owners in housing types, densities, price ranges, and accessibility that address the needs of the County's residents and workers of all ages and income levels.



**Land Use Goal:** Achieve a pattern of land use and development that reinforces and improves the quality of life for citizens by encouraging infill, redevelopment, and adaptive re-use within the PSA; limiting development on rural and natural lands outside the PSA; and achieving the other eight goals of this Comprehensive Plan.



**Parks and Recreation Goal:** Provide a range of recreational facilities and activities desired by the community that are affordable, accessible, and adequate in number, size, type, and geographic dispersion to accommodate the needs of all County residents and that promote personal growth, social development, and healthy lifestyles.



**Population Goal:** Provide the means for all citizens, especially youth and seniors, to achieve a high quality of life through safe, affordable, and convenient access to programs, services, and activities.



**Public Facilities Goal:** Provide high quality public facilities, including schools, and public services in a manner that balances demand for facilities and services with fiscal impacts.



**Transportation Goal:** Provide citizens, businesses, and visitors of James City County with an efficient, safe, attractive, and resilient multimodal transportation system that encourages use of non-automotive forms of transportation and reinforces or is consistent with the goals and land use patterns of the Comprehensive Plan.

#### How We Will Achieve Our Vision: Strategies and Actions

The Engage 2045 planning process began with a professional survey of James City County residents to understand the community's opinions on a broad range of community planning issues. The 2019 Citizen Survey asked respondents to identify the importance of several planning topics and their satisfaction with the current condition of these topics. A comparison of the importance and satisfaction for topics revealed five "satisfaction gaps" where the community thought a planning topic was important but that there was work to be done to improve satisfaction. These topics in order of highest to lowest satisfaction gap include affordable housing (33%), roads and highways (24%), attracting jobs and businesses (20%), preserving rural character (16%), and protecting the environment (15%).

These satisfaction gaps, along with Round 1 public inputs, were the basis for developing the public input priorities. These public input priorities set the stage for later public engagement efforts to update the Plan's goals, strategies, and actions. The four engage 2045 public engagement rounds were guided by the foundational information included in the 2019 Citizen Survey with a special focus on the satisfaction gaps. The following priority actions were guided by the public inputs provided in this survey and the subsequent rounds of engagement. These priority actions are recommended to have "short term" status when incorporated into the updated James City County Strategic Plan. (To see the full list of implementation actions, see Chapter 5: Implementation.)

Priority Actions Recommended for Short-Term Status in the Strategic Plan	Related Public Input Priorities	Type of Action	Related Actions
CC 1.2 Continue to explore opportunities and cost-sharing arrangements to bury overhead utilities in Community Character Corridors and Community Character Areas through transportation initiatives.	Preserve Community Character	Capital Investments & Funding	
CC 1.5 Preserve the character of rural roads by identifying roads that should be preserved and work with the Virginia Department of Transportation (VDOT) to maintain their rural character while providing an acceptable level of safety.	Preserve Community Character	Partnership Opportunity	
CC 3.3.6 Consider incorporating elements of the Character Design Guidelines into the future land use guidelines in the Land Use chapter to ensure consistency between the Community Character and Land Use guidelines.	Preserve Community Character	Further Planning & Initiatives	
CC 3.3 Continue to improve and protect the character of the County through use of the Character Design Guidelines.	Preserve Community Character	Regulatory & Guideline Updates	
ED 1.3 Continue to pursue and promote incentives available for new and expanding businesses and industries within certain areas in the County, including Opportunity Zones, Foreign Trade Zones, and Tourism Zones, and develop additional incentives for new and existing business development.	Expand Economic Development	Capital Investments & Funding	
ED 1.5 Work with William & Mary, Thomas Nelson Community College, and other entities in support of business attraction and expansion of quality and innovative business ventures.	Expand Economic Development	Partnership Opportunity	
ED 4.5 Continue to support public private partnerships to revitalize unique areas within the County such as Toano.	Preserve Community Character, Expand Economic Development	Partnership Opportunity	
ED 7.2 Review and update County regulations, policies, and procedures to ensure they create clear expectations for developing new businesses in targeted industries, and that land use requirements are flexible to changing market trends.	Expand Economic Development	Regulatory & Guideline Updates	
ENV 1.7 Identify the specific existing and potential uses of County streams and rivers and identify standards necessary to support these uses. Protect the quality and quantity of these surface waters so they will continue to support these uses. Give consideration to protecting existing and potential water resource uses when reviewing land development applications.	Protect Nature	Further Planning & Initiatives	
ENV 1.16 Develop funding and implementation mechanisms for the watershed protection and restoration goals and priorities from watershed management plans adopted by the Board of Supervisors.	Protect Nature	Capital Investments & Funding	
ENV 1.18 Continue to develop regional, cumulative impact- focused hydraulic studies for County waterways vulnerable to flooding and develop strategies to fix identified problems.	Protect Nature	Capital Investments & Funding	
ENV 1.20 Explore Zoning Ordinance amendments that would incorporate recommendations of the Colonial Soil and Water Conservation District as it pertains to equine and other animal stocking rates.	Protect Nature	Regulatory & Guideline Updates	

Priority Actions Recommended for Short-Term Status in the Strategic Plan	Related Public Input Priorities	Type of Action	Related Actions
ENV 1.21 In a joint endeavor by the Stormwater & Resource Protection Division and Stormwater Program Advisory Committee prepare a multi-year, prioritized list of stormwater-related projects, including stream restoration, health, safety, and water quality that includes estimated costs for design and implementation.	Protect Nature, Enhance Quality of Life	Capital Investments & Funding	
ENV 3.7.2 Investigate changes to the Zoning Ordinance including renaming the A-1, General Agricultural District and re-examining lot sizes and clustering provisions to acknowledge and encourage preservation of forested land.	Protect Nature, Preserve Community Character, Enhance Quality of Life	Regulatory & Guideline Updates	LU 6.2, 6.2.1
H 1.1.6 Continue to support, through marketing, partnering, and other means, nonprofit groups such as Housing Partnerships, Inc., Habitat for Humanity, Community Action Agency, and project:HOMES which have programs providing emergency home repair; preventive maintenance; and counseling in home finance, rental assistance, budgeting, and sanitary health conditions.	Support Affordable Workforce Housing	Partnership Opportunity	
H 2.3 Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing: (H 2.3.3) Identify Virginia-based builders/developers with experience in adaptive reuse and convene a public meeting to discuss and better understand the challenges and opportunities with adaptive reuse. (H 2.3.7) Engage owners of properties that are good candidates for redevelopment or adaptive reuse to explore opportunities. (H 2.3.8) Facilitate connections among property owners and developers, and identify resources that could be employed to facilitate adaptive reuse projects.	Preserve Community Character, Expand Economic Development, Support Affordable Workforce Housing	Partnership Opportunity	
H 2.3 Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing: (2.3.5) - Review and modify the use lists for all zones to encourage residential/mixed-use developments along specific corridors and facilitate adaptive reuse opportunities in existing commercial areas. (2.3.9) - Develop a new zoning designation that would simplify motel-to-apartment conversions. (2.3.10) - Consider creating an administrative permitting process for commercial or residential conversions that include workforce housing.	Preserve Community Character, Expand Economic Development, Support Affordable Workforce Housing	Regulatory & Guideline Updates	

Priority Actions Recommended for Short-Term Status in the Strategic Plan	Related Public Input Priorities	Type of Action	Related Actions
H 2.3 Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing: (2.3.6) - Investigate resources that could support adaptive reuse, including the Low-Income Housing Tax Credit, historic tax credits, and programs supporting housing for residents experiencing homelessness. (2.3.11) - Create a fund to assist owners with the cost of demolishing and redeveloping obsolete commercial buildings.	Preserve Community Character, Expand Economic Development, Support Affordable Workforce Housing	Capital Investments & Funding	
LU 1.6 Explore the creation of a solar and wind energy ordinance that establishes performance standards for solar farms, carbon sequestration facilities, and other emerging technologies in the renewable energy industry, with the intention of protecting the County's unique rural character, preserving natural resources, and mitigating impacts to neighboring properties.	Protect Nature, Preserve Community Character, Expand Economic Development	Regulatory & Guideline Updates	
LU 5.2 Ensure that developments are subject to zoning or special use permit review to mitigate their impacts through the following means:  (5.2.3) — Continue to calculate and make available up-to-date information on the costs of new development in terms of public transportation, public safety, public schools, public parks and recreation, public libraries and cultural centers, groundwater and drinking water resources, watersheds, streams and reservoirs.  (5.2.4) - Consider and evaluate the possible use of impact fees to help defray the capital costs of public facilities related to residential development.	Protect Nature, Preserve Community Character, Enhance Quality of Life, Expand Economic Development, Support Affordable Workforce Housing	Further Planning & Initiatives	

Priority Actions Recommended for Short-Term Status in the Strategic Plan	Related Public Input Priorities	Type of Action	Related Actions
LU 6.1 Promote the economic viability of traditional and innovative farming and forestry as industries.  (6.1.1) – Support both the use value assessment and Agricultural and Forestal District (AFD) programs to the maximum degree allowed by the Code of Virginia. Explore extending the terms of the County's Districts.  (6.1.2) – Seek public and private funding for existing programs, investigate new programs, and support private or non-profit (such as land trust) actions that promote continued agricultural or forestal use of property.  a. Encourage dedication of conservation easements to allow property owners to take advantage of State and Federal tax provisions. Develop a program that would provide information to property owners on the benefits of easement donation, including helping owners consider future possible plans for their property to verify they can be pursued under deed language.  b. Seek dedicated funding stream for open space preservation programs. Develop information for property owners on the benefits of participating in open space preservation programs. (6.1.4) – As resources allow, support implementation of the recommendations in the Strategy for Rural Economic Development to maintain and create viable economic options for rural landowners.  (6.1.5) – Consider funding a staff position for a rural or agricultural development officer to support and help acquire funding for rural protection programs and to undertake other similar activities.	Protect Nature, Preserve Community Character, Expand Economic Development	Capital Investments & Funding	LU 1.6
LU 6.1 Promote the economic viability of traditional and innovative farming and forestry as industries.  (6.1.2) – Seek public and private funding for existing programs, investigate new programs, and support private or non-profit (such as land trust) actions that promote continued agricultural or forestal use of property.  c. Stay informed of State legislation related to Transfer of Development Rights (TDR) and on the status of TDR programs in Virginia peer localities.	Protect Nature, Preserve Community Character, Expand Economic Development	Partnership Opportunity	LU 1.6

Priority Actions Recommended for Short-Term Status in the Strategic Plan	Related Public Input Priorities	Type of Action	Related Actions
LU 6.2 Residential development is not a recommended use in the Rural Lands. Creation of any lots should be in a pattern that protects the economic viability of farm and forestal assets, natural and cultural resources and rural character. Amend the Subdivision Ordinance, Zoning Ordinance, utility regulations, and related policies to promote such an overall pattern. Consider providing more than one option, such as the following, so long as an overall very low density pattern can be achieved, and the design and intensity of the development is consistent with stated Rural Lands designation description and development standards and available infrastructure.  (6.2.1) — Revise the R-8 and A-1 zoning districts to set lot sizes to be consistent with stated Rural Lands designation description and development standards. As part of this amendment, consider easing the subdivision requirements such as eliminating the central well requirement or permitting the waiver of the central well requirement and/or allowing private streets in limited circumstances, as part of an overall balanced strategy.  (6.2.2) — Revise the rural cluster provisions in the A-1 zoning district to be more consistent with the Rural Lands designation description and development standards. As part of this amendment, consider easing the subdivision requirements such as eliminating the central well requirement or permitting the waiver of the central well requirement, allowing private streets in limited circumstances, making it a streamlined byright use at certain scales, allowing off-site septic or community drainfields, etc.  (6.2.3) — Consider implementing a subdivision phasing program, where the number of blocks that could be created from a parent parcel within a given time period is limited.  (6.2.4) — Consider adding strong buffer and expanded setback regulations to the A-1 and R-8 districts, particularly if the permitted densities are not lowered in these districts.	Protect Nature, Preserve Community Character, Expand Economic Development	Regulatory & Guideline Updates	
PF 1.9 Encourage the provision and location of preschool programs and classrooms throughout the County utilizing government sponsored programs, public schools, private schools, private businesses, churches, non-profits, and where appropriate, home-based preschools.	Enhance Quality of Life	Partnership Opportunity	
PN 3.8 Assess food insecurity for lower income households in the County and examine ways to address any identified issues such as partnerships with the nonprofit sector, or possible development incentives for private sector development (such as a grocery store).	Enhance Quality of Life, Expand Economic Development	Further Planning & Initiatives	
PR 1.2 Prioritize potential property acquisition for parks in underserved areas of the County, as identified in the needs analysis in the current Parks and Recreation Master Plan or the outdoor recreation category of the ConserveVirginia model.	Enhance Quality of Life	Capital Investments & Funding	

Priority Actions Recommended for Short-Term Status in the	Related Public Input	Type of	Related
Strategic Plan	Priorities	Action	Actions
PR 3.1 Coordinate outdoor recreation, greenway, Purchase of	Protect Nature,	Further	
Development Rights, greenspace, community character and	Preserve Community	Planning &	
environmental protection programs in order to maximize	Character, Enhance	Initiatives	
utility of shared resources and funding.	Quality of Life		
T 1.7 Coordinate the County resiliency plan with VDOT to	Protect Nature,	Partnership	ENV 3.7.3
ensure the County road system is resilient to future sea-level	Preserve Community	Opportunity	
rise and recurring tidal and non-tidal flooding by conducting	Character, Enhance		
an analysis of roadways and bridges within areas of future	Quality of Life		
high flood risk.			
T 3.1 Seek funding for a regularly updated list of proposed	Enhance Quality of	Capital	
pedestrian and cycling projects on the Six Year Improvement	Life	Investments	
Program.		& Funding	

## **Engage 2045 Planning Process**

Virginia state law requires local governments to review their comprehensive plans every five years. To satisfy this requirement, the locality merely has to reaffirm the information contained in the plan. However, it has been the tradition in James City County to undertake a more thorough review and update of the Comprehensive Plan every five years. Engage 2045, the planning



process undertaken to update the comprehensive Plan, built upon this tradition by employing the County's most robust public engagement effort to date and included scenario analyses that "tested" future growth alternatives and related impacts on community character, the transportation network, community infrastructure needs, and the County's fiscal bottom line. Like previous planning updates, this process was designed to be open, transparent, and participatory. The process included five project phases of plan development and four rounds of community engagement.



#### **Project Leadership**

The Engage 2045 process was led by a coordinated team comprised of the Community Participation Team (CPT), the Planning Commission Working Group (PCWG), and the Planning Team (County staff and consultants). Regular briefings to the Board of Supervisors (BOS) also occurred to support development of the Plan and solicit periodic guidance at key project milestones.

38
CPT meetings/events

The Community Participation Team (CPT) was responsible for encouraging, facilitating, and reporting on citizen participation throughout the planning process. The team primarily worked in partnership with staff, the Planning Commission, and Board of Supervisors in the coordination of publicity efforts, educating the public, sponsoring public meetings and other input opportunities, encouraging fellow residents and business members to participate in the planning process, and overseeing the preparation of summary reports on the public outreach and engagement process and the citizen feedback.

492
CPT volunteer

CPT volunteer meeting/event hours

The **Planning Commission Working Group** (PCWG) was tasked with leading the review and development of the draft Comprehensive Plan. The PCWG consists of all seven members of the Planning Commission, and a member of the Community Participation Team. The CPT shared inputs from citizens collected during the Engage 2045 planning process with the PCWG to help inform policy direction of the new Plan. The charge of the PCWG was to:

**31** 

PCWG meetings/events

- Review community input;
- Guide and monitor the scenario planning and modeling process to evaluate potential futures for James City County and their impacts on the community;
- Review the applications of landowners who wish to change the land use designation of their properties;
- Work with County staff and consultants to develop the vision, plan, and implementation framework; and
- Guide revisions to the draft Comprehensive Plan and forward the updated Plan to the Planning Commission and Board of Supervisors for endorsement and adoption.

4/1

PCWG volunteer meeting/event hours

#### Community Engagement Highlights

The Engage 2045 effort produced a community vision, goals, strategies, and actions that were generated through hundreds of hours of effort by community volunteers, residents, elected and appointment officials, and County staff. The County undertook a public engagement approach that was cumulative in nature so that one round of engagement built upon the previous round. Each round was also extensively advertised and publicized through the County's website, social media channels, articles in local newspapers, op-eds, This Week in James City County podcast, flyers, WATA bus advertisements, and other advertising outlets. These extensive efforts were guided by the CPT and are described in more detail in public engagement reports found in the Plan appendices. Provided here is a summary of the six main engagement efforts.

#### 2019 Citizens Survey

In January 2019, the James City County Board of Supervisors contracted with the Center for Survey Research at the University of Virginia to design, conduct, and analyze a survey of James City County residents. The goal of the survey was to determine opinions on several issues as the County began the process to update its Comprehensive Plan. The findings from this statistically significant survey served as the foundation for understanding community opinions throughout the planning process. This survey was also instrumental in identifying the five areas of County services or initiatives that residents considered to be very important but were not satisfied with the present status. These "satisfaction gaps" are listed below.

1,060 survey respondents

- **Affordable housing** 33% (83% important vs. 50% satisfied)
- Roads & highways 24% (98% important vs. 74% satisfied)
- Attracting jobs & businesses 20% (88% important vs. 68% satisfied)
- **Preserving rural character** 16% (85% important vs. 69% satisfied)
- **Protecting environment** 15% (85% important vs. 70% satisfied)

#### Round 1: Listening and Envisioning

The first round of public engagement for Engage 2045 was kicked off at the Summit on the Future event that was held in person at six separate sites and broadcast on local public access Channel 48 to allow residents to participate from home. The Summit offered many station activities to gather feedback from participants. Attendees – in person and online – participated in online polling. The online engagement continued after the Summit, allowing residents the ability to participate at their leisure between November 18 – December 18, 2019.

**441** participants

This round of engagement was focused on educating residents about the Engage 2045 planning process and collecting inputs to help guide development of the community vision. Questions were posed that dove deeper into the findings of the Citizen Survey, specifically related to whether the County should do more to address the satisfaction gaps identified in the Survey. Augmenting these efforts were the launch of the project website <a href="www.jamescitycounty.gov/engage2045">www.jamescitycounty.gov/engage2045</a>; a promotional video that aired on the County's YouTube channel, Facebook page, and the County website; and a State of the County presentation that was incorporated into the opening remarks of the Summit on the Future.

A summary of public input priorities was generated from the findings of the 2019 Citizen Survey and the Round 1 engagement efforts. These priorities were the basis for developing the five core components of the Plan's vision. Highlights of engagement responses that supported these public input priorities are listed below. More details can be found in the *Public Engagement Summary Report – Phase 1* included in the Plan appendices.

- <u>Nature</u>: 97.4% of participants ranked that it was important for the County to do more to improve efforts to protect and preserve the County's natural environment.
- <u>Community Character</u>: 90% of participants ranked that it was important for the County to do more to improve efforts to protect and preserve our rural character in the County.
- **Economic Development:** 87.7% of participants ranked that it was important for the County to do more to expand the local economy by attracting higher paying jobs.
- <u>Affordable Housing</u>: 84.4% of participants ranked it was important for the County to do more to provide affordable housing opportunities that are affordable to our workforce.

• Quality of Life: Many "big ideas" shared at the Summit requested improvements to or stability of community services, including bicycle and pedestrian pathways and trails, internet service, library improvements, and public water.

#### **Listening Forum**

On May 4, 2020, the CPT invited local community organizations to participate in a Listening Forum to provide input for the County's Comprehensive Plan update. The CPT Listening Forum was open to the public electronically pursuant to the Emergency Ordinance adopted March 24, 2020 by the Board of Supervisors. To view a recording of the meeting, please visit the County's YouTube channel.

11 organizations

During the Listening Forum, 11 organizations representing more than 4,000 members and a wide range of interests presented their mission, goals, and challenges in relation to the future of James City County. The CPT asked each organization to describe the greatest need or desired outcome that should be addressed in the Comprehensive Plan update. Each participating group had up to 15 minutes to present information to the CPT. This information was shared with the PCWG. The PCWG considered these important community inputs as it developed the Comprehensive Plan.

#### Round 2: Exploring and Testing

Building off the public opinion knowledge base generated through the 2019 Citizen Survey and Round 1, the second round of public engagement focused on evaluating the County's currently adopted Plan goals and asking participants to respond to scenarios that represented potential alternative ways the County could grow in the future. This engagement effort occurred during the summer of 2020 just after the COVID-19 pandemic became a national crisis. The original plan to hold in person meetings was amended to provide safe ways for residents to engage online, while also arranging for wi-fi hotspots and providing paper versions of online survey materials to those with limited internet access.

**136** participants

The engagement effort was launched at the Exploring Our Future Alternatives Virtual Assembly on August 10, 2020. This online webinar was live streamed over Facebook Live, the County's YouTube channel, and public access Channel 48. At the Assembly, project team members walked participants through the online exercises, provided detailed descriptions of the two alternative scenarios, and answered questions. The online questionnaires were available from August 10 – September 2, 2020. This second round of engagement resulted in several key findings, listed below. A more detailed description of the Scenario Planning exercise is included in a following section.

- Round #2 public inputs were consistent with the 2019 Citizen Survey findings and Round #1 public input priorities.
- Cumulative inputs (Citizen Survey + Round 1 + Round 2) suggest that a more proactive approach is needed to manage growth and change in the community and support implementation of the public input priorities.
- Community responses showed support for:
  - A more compact growth form that protects natural and rural lands and upholds the County's unique community character.
  - o More opportunities for affordable workforce housing.
  - More biking and walking facilities.

o Maintaining or making minor amendments to the nine currently adopted Comprehensive Plan goals, with a focus on more significant amendments to the Housing and Transportation goals.

#### **Round 3: Deciding and Affirming**

The third round of public input was focused on getting more detailed feedback on specific policy directions and actions the County should take to implement planning priorities. This round included two main engagement opportunities - three questionnaires provided online and in hard copy at targeted locations, and a series of three Community Chats where participants attended a virtual meeting to learn about the questionnaires and pose questions to the project team. The three questionnaires were:

**277** participants

- The <u>Policies and Actions Questionnaire</u> with 14 questions that provided options for how the County could implement its vision. The responses to the questionnaire helped the team developing the Plan to better understand the specific policy directions and implementation actions that were supported by the community.
- The <u>Character Design Guidelines Questionnaire</u> that sought participants' views on several different alternatives for the design of neighborhoods, commercial and industrial uses, and rural and open space areas. The findings from this questionnaire helped shape the policy direction and design guidance included in the Land Use and Community Character chapters of this Plan and the Character Design Guidelines.
- The <u>Future Land Use Map Questionnaire</u> provided an opportunity for residents to react to the 27 Future Land Use Map amendments proposed during the Engage 2045 process. These responses helped inform development of the Future Land Use Map included in the Plan.

The questionnaires and chats were conducted from January 14 - February 21, 2021. This third round of engagement identified several important implementation steps to be included in the Plan as listed below.

- Nature: Questionnaire respondents support new development restrictions and public land acquisition to limit development impacts on natural lands and to address impacts of climate change and sea level rise, with a strong focus on protecting water resources. Round 3 respondents also indicated strong support for protecting a wide variety of natural lands.
- Community Character: Round 3 respondents showed strong support for styles of development that reduce development intensity supported through the expression of values for natural beauty, agricultural conservation, privacy, walkability, historical architecture, and community. Round 3 participants' primary community character concern was preserving the existing rural and low-density development patterns in James City County. Participants believed that rural residential development must be planned with farmland preservation in mind, but participant comments revealed disagreements in how to achieve this. Participants generally associated high-density development with increased traffic and a lower quality of life. However, there was evidence that middle density land uses could be supported with County-compatible designs and the incorporation of nature and green spaces. Respondents expressed support for higher densities within mixed use and employment contexts that provided walkability and opportunities for interaction.
- <u>Affordable Workforce Housing:</u> Round 3 revealed less support for prioritizing resources to support this objective when compared to the other public input priorities. Round 3 respondents identified adaptive reuse and redevelopment of existing commercial and employment locations

and transit corridors as the best locations for new affordable workforce housing. Strategies to improve homes in existing residential neighborhoods and stabilize and enhance mobile home parks were also strongly supported.

- Economic Development: While there has been consistent public support to diversify the local economy, with a focus on development of higher wage employment, Round 3 revealed less support for allocating resources to this endeavor. Round 3 respondents expressed mixed support for the County investing in infrastructure to serve economic development sites within the PSA. For development of complete communities that can support future economic growth, there was a preference for more mixed-use centers with employment and adding more middle density housing to existing employment areas.
- Quality of Life: There was consistent support for enhancing quality of life amenities in James City County, with a strong emphasis on walking and biking facilities -- especially in locations that increase connectivity between neighborhoods and shopping, schools, employment areas, and greenways.

#### Round 4: Planning and Implementing

[Insert description of Round 4 and final results once completed.] The plan was reviewed by the Planning Commission and Board of Supervisors at # work sessions and # public hearings. The Plan was adopted by the Board of Supervisors on [enter date].



#### **Scenario Planning Process**

As part of Round 2 public engagement efforts, James City County conducted a Scenario Planning process intended to provide insight to County decision makers regarding long term policy choices for land use and public investment in light of potential alternative Future Growth Scenarios. The Scenario Planning process included development of a series of two integrated computer models used to analyze potential future land use patterns. These scenarios were also evaluated to determine modeled impacts on changes in land use, impacts to the transportation system, and the fiscal impacts of providing more services and facilities to serve new residents and businesses. These scenarios and related impacts were then evaluated through the public engagement process. Scenario A (Trend) and Scenario B (Alternative) are described below. A more complete report of the scenario planning process – the Preferred Scenario Framework – is provided in the Plan appendix.

#### Scenario A (Trend)

- Current land use trends and development patterns continue.
- Dispersed single family development and retail centers.
- Protection of rural areas is encouraged but some level of development of Rural Lands (areas outside the PSA) continues.

#### **Scenario B (Alternative)**

- Rural lands outside the PSA used primarily for rural and agricultural purposes instead of development.
- More protections for rural lands.
- More focus on infill and redevelopment.
- Economic development at higher densities in the Primary Service Area but in concert with existing community character.

The CPT and Planning Team developed and implemented a scenario questionnaire (online and paper) during Round 2 to collect input from residents on the two scenarios. The questionnaire was extensive, with over two dozen questions that asked people to study maps, images and summary charts that described the results of computer model testing of each scenario with respect to each of the five public input priorities (Nature & Environment, Community Character, Affordable Workforce Housing, Economic Development and Quality of Life). In total, 136 people completed the survey in the three-week period, which was a considerable response rate for such a complex and detailed survey implemented during the peak of the pandemic. Detailed results of this questionnaire can be found in the Round 2 Public Engagement Presentation Report found in the Plan appendix.

The Preferred Scenario Framework report, included in the Plan appendices, documents the scenario planning process, and identifies key policy themes for each of the five public input priorities as a result of both the scenario testing results and the public opinions as expressed in the questionnaire responses. These policy themes were heavily considered by the PCWG during development of the goals, strategies, and actions for each Plan chapter, with particular focus on the Land Use, Community Character, and Environment chapters. Included in each of the Plan chapters is a section that highlights key policy guidance stemming from the outcomes of the scenario planning process.

### **Continual Modeling**

As part of the scenario planning in this comprehensive plan update process, the County will also acquire the ability to do ongoing modeling of land use, traffic and fiscal impacts resulting from future growth. The models used for the scenario testing process will be customized for County staff use so that they can analyze future development impacts. The final adopted land use map will be entered into this County model so that any changes on a parcel or area-wide level can be tested against the land use, travel demand and fiscal impact models to measure potential impacts.

## Implementation and Evaluation of the Comprehensive Plan

This Comprehensive Plan is James City County's long-range master plan for guiding the physical development of our community for the next 25 years and beyond. It is the first step in setting policy priorities for the County, but the County's vision can only be realized by aligning future individual decisions with this vision. Intended outcomes can only be achieved when future decision-making, community investments, and policy decisions support the vision and goals of the Plan.

In 2018, James City County undertook an extensive planning process to (1) identify all the operational initiatives and capital projects included within the Comprehensive Plan and more than 35 other community plans, (2) set priorities among the initiatives and projects included in these plans, and (3) develop a general timing and funding strategy to implement these efforts. The result was the 2035 Strategic Plan: A Guidebook for Investing in the County's Future.

The Strategic Plan established a new process for defining implementation priorities for James City County. As shown in the graphic above, the Comprehensive Plan and other supportive plans (such as the Parks and Recreation Master Plan) identify long-range policy priorities for the County. The next step in the cycle is to build off these policy priorities and identify "work" priorities for County departments and divisions through the Strategic Plan. The Strategic Plan then serves as a guide for

Set Funding

**Priorities:** 

Budget/CIP

Set Policy

**Priorities:** 

Comprehensive Plan/Other Plan

setting funding priorities through the County's annual budget and Capital Improvement Program (CIP). Finally, after work plans are developed and funding is secured, initiatives and projects are implemented.

Building off this new process for identifying implementation priorities, the County will need to undertake the following steps to fully implement this Comprehensive Plan.

- 1. Continue to use the Comprehensive Plan as a policy guide when evaluating rezoning cases and other land development proposals.
- 2. Prepare updates to the County's Zoning Ordinance to fully implement new policy directions and land use guidance included in this Plan.
- 3. Update the County's 2035 Strategic Plan to incorporate the specific operational initiatives and capital projects identified in this Comprehensive Plan, focusing on identified priorities included within the Plan.
- 4. Update the guidance for operational initiatives included in the Comprehensive Plan to guide updates to the Strategic Plan as a set of criteria for identifying new operational budget expenditures to include in the County's annual budget.
- 5. Continue to use the guidance for capital investments included in the Comprehensive Plan to guide updates to the Strategic Plan as criteria for identifying future public capital infrastructure projects to include in the County's Capital Improvement Program (CIP).

#### **Evaluating and Monitoring Plan Implementation**

This Plan update relies on established mechanisms of internal tracking, agency reporting and continued transparency as we work towards implementing the vision and goals of this Plan. The strategies and actions contained in this Comprehensive Plan are intended, in some cases, to serve as the interim steps necessary for the County to achieve the stated vision and goals. In other cases, they serve as benchmarks to measure proposals that may come before County officials.

In order for the Comprehensive Plan to have value and remain useful through its planning horizon, it is important to monitor progress in achieving adopted goals, strategies, actions (GSAs) to recognize those that have been completed, identify areas where additional resources are needed, and to re-assess for changing conditions. The Planning Commission will evaluate the progress of implementation efforts and prepare an annual report to the Board of Supervisors that will identify actions that have been completed. The evaluation process will not only measure progress and identify areas that need attention, but also serve as a catalyst to engage the community in dialogue about the future of James City County.

#### Guide to the Plan

#### Plan Framework Elements

The Plan Framework Elements – the Plan's Vision, Goals, Strategies, and Actions – are the essential components of the Plan that will guide decision-making, community investments, and operational initiatives for the County. The elements are hierarchical providing the broadest level of community guidance through the Plan's Vision and the most detailed guidance through the Plan's Actions. Goals, Strategies, and Actions (often referred to as GSAs) are the primary policy guidance used on a regular basis by County elected and appointed officials and County staff.

These Plan Framework Elements were developed to carry forward existing policy direction from the previous Plan that is still relevant and establish new policy approaches supported by the community. Implementation of the Plan Framework Elements will require partnerships and collaboration across departments, organizations, public, private, and non-profit sectors, and the broader community. The table below defines each of the Plan Framework Elements in more detail.

Vision	The Plan's vision is a set of five statements developed from the public input priorities established early in the Engage 2045 process. The vision statements describe the highest level of community aspiration.
Goals	Goals describe end conditions or ongoing results the plan is working toward achieving.
Strategies	Strategies describe specific approaches the County will undertake to achieve the Plan's vision and goals.
Actions	Actions are specific tangible initiatives or projects that implement the Plan's Strategies.

#### Plan Organization

The Comprehensive Plan is set out in a series of 11 chapters organized for easy navigation and to provide a consistent structure throughout the document.

**Chapter 1: Introduction** serves as an executive summary and snapshot guide for the remaining chapters of the Plan.

Chapters 2-10 are the topical nine policy chapters in the Plan. Each of these chapters include four key sections:

- **Key Planning Influences** provides data and trends, descriptions of community programs and regulations, and other information that provide a foundation for the GSAs included in the chapter.
- **Community Guidance** documents the critical community feedback provided during each round of Engage 2045 public engagement that relates to the chapter's policy topic.
- **Spotlight on Implementation** highlights important achievements and progress made by James City County to achieve the Plan's vision and goals.
- Goals, Strategies, and Actions are the plan framework elements that are used to guide implementation efforts.

**Chapter 10: Plan Implementation** organizes the Plan's implementation approaches into a priority set of implementation actions, describes the linkage to James City County's Strategic Plan, and provides guidance for updating and monitoring the Plan over time.

**Appendices** include background documents prepared during the planning process that provide more detailed information and are referenced in the Plan. This includes public engagement reports, research documents, and other supportive materials.

#### POPULATION CHAPTER

The following materials represent the draft Population chapter as discussed by the Planning Commission Working Group (PCWG) as of April 5, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

#### Chapter Text: Requested Revisions from Final PCWG Review on April 5, 2021

- 1. Requested editorial changes to address typos or increase the clarity of the language.
- 2. Several requested changes to the format of charts.
- 3. Requested statement within the text regarding the importance of addressing the needs of the homeless. (This will relate to several GSAs that address this issue that are already included.)
- 4. Requested statement on addressing equity within the County.

# **Population**

#### Introduction

James City County is home to a growing population. Knowing the trends that have brought us to where we are today and the possible changes in the future can help us understand our community and their needs for the future. While it is important to consider and meet the needs of our community as a whole, the information in this chapter can also help us identify specific segments of the community, such as the youth and senior populations, which may need focused attention in the years to come in order to best serve their needs. By building upon the existing framework of services, James City County will be better able to meet the rising demands for all segments of our changing population. This section is intended to shed light on the broader issues related to our population needs and on associated County initiatives. Other sections throughout the Comprehensive Plan may reinforce these ideas with more specific discussions and actions. For additional data and information on the County's demographics, please refer to the Comprehensive Plan Technical Appendix.

The Population Chapter Goals, Strategies, and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language as written in the 2035 Comprehensive Plan has been re-affirmed and refined. The Goal now states: "Provide the means for all citizens, especially youth and seniors, to achieve a high quality of life through safe, affordable, and convenient access to programs, services, and activities." Many important Population Chapter implementation activities have been achieved in the last five years, as detailed in the Spotlight on Implementation section. However, as the information in this chapter explains, further action through the revised and updated Strategies and Actions will be needed to ensure that the needs of the whole community, one that is inclusive of many ages, incomes, and other demographic variables, are met.

## **Key Planning Influences**

## Population by Growth

Population is an important element of the Comprehensive Plan providing a framework to better understand the current and future needs of the community. Over the past four decades, James City County has experienced significant population growth, and this continued growth has created benefits to the community as well as presented new challenges. Recently, the County's population growth rate has shown signs of slowing down, a change that appears to be part of a statewide trend.

**Population Growth** Of these decades, the County's growth rate was at its highest in the 1980's, but continued at rates of close to 40 percent growth per decade through the 1990's and 2000's. Since 2010, the growth rate appears to have slowed down. **Population of James City County** 1990-2018 2018 74,153 2010 67,009 2000 48.102 1990 34.859 10,000 20.000 30,000 40,000 50,000 60,000 70,000

Figure P-1. Population Growth of James City County

Source: Decennial Census and 2018 American Community Survey (ACS) 5-year estimates.

According to the University of Virginia's Weldon Cooper Center for Public Services: "Though Virginia has added over half a million new residents since the last census in 2010, population growth has slowed down significantly across Virginia in recent years, falling below U.S. growth levels to reach the lowest population growth rate since the 1920s.\(^1\) Despite the recent slowing down of population growth rate, the County is still among those with the highest population growth rates when compared with other localities in Virginia. During the high population growth rate of the 2000-2010 period, the County was the 5th fastest growing locality in Virginia. Between 2010 and 2018, the County was the 11th fastest growing locality in the state. In James City County, the most populated areas are located in the central part of the County.

Population Technical Report Page| 2

<sup>&</sup>lt;sup>1</sup> Weldon Cooper Center, Hamilton Lombard, January 27, 2020, "Population growth in Virginia slowest in a century as out migration continues."

## Population by Age

A slight majority of the County's population falls within the 20 to 64 age group; however, over the past decades, this age group has been decreasing as a proportion of the County's Population. The County's median age and proportion of citizens 65 years and older have continued to increase substantially over the years and have continued to be higher than those of surrounding localities, the Hampton Roads MSA and the state. The growth rate of the youth population (less than 19 years old) has been declining slightly over the years.

Aging Population

The median age for residents in James City
County is 46.4, a 35% increase from 1990.
The aged 65+ cohort grew 3.65% from 2010
to 2018. This cohort represents nearly one quarter of the population."

Residents
under 19 represent
22.8% of the population

Median Age:
46.4
(35% increase from 1990)

Residents aged
65+ represent
24.25% of the population

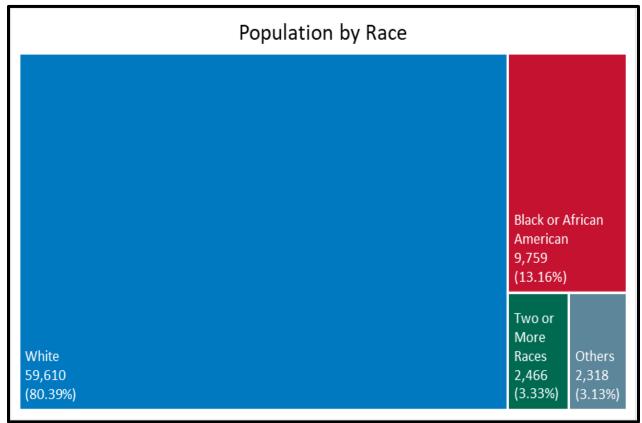
Figure P-2. Population by Age in James City County

Source: Decennial Census and 2018 ACS 5-year estimates.

### Population by Race and Ethnicity

The overall racial composition of the County has remained relatively unchanged over the past four decades with whites constituting the majority of the population. The percentage of African Americans has been decreasing over time in James City County while other races (e.g., Native American, Asian, etc.) and Hispanics (ethnicity) of any race have been increasing. Both Williamsburg and York County have slightly more diverse populations with more representation of other races in their populations than James City County. The Hampton Roads MSA and the state also have higher rates of diversity.

Figure P-3. Population by Race in James City County



Source: 2018 ACS 5-year estimates.

Population by Ethnicity

4,138 (5.58%)

70,015 (94.42%)

Not Hispanic or Latino

Hispanic or Latino

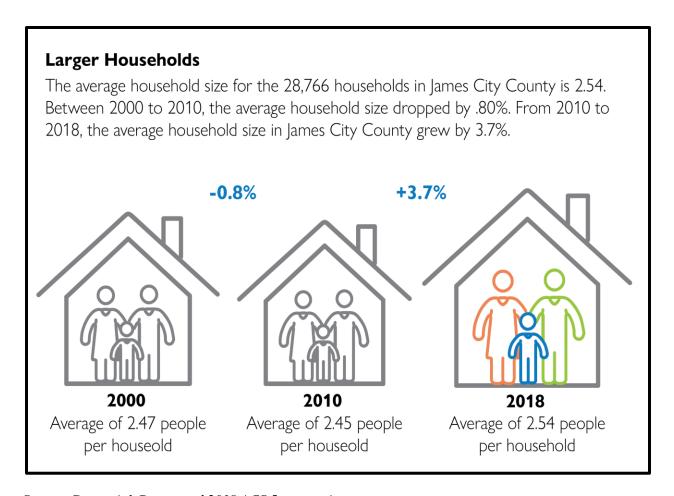
Figure P-4. Population by Ethnicity in James City County

Source: 2018 ACS 5-year estimates.

# Population by Average Household Size

A household includes all persons living in a housing unit. In James City County the average household size has been decreasing over the last few decades. However, since the last Census, it has begun to rise and that appears to be part of a nationwide trend.

Figure P-5. Percent of Population with High School Diploma or Higher 1990-2018



Source: Decennial Census and 2018 ACS 5-year estimates.

This on-going trend could be the result of more people living in multigenerational households and/or more people living together due to economic reasons. The majority of households in James City County are led by married couples. An increase in the average household size may have implications for the County's housing industry as the trend of more people living together may require fewer housing units or more housing that addresses specific needs (multi-generational homes).

# Population by Place of Birth and Language Spoken

The number of people living in the County who were born outside the country has been increasing over time. Historically, the foreign born population has come primarily from Europe, Asia, and Latin America. However, according to the most recent data from the Census the proportion of the foreign born population from Europe has been decreasing over recent decades while the proportion of people coming from Asia and Latin American is on the rise.

The number of people speaking a language other than English has also been increasing over the years. A similar trend can be observed in adjacent localities, in the Hampton Roads MSA, state, and the country.

The increase in the number of foreign born residents and speakers of a language other than English appears to indicate that the County's population is gradually becoming more culturally diverse.

# Population by Educational Attainment

The County's population is relatively well-educated. In 2018, almost half of the County's population age 25-and-over had a bachelor's degree or higher level of education and more residents in the same age cohort had completed higher levels of education (e.g., bachelors/graduate or professional degree) than residents in York County and Williamsburg. A well-educated population yields a well-educated workforce which has the potential to provide socio-economic benefits to the community.

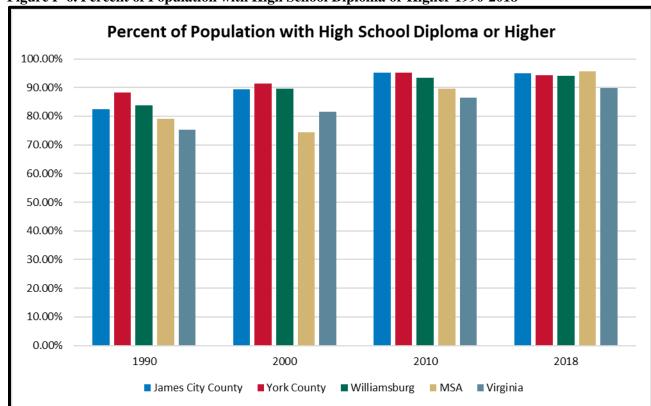


Figure P-6. Percent of Population with High School Diploma or Higher 1990-2018

Source: U.S. Census Bureau, Decennial Census 1990-2010. 2018 ACS 5-year estimates.

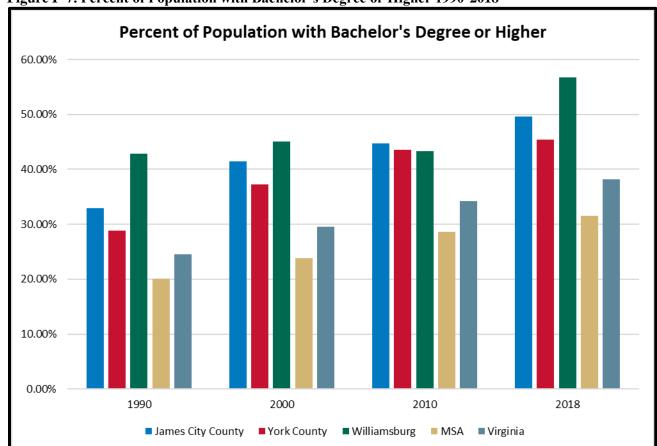


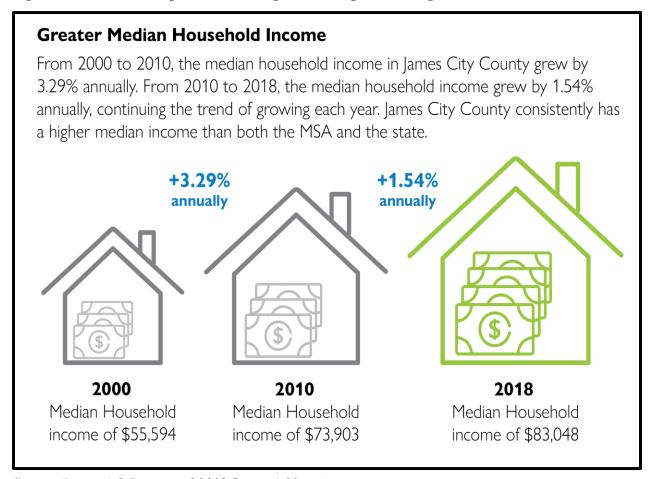
Figure P-7. Percent of Population with Bachelor's Degree or Higher 1990-2018

Source: U.S. Census Bureau, Decennial Census 1990-2010. 2018 ACS 5-year estimates.

# Population by Median Household Income and Poverty

Median household income is a good measurement of a community's general economic health.

Figure P-8. Percent of Population with High School Diploma or Higher 1990-2018



Source: Decennial Census and 2018 5-year ACS estimates.

Despite the growth in the median household income, almost 8% of the County's population lives in poverty. According to the U.S. Federal Poverty Guidelines in 2018, a household with four persons (two adults and two children) was in poverty if the household income was less than \$25,465 annually. Of all age cohorts, children under 18 years old have the highest level of poverty in the County.

# **Population Projections**

The practice of forecasting population growth into the future is not an exact science. Different factors such as population birth/death rates, in-and-out migration, immigration, the "graying of America," economic growth, and state and local regulations are used in combination with a number of different assumptions and considered as part of the forecasting process.

The Hampton Roads Planning District Commission (HRPDC) and Weldon Cooper Center have prepared population projections for the County for the years 2025, 2035, and 2045. Figure P-9 below compares these two projections along with a third population projection model known as linear projection, chosen for its fit with James City County's historical population trend. It is likely that the County's population in 2025, 2035, and 2045 will fall within a range established by each of these projections. Even with the uncertainties involved, the exercise of forecasting population into the future is an important tool localities have to proactively address the challenges of future generations.

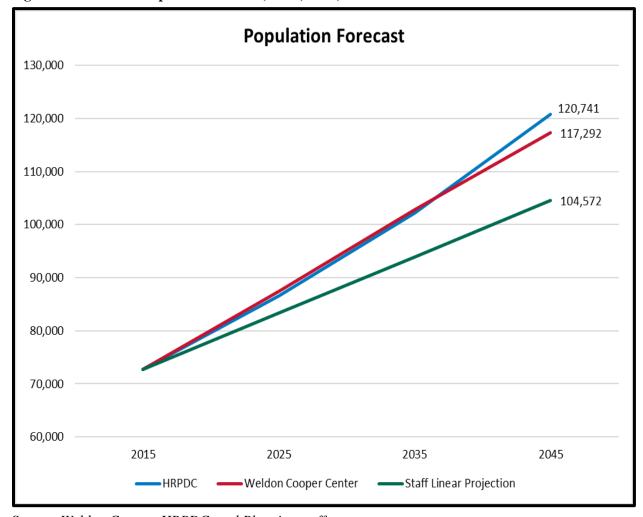


Figure P-9. Forecast Population Growth, 2025, 2035, 2045

Source: Weldon Cooper, HRPDC, and Planning staff

## **Age Cohort Projection<sup>2</sup>**

In 2018, slightly more than half of the County's population belonged to the 20 to 64 years age cohort (53.4%) followed by the 65 and older and the less than 19 years old age cohorts. As projected by the Weldon Cooper Center, the proportion of the 20 to 64 age cohort will decrease in the years to come and represent 45.2% by 2040. The percentage of the population less than 19 years old will remain relatively

<sup>&</sup>lt;sup>2</sup> Because 2025, 2035, and 2045 age cohort information is not currently available, staff is using age cohort data from available 2020, 2030, and 2040 projections.

stable over the next decades representing 20.4% of the County population by 2040. The population 65 and older is projected to continue to increase and represent 34.5% of the population by 2040.

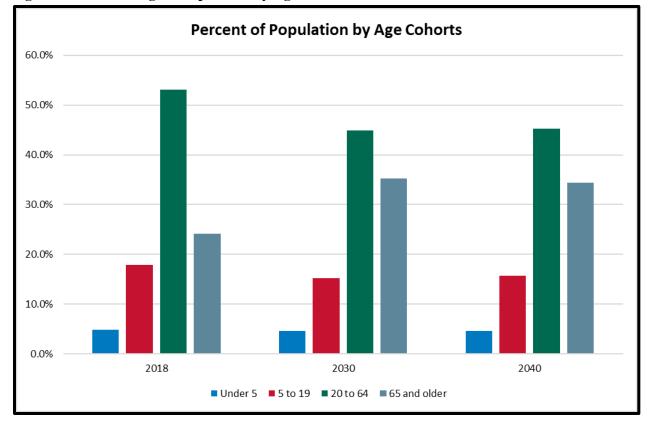


Figure P-10. Percentage of Population by Age Cohort

Source: 2018 5-year ACS estimates and Weldon Cooper Center.

The growing size of the population 65 and older and the strong and steady representation of the population less than 19 years old present opportunities and challenges for the County such as the provision of housing and transportation that meets the needs of seniors; investments in schools and educational programs for youth and seniors; and adequate employment, safety, and recreation considerations. As noted above, forecasting population and age cohorts is an important tool, but inherently involves uncertainty; it will be necessary to continue to monitor projections and forecasts from the sources above, as well as other data sources, to determine needs for school facilities, and other facilities and services, in the future.

## **Population - Working Age**

According with the Census Bureau the working age population is typically represented by the age group ranging from 15 to 64 years old while the age groups between 0 to 14 and 65 and older are generally known as the non-working age population. The working age population, similar to the age group "20 to 64" discussed above, represents the majority of the County's population and is also projected to decrease over the coming years (from 59% in 2018 to 50% in 2040 according to the Weldon Cooper Center).

In 2018, the County's civilian labor force represented 58% of the County's total population, with the majority of the labor force being represented by the working age group. This broad age group is an important segment of the population responsible for much of the County economic health and growth. This group has many needs such as housing, education, and employment. The slower growth rate of the working

age population compared with the surge in the numbers of non-working age population (particularly age 65 and over) appears to follow a state and national trend. The County should continue to evaluate different strategies to ensure that the working age population's needs are identified and addressed.

#### **Population - Youth**

The youth population of James City County (less than 19 years old) has been decreasing as a proportion of the total population over the years. However, the raw numbers show substantial growth. By the year 2040, the Weldon Cooper Center expects this number to rise to 22,367, representing an increase of 32.4% over the next 20 years. This growth will continue to increase the demand for youth services in the County.

Data show that there can be barriers to obtaining youth services. In focus group sessions conducted for the 2001 Community Services Strategic Plan for Children and Youth, participants most frequently responded that lack of awareness was their most significant obstacle to youth services. Other barriers noted were the lack of space for programs and services, lack of adequate transportation, and direct cost to client. These barriers also affect the larger considerations of child care, recreation facilities, and community economic development. More current data is needed to understand to what degree these or other barriers are still in play.

#### **Youth Services - Addressing Youth Needs**

The James City County Parks & Recreation Department has identified key leadership skills that enable youth to gain a better understanding of themselves, their peers, and their community, and has integrated these skills into their programming. Their belief is that youth should be given the opportunity to be involved in decision-making that directly impacts their lives and their communities.

- The Youth Advisory Council and Teens Toward Success Programs. This program provides mechanisms through which young people can shape and influence the decision-making that affects their lives and communities. Since 2015, teens in these programs have volunteered an average of 2,500 service hours annually, building skills and increasing employability. Nearly 40 teens from Teens Toward Success have been hired as recreation leaders by the Department's Recreation Services Division.
- The Teens On Point Program. This program offers camps and after-school care to students age 10-14. Enrollees participate in community service and also mentor youth in REC Connect, the Department's before and after school and camp program for students ages 5-10. Residents of James City County and the City of Williamsburg who are ages 5-17 receive free membership to the Abram Frink Jr. Community Center. By applying to the Discount Assistance Program, qualifying families can receive discounts on many programs including Teens On Point and REC Connect, as well as membership to County recreation centers.
- Neighborhood Outreach Program. In 2015, Parks & Recreation established Neighborhood Outreach as a core program area. The purpose of Neighborhood Outreach is to expand recreation services to lower income neighborhoods. Neighborhood Outreach seeks to reach vulnerable populations of youth, teens, adults, and families who rarely participate in centralized recreation programs due to financial, transportation, cultural, interest or lifestyle barriers.

The James City County Police Department also continues to sponsors numerous community and school educational programs designed to help youth including:

• Every 30 Minutes (annual alcohol awareness event, mock DUI crash);

- Bicycle Rodeos (bike safety program);
- C.O.P.s (Community Outreach Program);
- Police Pathfinders (activities to teach youth about a career in law enforcement);
- Police Science Club (club for Toano Middle School students interested in law enforcement);
- SIDNE (Simulated Impaired Driving Experience teaching the dangers of driving while impaired or distracted); and
- Resisting Aggression Defensively (safety program for children ages 5-12).

The private and nonprofit sectors offer many other programs and services for youth, including organizations such as Big Brothers Big Sisters, Girl Scouts, Boy Scouts, and the YMCA.

An important issue that has been growing over the years that affects both the youth and senior populations is related to kinship caregivers for children. A kinship caregiver is someone related by blood or marriage who has been placed in the role of caregiver for a child. This may be a grandparent, godparent, aunt, uncle, sibling, family friend, or other relative. There is an increasing trend of kinship caregivers in the County, with the majority being grandparents. In 2019, to support the needs of kinship caregivers, James City County started the Greater Williamsburg Regional Kinship Program with the City of Williamsburg and York-Poquoson Social Services.

## **Population - Seniors**

The senior population, ages 65 and older, is the fastest growing age cohort in the County. In 1990 there were 8,097 people aged 65 and older. In 2018 this number increased to 17,930. By the year 2040, the Weldon Cooper Center projects this number to rise to 46,581 representing an increase of 160% over the next 20 years.

This growth can be attributed to natural aging of the population (baby boomers aging in place) and people moving to James City County to retire. This substantial growth of the 65 and older population will continue to increase the demand for senior services in the County.

#### **Senior Services - Addressing the Needs of Seniors**

The James City County Department of Community Services has indicated the importance of addressing the needs of seniors in the following areas:

- **Health Care:** The Senior Services Coalition has found that necessary health care services are mainly provided by the private sector at this time. Older adult addictions, the need for additional geriatric psychiatric beds and personal care providers, and increased incidence of dementia, memory loss and Alzheimer's disease have been cited as problems for the senior population. In 2018, 5,512, or 28% of those over 65 and over had a disability. The growing number of aging citizens requires different health care services and increases the need for additional health care service providers in the coming years.
- **Housing:** The number of households headed by individuals aged 65 and older continues to increase in the County; from 15% in 2000 to 37% in 2018. Many older adults want to remain at home, but recognize that they may need to rely upon social and health resources in order to successfully age in place. There are a number of locally available services to help seniors remain at home for as long as is safely possible. Support to enable senior citizens to remain in their houses can be provided by the community's Neighbor to Neighbor Program, Williamsburg Faith in Action, Peninsula Agency on Aging (PAA), area healthcare systems, and paid in-home care providers.

- Nutrition Assistance: Due to income constraints, many seniors live in households that are food
  insecure, with limited access to healthy food. Benefits such as the Supplemental Nutrition
  Assistance Program (SNAP) and organizations such as Meals on Wheels and the Peninsula Agency
  on Aging work to address hunger for the senior community.
- Transportation: Transportation continues to be a great need for seniors in James City County. Peninsula Agency on Aging (PAA), Williamsburg Area Transit Authority (WATA), and Williamsburg Faith in Action provide transportation to seniors. The PAA transportation program RIDES utilizes wheelchair accessible vans as well as community volunteers to transport senior citizens, aged 60 and older, to non-emergency medical appointments.

WATA provides fully accessible buses for customers on the fixed routes. Buses have the ability to kneel to the ground, and integrated wheelchair ramps provide a smooth transition on to the bus for disabled citizens. For citizens unable to get to or from a bus stop, there is paratransit service. Paratransit is door-to-door, curb-to-curb, or origin destination shared ride service.

Williamsburg Faith in Action provides door-to-door transportation for non-emergency medical appointments, as well as transportation for grocery shopping, hair appointments, or other errands.

Housing units that are accessible to seniors, located along public transportation routes, and adequately served by pedestrian facilities can help facilitate mobility for seniors around the community.

• **Employment:** Many seniors are on fixed incomes and are negatively impacted by inflation, forcing them to seek employment to support themselves. Many of these individuals are skilled, well-educated, require little on-site job training, and want to hold part-time employment positions. Efforts to increase and expand the area's job opportunities should include strategies informing employers of the availability of this potential workforce and encouraging them to employ these retirees.

The Parks & Recreation Department plays an important role in filling service gaps for programs and services not offered by the private and nonprofit sectors for seniors, offering programs such as the Lounge, Club 55+, Silver Sneakers, and Renew Active. Other County Departments are also working to address senior needs. The County Police Department offers programs to assist seniors that include Project Lifesaver, Fraud/Scam Surveys, and Prescription Drug Take Back.

# **Community Guidance**

## **Public Engagement**

Public input for the Population Chapter was received at key points of the Engage 2045 process. The 2019 Citizen Survey was conducted in the spring of 2019 and the results were reported in the summer. Responses related to the Population Chapter were generally consistent with the results from the 2014 Citizen Survey. When asked for their opinions on residential development, 74.5% of respondents agreed that it was happening too quickly. About 59% of respondents felt that the amount of residential development was "about right", 35% believed it was "too high", and 6% stated it was "too low." Roughly 62% of respondents felt that growth in James City County is happening "a little too fast" or "much too fast," compared to about 32% who felt that the growth rate is "about right." Open-ended responses from the 2019 Citizen Survey

showed that respondents had concerns for the rate of growth and development, the needs of senior residents including housing and medical care, and providing career and housing opportunities for young professionals.

The first round of community engagement was held in the fall of 2019 during the Summit on the Future event. When asked to indicate their biggest concern for the future, 17% of respondents stated that the County's population growth was their biggest concern. When asked what was most important for the County to accomplish, 48% of respondents selected "managing growth" and 12% of respondents selected "ensure the County is welcoming to a diverse array of people." Participants also had an opportunity to share their "Big Ideas." Responses included ideas to promote supportive services for at-risk populations such as community support for individuals with mental health issues, homeless shelters, and health care services. Other responses included ideas for increasing school and pre-school capacities by building new school facilities and having dedicated pre-school facilities.

The second round of community engagement was held in the fall of 2020. When asked to compare the Population Needs goal from the 2035 Comprehensive Plan to the Engage 2045 Public Input Priority for Quality of Life, about 69% of participants stated that the goal should remain the same. About 25% of respondents indicated that the goal should change and stated that it should have a greater emphasis on recreational amenities and the needs of at-risk populations. Respondents also compared the future development patterns of Scenario A - Current Trend, and Scenario B - the Alternative, in the Future Alternatives Questionnaire. The results showed a strong preference for Scenario B with responses referencing its' greater walkability between neighborhoods, trails, and future school sites.

During the third round of community engagement, respondents to the Policies and Actions Questionnaire strongly supported enhancing quality of life amenities in the County. In particular, respondents supported prioritizing walking and biking amenities in locations that increase connectivity between neighborhoods and shopping, schools, employment areas, and greenways. When asked to hypothetically allocate resources between the five Engage 2045 Public Input Priorities, "expanding existing and creating new quality of life amenities" ranked third at 21.6%.

#### **Scenario Planning - Key Policy Guidance**

The results of the Scenario testing phase of community engagement yielded several key principals that relate to Population:

- Create more mixed-use areas that provide greater access to recreation, health services, establishments selling healthy foods, and other quality of life needs proximate to neighborhoods;
- Provide a more compact development pattern that can better support multimodal transportation and provide more transportation options to County citizens;
- Foster walkable environments that increase the health outcomes of residents, including the mental health benefits of experiencing nature and more opportunities to interact with fellow citizens;
- Foster development of more housing choices, increasing housing affordability for lower income members of the County's workforce, seniors, and persons suffering from homelessness; and
- Increase accessibility to educational and job training services for lower income members of the County's workforce, youth, and pre-school aged students.

# Spotlight on Implementation

Keeping in mind the demographic trends of the County, careful attention must be given to youth and seniors, who have more specialized needs than the general population. To create a safe and healthy environment and to provide the framework for their future well-being, the County has established a series of strategies and actions designed to provide the means for all citizens, especially youth and seniors, to have safe, affordable, and convenient access to programs, services, and activities.

The work toward promoting enhanced mobility for the County's population, especially for youth and seniors has been on-going. A number of the programs through WATA, the PAA, and Williamsburg Faith in Action are described above. In addition, the County has continued to pursue sidewalks, multi-use trails, and other facilities both through private-sector development and through publicly-funded projects, guided by the Pedestrian Accommodation Plan, Regional Bikeways Master Plan, and Greenway Plan. County ordinances have been amended to strengthen the requirements for private-sector development. On the publicly-funded side, one example is the funding received from the Safe Routes to School program to enhance mobility for youth and their families near Clara Byrd Baker Elementary School.

The County and its many partners have also continued to strive to provide educational and recreational activities and locations geared toward specific interests and a wide range of ages, including youth and seniors. Continuing to support educational programs for early childhood is an important goal for the County. A partnership between the County's Social Services department, Child Development Resources, and the Williamsburg-James City County Headstart program has supported local efforts of Governor Northam's School Readiness Team to strengthen Virginia's early childhood system, including developing a plan to ensure all at-risk three- and four-year olds in Virginia have access to publicly subsidized care and education options by 2025.

In terms of recreation, the County's Parks and Recreation Department has provided many services and programs geared both toward youth and seniors, some of which are described above. The Department has worked to assess programs and services to meet diverse needs, often seeking input from the community in the process, such as the Community Recreation Plan Survey and Analysis that was completed in Grove, and the on-going coordination with Neighborhood Advisory Groups in the Grove and Lafayette neighborhoods. The Department has also partnered with many organizations, including Bacon Street Youth and Family Services, Special Olympics Area 6, and WJCC Schools, which expands their ability to provide services to youth and seniors.

Another part of addressing the needs of youth and seniors is working toward cost structures that help facilitate the ability of youth and seniors to access the services they need, including access to health care and housing. To assist low- and moderate-income seniors age in place, James City County was awarded a \$350,000 Virginia Housing Rural Rehab Grant and \$1 million Scattered Site Community Development Block Grant (CDBG) Housing Rehabilitation grant to address the housing needs of 29 low- to moderate-income, disabled, senior heads of households. The County's Parks and Recreation Department has continued to evaluate cost structures to reduce barriers and has a discount assistance program and free youth passes at the Abram Frink Jr. Community Center, among other programs. Finally, the Social Services Department has worked hard to ensure that County residents are knowledgeable about the services that are available to them, such as the recent expansion of Medicaid.

With the many different programs and services available, helping residents understand and navigate to the best outcomes has continued to be a major goal. One program mentioned above is the Greater Williamsburg Regional Kinship Program. Another example is the Community Outreach Network Educate Care Thrive (CONECT) program, a partnership between Social Services, the Police Department, and the Fire Department. The CONECT program works with citizens 60 years of age and older and citizens 18-59 years

old with a disability. The program reaches out to citizens and caregivers that are in need of services, links citizens to community partners in the Greater Williamsburg region, utilizes resources and personal preferences to develop a plan for the future, enhances the health, well-being, and quality of life in our community, and encourages aging in place safely and gracefully.

The many efforts detailed above to meet the needs of our youth and senior populations have been ongoing, but still require further action to ensure the County's vision is realized.

# Goals, Strategies, and Actions

#### Goal

PN - Provide the means for all citizens, especially youth and seniors, to achieve a high quality of life through safe, affordable, and convenient access to programs, services, and activities.

## Strategies and Actions

- PN 1 Promote public transportation services and multi-modal access, including future greenway connections, in partnership with the Williamsburg Area Transit Authority.
- PN 1.1 Promote public transportation and mobile services stops, within or adjacent to, new high density and multifamily housing and senior living communities.
- PN 1.2 Encourage retrofit of existing high density and multifamily developments and senior living communities to provide stops for public transportation and mobile services.
- PN 1.3 Make destinations more accessible from home and school for all citizens, with an emphasis on youth and seniors, by implementing the Greenway Master Plan, the Pedestrian Accommodation Master Plan, the Regional Bikeway Master Plan, and the Parks and Recreation master plans and integrating them into the design of new development proposals and other projects.
- PN 1.4 Develop new partnerships and alternative means to improve multimodal transportation services within the County.
- PN 1.5 Promote a variety of transportation options to address the needs of individuals with special health issues and a range of physical abilities.
- PN 2 Promote facilities and services that provide care, education, or recreational opportunities geared toward specific interests and ages of youth, adults, and seniors.
- PN 2.1 Ensure that youth have adequate and safe facilities where they may participate in programs and services.
- PN 2.2 Expand access to quality preschool service and affordable childcare through the Bright Beginnings Program and collaborations with Child Development Resources, Advancing Community Excellence (formerly the Community Action Agency) and other partners.
- PN 2.3 Encourage and promote additional safe and licensed child care businesses, including home-based child care, near adequate and accessible transportation routes.
- PN 2.4 Ensure that seniors have adequate and safe facilities where they may participate in programs and services.
- PN 2.5 Encourage and promote additional safe and licensed adult care businesses, including home-based adult care, near adequate and accessible transportation routes.

- PN 2.6 Assess recreational interests of all citizens, with emphasis on youth and seniors, and form partnerships to create or enhance programs and facilities to serve these interests.
- PN 2.7 Promote recreational activities inclusive of all ages and cultures and internally prioritizing programs that meet these needs.
- PN 2.8 Support the efforts of the Youth Advisory Council to conduct surveys such as electronic (internet/web-based) surveys to identify and prioritize ideas for recreational activities/location for youth.

## PN 3 - Maintain and improve the affordability of programs, services, and events to all citizens.

- PN 3.1 Continue to offer discounts to facilities, programs and services based on income eligibility and Parks and Recreation's Discount Assistance Program guidelines.
- PN 3.2 Continue to provide free access to the Abram Frink Jr. Community Center for youth.
- PN 3.3 Promote safety net clinics for all citizens with an emphasis on income constrained households.
- PN 3.4 Develop and operate a mobile integrated healthcare/community paramedicine program.
- PN 3.5 Encourage and increase awareness of affordable senior housing options, from independent living to Continuing Care Retirement Communities (CCRCs) and skilled care, for all.
- PN 3.6 Seek grant funding to assist local, nonprofit groups with constructing affordable senior housing.
- PN 3.7 Increase the participation of eligible families enrolled in the Family Access to Medical Insurance Security Plan (FAMIS), Cover Virginia and Supplemental Nutrition Assistance Program (SNAP) by increasing their awareness of the plans.
- PN 3.8 Assess food insecurity for lower income households in the County and examine
  ways to address any identified issues such as partnerships with the nonprofit sector, or
  possible development incentives for private sector development (such as a grocery store).

# PN 4 - Improve coordination between public and private programs and services and increase awareness of these services among all citizens, especially youth and seniors.

- PN 4.1 Provide education and promote awareness of physical health, mental health, and social service benefits to all citizens.
- PN 4.2. Develop and update a Strategic Plan for Seniors (Health, Housing, and Transportation).
- PN 4.3 Work with senior-serving agencies to coordinate services to seniors.

- PN 4.4 Participate in the development of community-wide needs assessments and strategic plans initiated by community organizations and develop a process for staff to report on the progress of these efforts to the Board of Supervisors.
- PN 4.5 Continue to participate in the Greater Virginia Peninsula Homelessness Consortium and support organizations and/or programs that provide relief for homelessness such as shelter, food, medication, and education.
- PN. 4.6. Develop a plan to address the health, housing and job placement needs of homeless, lower income, and special needs populations.
- PN. 4.7. Continue to support the concept of "aging in place" by promoting strategies such as multigenerational housing for a portion of units in major subdivisions or multifamily projects and/or units built based on the principle of Universal Design making them accessible to all people, regardless of age, disability, or other factors.

## PN 5 - Promote citizen access to, and knowledge about, technological resources.

- PN 5.1 Facilitate extension or improvement of communications coverage in under-served areas of the County.
- PN 5.2 Actively improve citizen awareness of computer technology and web-based services to improve their access to goods, services and employment opportunities.

## **HOUSING CHAPTER**

The following materials represent the draft Housing chapter as discussed by the Planning Commission Working Group (PCWG) as of April 19, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

## Chapter Text: Requested Revisions from Final PCWG Review on April 19, 2021

1. No requested changes.

# Housing

## Introduction

A mixture of private and public decisions determines the location, cost, size, and type of housing in a community. Housing is not only shelter, a taxable commodity, and a determinant of transportation needs, but also plays an important role in ensuring individual and family well-being and supporting local economic growth.

The provision of diverse housing stock and related infrastructure addresses the current and projected needs created by population growth, and positions James City County as a community that is inclusive of many ages, incomes, and other demographic variables. Through careful consideration of the implications of different types and amounts of housing development, the County seeks a balanced outcome that protects the natural environment, character, and fiscal health, while providing shelter, building community, and underpinning the County's economy. This Comprehensive Plan Housing section presents the characteristic of and different factors affecting housing in James City County including the number, type, and conditions of existing units, household income, housing affordability, the current state of homelessness, and senior housing needs.

The Housing Chapter Goal, and the Strategies and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language as written in the 2035 Comprehensive Plan has been revised to retain many similar components, but to also incorporate the Workforce Housing Task Force, acknowledge both renters and owners, and discuss meeting the needs of the County's residents and workers of all ages and income levels. The Goal now states: "Consistent with the four principles of the Workforce Housing Task Force, maintain and develop residential neighborhoods to achieve high-quality design and construction, and provide a wide range of choices for both renters and owners in housing types, densities, price ranges, and accessibility that address the needs of the County's residents and workers of all ages and income levels." Many important Housing Chapter implementation activities have been achieved in the last five years, as detailed in the Spotlight on Implementation section. However, as the information in this chapter explains, further action through the revised and updated Strategies and Actions will be needed.

# **Key Planning Influences**

# **Housing Trends Data**

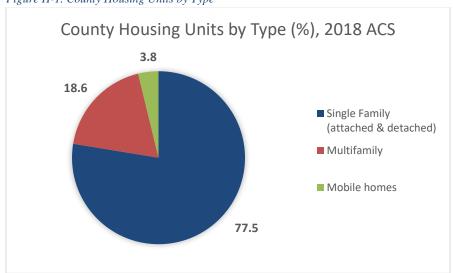
#### General

The number of housing units in James City County has increased rapidly over the past 40 years. From a mainly rural county with 5,000 residential units in 1970, the County has grown to be a more suburban one with approximately 32,838 residential units according to the 2018 American Community Survey (ACS)<sup>1</sup>.

<sup>1</sup> The ACS is a national survey conducted by the Census Bureau providing demographic, socio-economic information and housing characteristics such as type, age, condition, and housing tenure during inter-census years.

While the number of housing units has grown significantly, the dominant unit type has remained the same. Single-family dwellings have represented approximately 70% or more of the County's housing units in every decade since 1970 (U.S. Census and 2018 ACS). According to the 2018 ACS, the 25,438 single-family units (attached and detached) represent 77.5% of the County's housing stock, followed by 6,137 multifamily units and 1,314 mobile homes<sup>2</sup> (Figure H-1). Between the 2012 and 2018 ACS, the percentage of multifamily units has risen slightly while single-family and mobile homes have decreased slightly. The County's percentage of single-family dwellings in 2018 was slightly less than York County's, well above the City of Williamsburg's, and slightly higher than that of the Metropolitan Statistical Area (MSA) and Virginia.





James City County's housing stock is relatively new. According to the 2018 ACS data, housing built after 2000 represented 36.5% of the County's housing stock. Only 3,122 of the total County's housing units were constructed prior to 1969, representing 9.5% of all housing units. By comparison, housing units constructed prior to 1969 represented 17.2 and 33.3% of the York County and City of Williamsburg housing stock and 31.8 and 31.6% of the MSA and Virginia housing stock. While most of the housing units in James City County are presumed to be of higher quality based on the date of construction, others lack basic facilities and do not meet the U.S. Department of Housing and Urban Development (HUD) Housing Quality Standards. According to the 2018 ACS, approximately 81 units lacked complete plumbing facilities, 204 lacked complete kitchen facilities, and 253 had no telephone service.

The 2016 James City County Housing Conditions Study (Conditions Study), which evaluated 19,259 residential exteriors, found that just over 90% appeared to be in average or above average condition. Approximately 1,000 houses sampled were in troubled condition. The highest concentrations of troubled properties were in the northern and southernmost regions of the County. The Conditions Study estimated that there are at least 82 dilapidated single-family residences built before 2000 in the County.

The County Ordinance differentiates between manufactured home and mobile home using definitions found in the glossary.

<sup>&</sup>lt;sup>2</sup> The ACS uses *manufactured home* and *mobile home* interchangeably, and the ACS uses the term *mobile home* in the Housing Characteristics data. The ACS considers *modular home* as a type of construction. <a href="https://www.census.gov/construction/chars/definitions/#hud">https://www.census.gov/construction/chars/definitions/#hud</a>

One of the findings of the Conditions Study demonstrated how household by income in the County corresponded with home-buying power and monthly affordable rent (Figure H-2). Information from this study was a cornerstone of understanding the housing situation in the County.

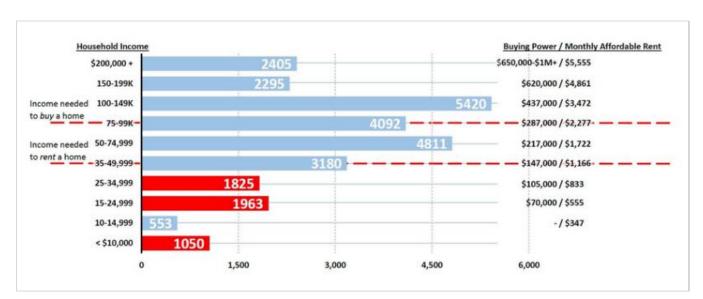


Figure H-2. Household by Income and Corresponding House-buying Power / Monthly Affordable Rent; 2016 James City County Housing Conditions Study.

According to ACS data, the homeownership rate in the County was approximately 74.5% in 2018, exceeding the homeownership rates of York County and the City of Williamsburg, as well as homeownership rates in the MSA and Virginia (Figure H-3). Homeownership is a good indicator of a community's stability; however, having sufficient rental opportunities in a community is also essential because the rental stock can serve those households in the County who either cannot afford or choose not to own. For example, without sufficient rental or other "starter" opportunities, young professionals just coming into the market or established residents experiencing a need to downsize may find few housing options and be forced to seek housing elsewhere.

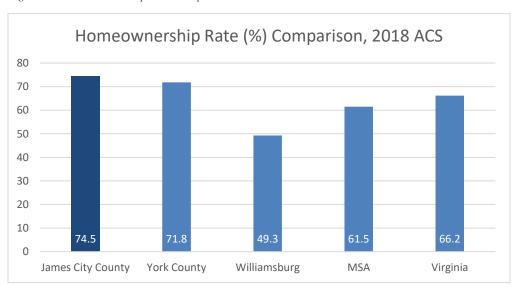


Figure H-3. Homeownership Rate Comparison

## **Affordability**

Over time both the County and other agencies have defined affordability and the term for housing affordability in different ways. These terms include affordable and workforce housing. For purposes of this chapter, *workforce housing* is housing that is affordable to households with incomes making less than 80% AMI and will be used to include multiple types of housing affordability.

On November 22, 2016, the County's Board of Supervisors adopted the 2035 Strategic Plan, which includes the goal of "Expanding and Diversifying the Local Economy." As part of meeting that goal, the 2035 Strategic Plan calls for "...supporting strategies to facilitate the development of affordable and workforce housing." The County Board of Supervisors established the Workforce Housing Task Force (WFHT) to develop those strategies. The WHTF was comprised of a group of volunteer citizens representing a range of community interests. In collaboration with County staff and a consultant team, the WHTF met monthly from December 2017 through February 2019, to better understand workforce housing needs in the County and develop proposals to address those needs.

The WHTF defined workforce housing generally as the types of housing that are needed in James City County to ensure that the County can attract and retain the workers needed to sustain the local economy. This definition includes all types of housing affordable to households in the workforce, though the emphasis is on working households with incomes below 100% of area median income for whom the lack of housing opportunities in the County is the greatest.

The 2019 James City County Workforce Housing Task Force Findings and Recommendations (WHTF Report) provides in-depth data on housing affordability issues in the County<sup>3</sup>. Key analysis points in the WHTF Report and other sources include:

- The incomes of many workers in the County even workers advanced in their occupations or who share rent
  with another person were insufficient to afford to buy or even rent a home in the County, at the average
  home prices and average rents cited in the WHTF Report.
- Households spending more than 30% of their gross household income for housing are considered costburdened. According to the Compressive Housing Affordability Strategy (CHAS) report compiled from the 2013-2017 ACS, 10,840 households in the County were cost-burdened, accounting for about 30 percent of all households. Among these, 9,175 (almost 85%) had incomes below 80% Area Median Income (AMI).
- In 2018, the median home price in James City County was \$292,300.<sup>4</sup> A household (individual or family) would need an income of at least \$62,000 to afford the median-priced home. Using the ACS data, it is impossible to determine the exact number of households that earn less than \$62,000. However, ACS data show that 29% of households had incomes below \$50,000, none of which could afford to purchase a median-priced home. Another 16% had incomes between \$50,000 and \$74,999; some portion of those households would not be able to purchase the median-priced home. Also, note that the median income for the 8,303, Nonfamily households, which could be singles or unrelated people sharing a home, was \$44,855. Therefore, a majority of Nonfamily households would not be able to afford to purchase more than half of the homes in the County.<sup>5</sup>

<sup>&</sup>lt;sup>3</sup> View the full WHTF Report at <a href="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations-PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations--PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations--PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--Recommendations--PDF?bidId="https://jamescitycountyva.gov/DocumentCenter/View/21386/Workforce-Housing-Task-Force-Report-Findings--PDF?bidId="https://jamescitycountyva.gov/DocumentCenter-Findings--PDF.Findings--PDF.Findings--PDF.Findings--PDF.Findings--PDF.Findings--PDF.Findings--PDF.Findings--PDF.Findings--PDF.Findings--PDF.Findings--PDF.Findings--PD

<sup>&</sup>lt;sup>4</sup>James City County Department of Financial and Management Services

<sup>&</sup>lt;sup>5</sup>U.S. Census Bureau, 2018 American Community Survey 5-Year Estimate, Incomes in the past 12 months

- In 2018, there were 7,332 renter-occupied housing units. The median rent was \$1,2487. A household would need an income of at least \$49,920 to afford the median rent. The median household income for renters was \$45,789. Approximately 3,957 households earned less than \$49,999 and most would be cost-burdened if paying the median rent.
- In 2018, there were approximately 2,007 units rented for less than \$1,000, affordable to a household with an income of \$36,000 or less. Approximately 5,264 households had income lower than \$35,000. Therefore, approximately 3,257 households would not have affordable rental options in the County.
- The County has significant numbers of both in- and out-commuters (estimated at 17,500 and 18,000, respectively). Based on wage and housing data, it is likely that some workers in the County reside elsewhere because they cannot find appropriate, affordable housing closer to their jobs in the County.

There is a significant deficit in the County of housing affordable to lower-income workers, below 50% of AMI. The data shows that the majority of the County's jobs provide insufficient income to allow working families with many housing options in the County. Although median household income in the County was relatively high, at \$83,048 in 2018, median earned income is considerably lower at \$53,614 for full-time year-round workers. Of the 23,065 full-time, year-round workers in the County, 6,106 (26.5%), earn less than \$34,999 and another 4,274 (18.5%) earn between \$35,000 and \$49,990. Thirty percent of AMI in 2018 was \$17,350 for a 1-person household and \$26,200 for a 4-person household. The WHTF concluded that "James City County has virtually no available units that are affordable to those earning less than 30% of AMI... In order to obtain housing, households in this income category must have access to below-market-cost units, accept substandard housing, or spend a disproportionately high share of their income on housing."

For working households, adding transportation costs to housing costs provides a more comprehensive understanding of housing affordability. The WHTF stated, "Although housing costs are regularly accounted for in location decisions, transportation costs often are not adequately considered when making decisions about where to live and work. Consequently, housing affordability indexes that do not account for transportation costs cannot provide an accurate assessment of the cost of housing choices."

## **Workforce Housing**

The WHTF Report provides a clear statement of the importance of affordable housing in the County:

"High-quality, affordable housing is important to ensuring individual and family physical and mental health and well-being. Housing is also the bedrock for positive educational outcomes - children living in stable and affordable housing do better in school and school districts overall perform better when families have secure, affordable housing. In addition, housing availability and affordability are critically important to James City County's economic vitality and prosperity. If there is an insufficient supply of housing affordable to workers at all income levels, individual workers, businesses, and the County's well-being will all suffer. If the County does not plan for housing that meets the needs of current and future workers, it will become increasingly difficult for James City County to attract and retain a diverse workforce and continue to grow a strong, sustainable local economy."

<sup>&</sup>lt;sup>6</sup>U.S. Census Bureau, 2018 American Community Survey 5-Year Estimate, Selected Housing Characteristics <sup>7</sup>U.S. Census Bureau, 2018 American Community Survey 5-year file, Estimate of median gross rent.

The Vision stated in the WHTF Report was that "James City County will be a diverse community offering a high quality of life and quality affordable housing options in safe, well-maintained, and inclusive neighborhoods." The Guiding Principles were listed as follows:

- 1. Workers in James City County should be able to afford to live in the County if they choose.
- 2. James City County should promote strategies that create and sustain mixed-income neighborhoods.
- 3. Creating a range of attainable housing options in James City County requires partnerships among the public, private, and non-profit sectors.
- 4. James City County's solutions for workforce housing should be designed to respect the County's unique natural, historic, and cultural resources.

The WHTF offered recommendations for improving housing availability and affordability in four categories, which are listed below. The WHTF recommendations focus on strategies that serve low- and moderate-income workers with incomes between 30% and 100% of AMI who represent the largest share of cost-burdened households and were identified as having the greatest lack of opportunities to find affordable housing.

- 1. **Housing Preservation**: Strategies to rehabilitate, restore, and preserve existing housing in the County.
- 2. **Housing Production**: Strategies to facilitate the private-sector production of new workforce housing in the County.
- 3. **Housing Access**: Strategies to connect James City County workers with affordable housing in the County.
- 4. Funding: Strategies for expanding funding sources to support workforce housing initiatives.

Affordable housing can refer to a spectrum of housing options, from single-family residences to townhomes, duplexes, triplexes, quadplexes, and apartment complexes. Those who may benefit from a greater variety of housing options include recent graduates, young families, seniors who are downsizing, those who are aging in place with a live-in caretaker, cost-burdened households, and low-wage earners.

A discussion about affordable housing must include mobile homes and mobile home parks, which account for 3.8% of the County's housing stock. While manufactured and mobile homes are an important source of affordable housing, some units in the County have deteriorated. There are mobile home parks whose commercial zoning provides little protection for the residents against conversion to another use. To preserve this housing stock, policies to address zoning and park improvements should be considered.

In the past, the County Zoning Ordinance incentivized developers to provide affordable housing in exchange for a density bonus - that is, more units could be built on a given parcel size than would ordinarily be allowed by the Zoning Ordinance. In 2012, the County adopted the Housing Opportunity Policy (HOP) to update the use of proffers for affordable housing. The HOP was designed to increase affordable and workforce housing by reducing proffer fees and increasing density in exchange for dwelling units affordable to households earning 30 to 120% of AMI. In 2016, in response to changes in the State Code, the HOP was repealed for new applications for residential rezoning. The existing Zoning Ordinance language and any remaining HOP provisions should be re-evaluated in conjunction with moving forward with the WHTF recommendations.

Based in part on the WHTF Report, guidance for new residential development moving forward is as follows:

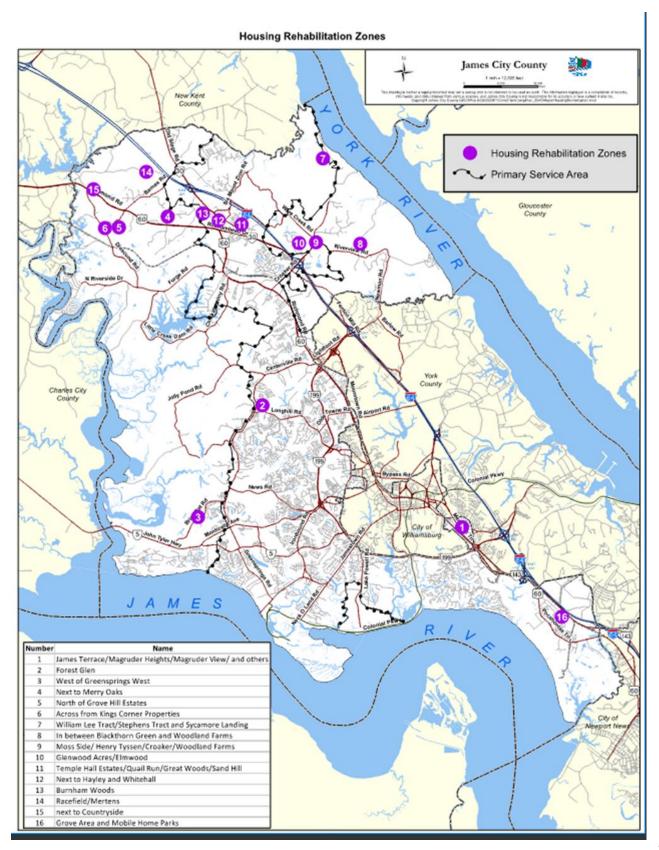
- Offer housing affordable to workers with incomes up to 80% of AMI, with the housing cost representing no more than 30% of gross household income.
- Offer housing at a range of income levels (mixed-income neighborhoods), with at least 20% targeted to the AMI levels cited above.
  - Offer housing that is of good quality, with general consistency in architecture and finishes among units designed for various income levels.
- Offer housing within a neighborhood that is located near, or provides:
  - o Facilities for multi-modal mobility, particularly connections to public facilities (e.g., schools, etc.), job centers, and shopping areas.
  - Appropriate recreational amenities.

## Rehabilitation Zones/Revitalization Areas

Code of Virginia § 36-55.64 authorizes the County to create, by ordinance, local housing rehabilitation zones where the County can provide incentives and regulatory flexibility. The establishment of housing rehabilitation zones allows projects that are affordable at a variety of incomes to be eligible for housing revitalization financing.

The WHTF Report recommended the designation of revitalization or rehabilitation zones to allow the County, private, and non-profit developers to take advantage of funding offered to improve housing and neighborhood conditions in the County. The 2016 James City County Housing Conditions Study evaluated 19,259 residential exteriors finding that approximately 10% were in troubled condition. The map in Figure H-4 shows areas where housing in poor conditions is concentrated and therefore should be designated as rehabilitation zones. The Housing Conditions Study is located here: https://jamescitycountyva.gov/3051/Housing-Conditions-Study.

Figure H-4. Housing Rehabilitation Zones



#### Homelessness

A discussion about housing is not complete without mention of homelessness. According to the National Coalition for the Homeless (NCH), foreclosure, poverty, declining employment opportunities and income, declining public assistance, lack of affordable housing, health care issues, domestic violence, mental illness, and addiction are all factors that contribute to homelessness. Five of these factors (foreclosure, poverty, employment, public assistance, and health care) are economic issues. The remaining three factors (domestic violence, mental illness, and addiction) may interrupt an individual's or family's ability to afford housing. Homelessness results from complex circumstances that require people to choose between food, shelter, and other basic needs. Only a concerted effort to address all of these issues will end homelessness.

Counting the number of people suffering from homelessness is difficult because programs and agencies define homelessness differently. For example, County schools consider children living in motels as homeless. In contrast, the 2019 Virginia Homeless Solutions Grant only counts those not living in a permanent structure as homeless. Further complicating the count, some people suffering from homelessness want to remain anonymous and avoid situations where they can be counted.

The 2019 "Point-in-Time" count identified 427 people suffering from homelessness across the six jurisdictions in the Greater Virginia Peninsula Homelessness Consortium (GVPHC)<sup>8</sup>, compared to 439 counted in 2018. In James City County, 37 people suffering from homelessness were reported, the third-highest homeless population on the Peninsula. Newport News had 231, and Hampton had 126 people reported as homeless. In James City County, many of the people suffering from homelessness were staying in a shelter operated by the Community of Faith Outreach Ministry or in a hotel room paid for by a non-profit organization such as the Salvation Army, Avalon Shelter for Women, or the United Way of Greater Williamsburg.

The Housing Unit of the County's Social Services Department (Housing) assists low- and moderate-income residents with a variety of housing needs. Services include assistance to people suffering from homelessness, administering HUD Housing Choice Vouchers, supporting first-time homebuyer assistance, and facilitating home repairs. Housing works closely with community organizations, the private sector, and federal, state, and local agencies, to provide services to residents.

As of 2020, Housing was administering two programs that serve people suffering from homelessness and those at risk of becoming homeless. The Virginia Homeless Solutions Program aims to rapidly rehouse people suffering from homelessness or those who would otherwise be homeless without this assistance. The United States Department of Housing and Urban Development (HUD) Section 8 Housing Choice Voucher Program aims to provide permanent rental assistance to those earning below 50% of AMI. Housing has the flexibility to adapt to changing conditions based on funding available. For example, Housing administered flood mitigation funding after Hurricane Isabel in 2003, and as a result of the increased unemployment during the 2020 COVID-19 Pandemic, the County administered the James City County Subsistence Payment Project, funded by a Department of Housing and Community Development (DHCD) Urgent Need (Covid-19) Community Development Block Grant, to assist the persons suffering from homelessness and those in jeopardy of becoming homeless.

Housing also coordinates with the Salvation Army and Avalon Shelter for Women to serve this at-risk population. The Salvation Army offers transitional housing programs to the temporarily displaced, to the chronically homeless population, and to young adults who have aged out of the foster care system. The Avalon Shelter for Women's primary mission is to serve females who are victims of domestic violence and also provide emergency shelter for

-

<sup>&</sup>lt;sup>8</sup> Includes the cities of Hampton, Newport News, Poquoson, Williamsburg, and the counties of James City and York.

other persons suffering from homelessness when space permits. Various other local charities, churches, and individuals also offer emergency and winter shelters to people suffering from homelessness. The James City County Division of Social Services, the United Way, some area non-profits, and churches provide payment for short stays at motels or other temporary lodgings.

In addition to the programs and approaches described above, James City County participates in the Peninsula Mayors and Chairs Commission on Homelessness. The Commission includes representation from all six jurisdictions on the Peninsula. Its primary function is to coordinate regional efforts to address homelessness on the Peninsula and act as a conduit to elected leadership on these matters. The Commission provides funding for a regional coordinator to analyze the Homeless Management Information System (HMIS) data and monitor HUD compliance within the region. All service providers in the region have adopted HMIS allowing for better utilization of scarce funding and the provision of effective direct services.

## **Senior Housing**

According to the 2018 American Community Survey (ACS) and noted in the Population chapter, approximately 24% of the County's population was 65 years and older (Figure H-5). This percentage has grown in the years since the 2010 decennial Census when it was 21%. Population projections by the Weldon Cooper Center for Public Service at the University of Virginia show that this segment of the population may rise to 35% by 2030 and settle at 34% by 2040. This cohort is projected to grow at a faster rate and make up a larger proportion of the population of James City County when compared to the City of Williamsburg, York County, and the Commonwealth of Virginia. The continuing growth of this population cohort represents challenges to various aspects of our community such as transportation, public services, and housing.

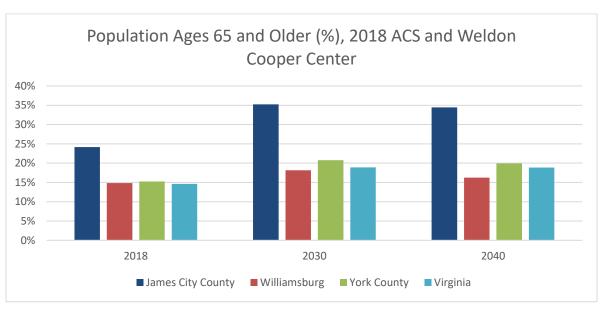


Figure H-5. Population Ages 65 and Older

In James City County, senior housing options vary. There is a mix of active senior adult communities (age-restricted) such as Colonial Heritage and the Settlement at Powhatan Creek; continuing care retirement communities such as Williamsburg Landing, Patriots Colony, and Windsor Meade; assisted living facilities such as Brookdale and Edgeworth Park at New Town, and several nursing homes. While many senior citizens seek these communities and

the range of facilities and services they provide, others prefer to live and age in their own homes, a concept known as "aging in place." There is a range of tools and approaches that can aid seniors aging in place, with an important one being the use of universal design. Universal design promotes the design of products and environments to be used by all people to the greatest extent possible, without the need for adaption or specialized design. It also promotes the construction of environments that are compatible with the physical and sensory impairments associated with aging.

The County has made some strides toward addressing senior-related housing issues. Over the years, revisions to the Zoning Ordinance related to accessory apartments have provided for additional flexibility in senior housing. Other revisions to the Zoning Ordinance clarified the terminology and, in some cases, eased the permitting process for group homes, independent living facilities, assisted living facilities, skilled nursing facilities (nursing homes), and continuing care retirement facilities. Changes to the Ordinance also included the addition of universal design guidelines as an option for density bonuses for developments in certain zoning districts.

# **Community Engagement**

## **Public Engagement**

Through the multiple rounds of public engagement, one of the public engagement themes that most related to this chapter was the following: "Supporting the development of affordable workforce housing has emerged as an important issue to community members. Residential growth should be balanced in a way that provides housing opportunities for people at all income levels. Development of additional housing must also be balanced with the preservation of the County's unique community character."

Overall, there was consistent public support to provide more opportunities for affordable workforce housing the planning process. During the 2019 Citizen Survey, 83% of respondents stated that affordable workforce housing opportunities were "very important" or "somewhat important.: However, 50% of respondents indicated that they were "very unsatisfied" or "unsatisfied" with the County's current affordable workforce housing opportunities representing a 33% gap in satisfaction. This gap in satisfaction was the largest identified in the survey. Respondents to the 2019 Citizen Survey also showed support for encouraging a greater variety and mix of housing types and price levels. During the first round of community engagement, 84.4% of respondents indicated that it was very or somewhat important to provide more housing opportunities that are affordable to our workforce. Additionally, 17.2% of respondents stated that their biggest concern was the rising cost of living and housing.

The second round of community engagement included the Establishing Our Goals Questionnaire and the Alternative Future Survey. The Establishing Our Goals Questionnaire asked respondents to compare the Housing goal from the 2035 Comprehensive Plan with the Affordable Housing Engage 2045 Public Input Priority. About 55% of respondents indicated that the goal should remain the same as the 2035 Comprehensive Plan goal while about 36% stated it should be changed. Suggested changes included providing additional specificity and clarity about affordable workforce housing and the County's target market for housing. For the Alternative Future Survey, respondents indicated that Scenario B had more opportunities for providing affordable workforce housing when compared to Scenario A.

While the results from the previous stages of public input showed consistent support for affordable workforce housing, the results from the third round of community engagement showed there was less support for prioritizing resources to support this objective. The Policies and Actions Questionnaire asked respondents to hypothetically allocate resources between the five Engage 2045 Public Input Themes. When compared to the other Engage 2045 Public Input Themes, "supporting the development of affordable workforce housing" ranked fifth at 13.9%. Respondents to the Policies and Action Questionnaire also identified repurposing older, vacant, or underutilized commercial buildings as the best strategy to increase the availability of affordable workforce housing. Strategies to

improve homes in existing residential neighborhoods and stabilize and enhance mobile home parks were also strongly supported. When asked where new affordable workforce housing should be located, respondents strongly supported locations near employment and shopping centers with access to multimodal transportation, and locations along major transportation corridors. Some support was also given to locating affordable workforce housing in new mixed-income residential developments and within existing mixed-residential neighborhoods.

## Scenario Planning - Key Policy Guidance

The results of the Scenario testing phase of community engagement yielded several key principals that relate to Housing:

- Foster the development of "complete communities" by locating new housing proximate to transit service, shopping, employment areas, recreational areas, schools, and community facilities;
- Encourage infill housing on vacant parcels within communities or on redeveloped parcels to reduce sprawl and to locate new housing closer to existing facilities and amenities;
- Provide more housing options that increase the ability for workers to live locally and for households entering
  new lifestyle periods, such as first-time homebuyers and empty nesters, to have options that allow them to
  continue to live in the County;
- Emphasize "missing middle" housing types such as attached units, townhomes, duplexes, and small-scale low-rise multifamily housing; and
- Design new housing developments to maintain a high visual and structural quality.

# **Spotlight on Implementation**

Housing and the Neighborhood Development division of the Community Development Department manage neighborhood revitalization programs that address critical community needs, including housing production and rehabilitation, and improvements to neighborhood infrastructure. Funding for these projects comes from local, state, and federal sources, primarily the competitive Community Development Block Grant (CDBG) program administered by the DHCD. Examples include:

- Between Fiscal Years 2014 and 2019, the Neighbors Drive project provided housing rehabilitation, a paved public road, sidewalk, multiuse path on Richmond Road, and seven new lots for affordable homes. The project was funded by the County, DHCD, and Virginia Department of Transportation.
- In 2017, DHCD awarded James City County \$350,000 for the Rural Homeowner Housing Rehabilitation Program which repaired 10 homes for low- and moderate-income households.
- In 2019, DHCD awarded James City County \$1,000,000 for the Scattered Site Housing Rehabilitation Program, which will replace or repair 16 owner-occupied homes for low- and moderate-income households. The Scattered Site Program will continue until January of 2022.

In addition to community revitalization and neighborhood-centered projects, Housing manages County-wide programs that promote homeownership and provide housing rehabilitation and rental assistance including the following:

## Homeownership/Home-buying Assistance

- The Affordable Housing Incentive Program (AHIP) is a flexible partnership established in 1990 to provide
  incentives to the private sector to build housing affordable for first-time homebuyers to help low- and moderateincome County residents and workers. The County may assist developers and builders by providing low-cost
  land and reducing or eliminating the builder's marketing costs when providing homes for qualified first-time
  homebuyers.
- Housing assists first-time homebuyers with federal and state funding such as Virginia Housing Development Authority (VHDA) reduced-rate mortgages, and down payment assistance from the Hampton Roads Loan Fund Partnership, administered by HRPDC, when such funds are available.
- The County Employer Assisted Homeownership Program (EAHP) encourages County employees to purchase a primary residence in the County by matching the employees' closing funds, dollar-for-dollar, up to \$3,000. EAHP funds may be used for the down payment or closing costs.

## **Housing Quality and Repair Assistance**

- The Emergency Home Repair Program offers low-income, elderly, or disabled homeowners up to \$2,000 for emergency repairs where housing conditions pose a risk to the inhabitants' health or safety. Assistance is generally available for heating, plumbing, electrical, and roof repairs.
- The James City Service Authority Low-income Installment Payment Program assists low- and moderate-income households that cannot otherwise afford to connect to public water and sewer.
- The Unsafe Building and Structure Program provides loan and grant assistance to owners and occupants of homes
  declared to be unsafe, according to the James City County Building Safety Code. Funds may assist with repairs
  or relocate occupants to a safe home.
- Financing Failed Septic Repairs: The Indoor Plumbing Rehabilitation Program (IPR) administered by DHCD improves homes of low- and moderate-income residents to meet the Housing Quality Standards established by the DHCD. The program primarily improves homes with inadequate plumbing, water, or sewage systems. Housing participates in the regional IPR program; however, competition for the funding limits the number of households that Housing can serve to one or two a year. IPR provides zero-interest loans for low-income households living in unsanitary conditions, such as failed septic systems and wells or lack of running water, allowing the homeowners to remain in their homes.
- **Energy-Efficiency Improvement Programs:** Lower energy costs reduce the total cost of homeownership or rental housing. Housing's Home Energy Loss Prevention (HELP) program offers technical and financial assistance with energy efficiency improvements; however, funding is currently limited.

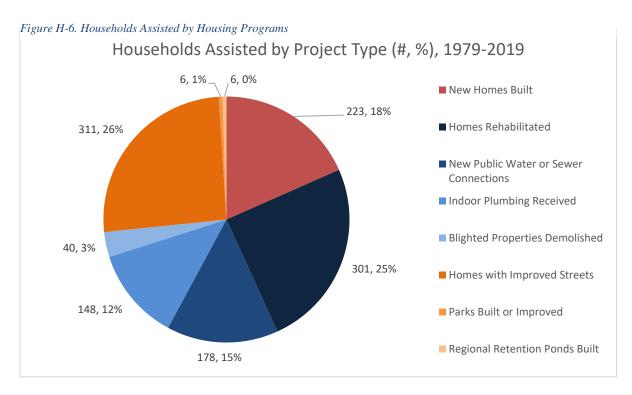
## Rental Assistance and Homelessness Prevention

- DHCD-funded homelessness prevention programs vary year-to-year. They usually provide short-term rental assistance to households that are homeless or at risk of becoming homeless.
- The HUD-funded Housing Choice Voucher Program provides long-term rental assistance to low-income families, the elderly, veterans, and disabled persons based on their income.

## **Education and Grants**

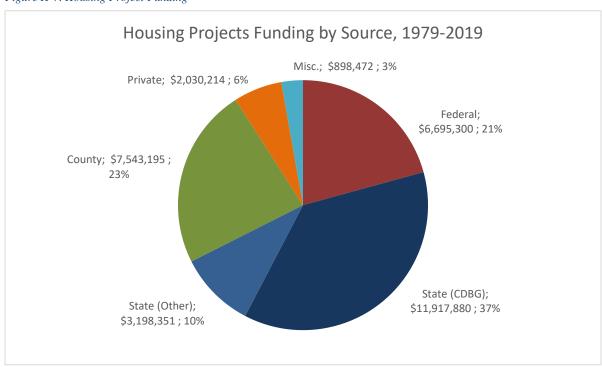
- The Housing Fund allocated by the James City County Board of Supervisors and administered by the Neighborhood Development Division assists with a variety of the programs described above and is often used as leverage to obtain grant funds from federal and state programs. The General Fund provided \$100,000 to the Housing Fund for Fiscal Year (FY) 2020. In FY 20, a majority of the Housing Fund was allocated as leverage for the James City County Scattered Site Housing Rehabilitation Program.
- Educational opportunities such as the VDHA First-time Homebuyer classes are led by Housing approximately six times each year.
- The Family Self-Sufficiency Program (FSS) is designed to reduce the dependency of low-income families on HUD Housing Choice Vouchers, welfare, and other public assistance. FSS helps clients set goals, connects them with community resources (including job training and job opportunities), and provides educational opportunities. These efforts are all designed to help the clients increase their income and better manage their finances. As a Housing Choice Voucher holder increases their income, the assistance provided to them is reduced.
- Home maintenance education classes, led by the Housing Rehabilitation Specialist and a Housing Counselor, teach owners how to cost-effectively maintain and repair their home and how to budget for household needs.
- During the 2020 COVID-19 Pandemic, two grants were obtained to assist homeowners and renters affected by the Pandemic in paying their rent or mortgage payments.

Figure H-6 and Figure H-7 display the results of Housing projects and funding sources, respectively, which provide financial and technical assistance.



Source: James City County

Figure H-7. Housing Project Funding



Note that Housing anticipates receiving \$3.5 million in loan repayments from these projects, thereby reducing the County's overall expenditures to \$4.1 million.

Housing often worked with non-profit agencies to provide housing services. Examples include:

- Housing Partnerships, Inc. (HPI) repairs and replaces substandard housing in the Greater Williamsburg Area
  using volunteer labor and donated funds and materials. James City County provided General Funds of \$60,000
  in FY 19 to HPI to support its work in the County. The funds are in the Housing and Neighborhood Development
  Fund budget. HPI reports annually to the County, accounting for the funds received and expended, the number
  of people served, and the services provided.
- Habitat for Humanity Peninsula and Greater Williamsburg (Habitat) develops partnerships with homebuyers, community volunteers, builders, and contributors to build new homes with donated labor and materials for low-income families. The County makes lots available to Habitat for new housing. In 2019, Habitat purchased four lots located in the Forest Heights Road revitalization area from the County. Habitat and the County also collaborated on a repair blitz in Forest Glen to improve the exteriors of 15 homes.
- The Community Action Agency addresses a variety of community concerns, including homelessness.
- The newest partner for Housing is project:HOMES, a Richmond-based non-profit that uses state grant funds to weatherize homes for low-income households.

In addition to continuing the many programs and initiatives described above, it is a priority to implement the Workforce Housing Task Force recommendations by 2045.

## Goals, Strategies, and Actions

#### Goal

H - Consistent with the four principles of the Workforce Housing Task Force, maintain and develop residential neighborhoods to achieve high quality design and construction, and provide a wide range of choices for both renters and owners in housing types, densities, price ranges, and accessibility that address the needs of the County's residents and workers of all ages and income levels.

## Strategies and Actions

- H 1 Rehabilitate and preserve existing housing to maintain the existing housing stock that is affordable for County residents.
- H 1.1 Promote housing rehabilitation to extend the life of existing homes and maintain community character.
  - H 1.1.1 Increase the resources the County dedicates to rehabilitations of single-family homes, prioritizing the homes identified in the 2016 Housing Needs Study and Housing Conditions Study; rehabilitate 10 single-family homes annually to HUD Housing Quality Standards.
  - H 1.1.2 Seek additional resources and staffing to be able to rehabilitate a total of 25 homes annually.
  - H 1.1.3 Hold an annual "Rehab Blitz" day modeled after the partnership with Habitat for Humanity and other nonprofits to target exterior rehabilitation activities in a particular neighborhood.
  - H 1.1.4 Offer property tax/abatement/exemption for owners of deteriorating single-family homes that make improvements and either continue to live in the home or enter into an agreement with the County to rent the home to a low- or moderate-income working individual or family. Ensure the exemptions/abatements apply to the value of the improvements and not the entire property.
  - H 1.1.5 Develop a pattern book to guide housing maintenance and rehabilitation that could include sections on home accessibility modification and aging in place.
  - H 1.1.6 Continue to support, through marketing, partnering, and other means, nonprofit groups such as Housing Partnerships, Inc., Habitat for Humanity, Community Action Agency, and project:HOMES which have programs providing emergency home repair; preventive maintenance; and counseling in home finance, rental assistance, budgeting, and sanitary health conditions.
  - H 1.1.7 Promote water/sewer connections for low- and moderate-income households by processing applications for the James City Service Authority's deferred payment plan.
  - H 1.1.8 Use neighborhood improvement programs and County Code enforcement to discourage blight and the deterioration of housing and neighborhoods.

- H 1.2 Pursue the preservation and redevelopment of manufactured homes and mobile home parks to prevent further deterioration of these homes and protect the current residents.
  - H 1.2.1 Assess the opportunities for improving current mobile home parks.
  - H 1.2.2 Look for opportunities that either attempt to prevent loss of mobile homes or promote responsible redevelopment of mobile home parks while protecting current residents.
  - H 1.2.3 Review and evaluate the current conditions of mobile home parks.
  - H 1.2.4 Establish goals for individual mobile home parks.
  - H 1.2.5 Develop guidelines and engage park owners and residents to discuss needs and options to improve parks.
  - H 1.2.6 Explore the option of the County buying out parks and either retaining control temporarily or transferring control, winding down agreements with current owners by 2030.
  - H 1.2.7 Explore adding cottage homes to the housing stock in the mobile home parks, including identifying zoning and other regulations that are needed.
  - H 1.2.8 Advocate for a state-supported mobile home replacement program.
  - H. 1.2.9 Coordinate a County mobile-home replacement program.
  - H. 1.2.10 Develop a County mobile home decommissioning and recycling plan.
- H 1.3 Define specific redevelopment/revitalization areas as a means to access additional funding to rehabilitate existing homes and subsidize new workforce housing.
  - H 1.3.1 Periodically review and update the Housing Conditions Study.
  - H 1.3.2 Use the Housing Conditions Study and other sources to affirm or update the identified Housing Rehabilitation Areas shown in Figure H-3.
  - H 1.3.3 Support private and nonprofit developers and builders that provide or preserve workforce housing by assisting them in obtaining funding and offering technical assistance.
  - H 1.3.4 Apply for funding from Virginia Housing that supports projects in defined redevelopment and revitalization areas.
  - H 1.3.5 Solicit public input to identify areas for rehabilitation/improvement projects and neighborhood or area plans.
- H 2 Promote housing production that results in housing choices for all County residents and workers and is designed to respect the County's unique natural, historic and cultural resources.
- H 2.1 Guide new developments to incorporate high housing quality and design.

- H 2.1.1 Promote residential development that provides a range of home types and prices, includes open space and recreational amenities, and permits walking and biking.
- H 2.1.2 Require adequate street lighting, safe and convenient pedestrian circulation, and appropriate interconnections between residential developments.
- H 2.1.3 Guide new residential development to areas served by public utilities and that are convenient to public transportation, major thoroughfares, employment centers, schools, recreation facilities, and shopping facilities.
- H 2.1.4 Propose additional amendments to residential zoning districts to promote diversity within new residential developments by allowing more diverse structure types.
- H 2.1.5 Promote a scale and density of residential development that is contextually compatible with adjacent and surrounding land uses, supporting infrastructure, and environmental conditions.
- H 2.1.6 Locate moderate density residential development, including developments within areas of appropriate Mixed-Use designations, in proximity to employment centers and service destinations.
- H 2. 2 Amend the Zoning Ordinance to facilitate a wider range of housing choices affordable to households with incomes of less than 80% of Area Median Income.
  - H 2.2.1 Review the allowed uses in each zoning district, modify the uses allowed to reflect the current types of uses that exist in the County, and ensure that diverse housing types are specifically included in the use-lists in zoning districts where housing is permitted.
  - H 2.2.2 Reduce site and lot area minimums to facilitate smaller home types and to encourage the development of workforce housing, including by smaller, nonprofit developers.
  - H 2.2.3 Examine options for allowing by-right development of workforce housing.
  - H 2.2.4 Consider form-based zoning to preserve neighborhood character while allowing flexibility in housing options.
  - H 2.2.5 Increase the number of units permitted in multi-family structures in select zones.
  - ${\rm H~2.2.6}$  Increase the maximum number of units per acre in all developments that provide for workforce housing.
- H 2.3 Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing.
  - H 2.3.1 Inventory the potential adaptive reuse and conversion sites within the County. Include the location, condition, ownership, zoning, and other information about the properties.
  - H 2.3.2 Establish priorities, processes, and guidelines for adaptive reuse projects in the County.

- H 2.3.3 Identify Virginia-based builders/developers with experience in adaptive reuse and convene a public meeting to discuss and better understand the challenges and opportunities with adaptive reuse.
- H 2.3.4 Conduct corridor studies to evaluate underutilized commercial properties.
- H 2.3.5 Review and modify the use lists for all zones to encourage residential/mixed-use developments along specific corridors, and facilitate adaptive reuse opportunities in existing commercial areas.
- H 2.3.6 Investigate resources that could support adaptive reuse, including the Low-Income Housing Tax Credit, historic tax credits, and programs supporting housing for residents experiencing homelessness.
- H 2.3.7 Engage owners of properties that are good candidates for redevelopment or adaptive reuse to explore opportunities.
- H 2.3.8 Facilitate connections among property owners and developers, and identify resources that could be employed to facilitate adaptive reuse projects.
- H 2.3.9 Develop a new zoning designation that would simplify motel-to-apartment conversions.
- H 2.3.10 Consider creating an administrative permitting process for commercial or residential conversions that include workforce housing.
- H 2.3.11 Create a fund to assist owners with the cost of demolishing and redeveloping obsolete commercial buildings.
- H 2.4 Support the development of accessory apartments as one type of workforce housing, while retaining the residential character of existing neighborhoods.
  - H 2.4.1 Modify the Zoning Ordinance to facilitate the development of more accessory units while retaining the residential character of existing neighborhoods.
  - H 2.4.2 Develop a pattern book, training sessions, and other technical assistance documentation to help homeowners construct accessory units.
  - H 2.4.3 Revise Ordinances to increase the maximum size of detached accessory units to be large enough to accommodate a "reasonably-sized" one-bedroom unit (e.g., up to 750 square feet).
  - H 2.4.4 Revise ordinances to modify setback, parking, and other requirements to make it easier to build an accessory apartment.
  - H 2.4.5 Offer incentives for accessory apartments, such as waived fees for Special Use Permit applications or utility hook-ups, when apartments are rented to people holding jobs in James City County or other targeted populations (e.g., elderly relatives).
  - H 2.4.6 Develop a loan program to help lower-income households build accessory apartments.

- H 2.4.7 Encourage Homeowners Associations to revise covenants that prohibit accessory units.
- H 2.5 Explore the use of public land for the development of workforce housing.
  - H 2.5.1 Develop a comprehensive inventory of publicly owned sites, noting whether each site is vacant or has underutilized development capacity.
  - H 2.5.2 Develop criteria for evaluating sites' appropriateness, prioritizing characteristics such as proximity to transit infrastructure and employment areas.
  - H 2.5.3 Identify which publicly owned land is suitable for workforce housing.
  - H 2.5.4 Write a briefing paper outlining the benefits of and process for creating a housing land trust or land bank to serve as a mechanism for acquiring, holding, and, ultimately, deploying public land specifically for workforce housing.
  - H 2.5.5 Create a pilot project to develop workforce housing on public land through a public/private partnership.
  - H 2.5.6 Amend the County's Capital Improvement Program process to ensure that opportunities for creating housing options on public land are considered in conjunction with planning and development of public facilities.
  - H 2.5.7 Identify land that would be suitable for purchase by the County and made available for the development or redevelopment of workforce housing.
- H 2.6 Establish an incentive-based inclusionary zoning program to support the development of workforce housing.
  - H 2.6.1 Bring together community stakeholders and staff to recommend new incentive-based, inclusionary housing policies.
  - H 2.6.2 Review the County's existing density bonus system in the Zoning Ordinance. Determine whether providing workforce housing should be a bonus-density priority or a requirement (rather than an option) for any developments proposed over the current baseline density.
  - H 2.6.3 Develop a detailed method for calculating affordable price points based on AMI.
  - H 2.6.4 Evaluate the use of a sliding density bonus scale based on the quantity of units and affordability of the product.
  - H 2.6.5 Amend the Zoning Ordinance to establish an Affordable Dwelling Unit (ADU) program under the Code of Virginia Affordable Dwelling Unit Ordinances.
- H 2.7 Periodically review and update the Housing Needs Study.
- H 3 Provide adequate housing opportunities for special needs populations, including persons with all forms of disabilities, and senior citizens.

- H 3.1 Review existing ordinances to identify barriers to respond to housing needs for special needs populations, including senior citizens, and make amendments, as necessary.
- H 3.2 Support the concept of "aging in place" by promoting universal design for a portion of units in major subdivisions or multi-family projects.
- H 3.3 Continue County support of organizations that address housing for special needs populations, including senior citizens.
- H 3.4 Promote supportive housing, including rental assistance, coupled with case management services for individuals with special needs and individuals who are homeless or at risk of becoming homeless.
- H 3.5 Promote affordable senior housing options, from independent living to Continuing Care Retirement (CCRCs) and skilled care, for all.
- H 3.6 Seek grant funding to construct affordable senior housing.

# H 4 - Utilize incentives to promote the production of workforce housing.

- H 4.1 Expand expedited permitting to incentivize production of workforce housing.
  - H 4.1.1 Establish an income threshold not exceeding 80% of AMI necessary for a project to qualify for an expedited review.
  - H 4.1.2 Develop a fast-track subdivision, site plan, and building permit process for qualified workforce housing developments.
  - H 4.1.3 Consider a program to waive, reduce, or rebate development fees for qualified workforce housing developments.
- H 4.2 Create tax incentives to support the production of workforce housing.
  - H 4.2.1 Create a property tax exemption or abatement for residential properties that guarantee units will be affordable to, and leased to, individuals and families with incomes at or below 60% of AMI.
  - H 4.2.2 Investigate using utility, building permit, and water connection fees and property taxes to incentivize new affordable housing and to be a disincentive for new market-rate housing.

# H 5 - Improve access to housing resources and expand financial housing assistance.

- H 5.1 Support and expand access to regional housing resources.
  - H 5.1.1 Financially support the Hampton Roads Housing Resource Portal.
  - H 5.1.2 Link County resources to the regional portal.
- H 5.2 Expand the local home-buying assistance program.

- H 5.2.1 Expand down-payment and closing-cost assistance to annually assist 50 incomequalified first-time homebuyers who work in James City County and want to purchase a home in the County.
- H 5.3 Develop a local rental assistance program.
  - H 5.3.1 Research the experiences of other localities in Virginia that have a locally funded rental assistance program.
  - H 5.3.2 Develop a locally funded rental assistance program (rules and priorities).
  - H 5.3.3 Provide education and outreach to eligible households and landlords.
  - H 5.3.4 Serve 25 families annually through a local rental housing subsidy.
- H 5.4 Participate in regional planning efforts to address regional housing issues.
  - H 5.4.1 Coordinate with neighboring jurisdictions to address regional housing concerns and needs.
  - H 5.4.2 Participate in Greater Williamsburg Area and Hampton Roads public/private partnerships to identify and address regional housing issues.

## H 6 - Seek funding for housing programs

- H 6.1 Create a dedicated funding source to help produce and preserve for-sale and rental housing affordable to working households.
- H 6.2 Continue efforts to attract funds from federal and state sources for housing and neighborhood rehabilitation.
- H 6.3 Create a dedicated funding source for a local housing voucher or rental subsidy program.
- H 6.4 Create a local housing trust fund and relevant policies to support housing development and preservation.

# ECONOMIC DEVELOPMENT CHAPTER

The following materials represent the draft Economic Development chapter as discussed by the Planning Commission Working Group (PCWG) as of April 19, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

# Chapter Text: Requested Revisions from Final PCWG Review on April 19, 2021

1. Requested editorial changes to address typos and/or increase the clarity of the language.

# **Economic Development**

# Introduction

James City County is a unique place and destination, making it a desirable community in which to visit, live, and work. Among other factors, the County's high quality of life is made possible by its sense of place, its rich history and architecture, its green spaces and environmental features, its commitment to education and the arts as well as the presence of other amenities that are often only available in larger cities. This high quality of life is a major attractor of business. Furthermore, the uniqueness of the community is an important asset, which can be used as an effective strategy to promote and nurture economic development in the County. To remain economically competitive in the 21st century, communities are learning that they need to focus on growing and attracting high quality talent. Attracting high-paying jobs that drive the economy means creating the quality of life that will attract those workers that are employed in knowledge, tech, professional, and creative fields. The County has historically recognized the need for quality of life amenities in order to attract and retain businesses and workers. Moving forward, it will be even more important to consider the types of community environments that targeted industry workers demand and to support development of those types of environments in James City County.

Now more than ever, talented members of the workforce are choosing the place they want to live before they choose the place they want to work. For this reason, housing choice, cost of living, and quality of life amenities such as transit, mixed-use destinations, walkability, and recreation play more of a key role in generating new business than ever before.

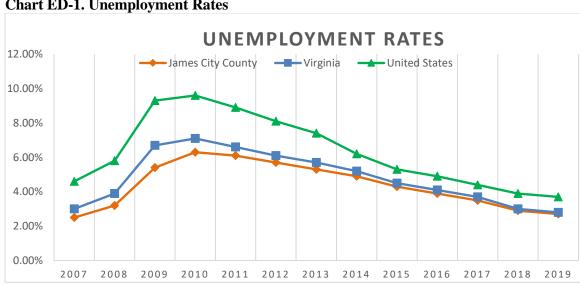
The Economic Development Chapter Goal, and the Strategies and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language maintains the emphasis on the importance of a diverse economy, but has been revised to emphasize the need for economic development that retains community character and ensures environmental conservation. The Goal now states: "Build a more sustainable local economy that upholds James City County's commitment to community character and environmental protection; results in a diversity of businesses, community investment, and professions that attract higher paying jobs; supports the growth of the county's historic, agri-tourism and eco-tourism sectors; contributes positively to the community's quality of life; and better balances the local tax base." Many important Economic Development Chapter implementation activities have been achieved in the last five years, as detailed in the Spotlight on Implementation section. However, as the information in this chapter explains, further action through the revised and updated Strategies and Actions will be needed to ensure that the business climate in the County is conducive to business growth and development, especially that which complements and enhances the distinct character of our communities. This continued implementation of strategies and policies is critical in order for the County to provide a diverse, competitive, and prosperous economy for all its citizens.

# **Key Planning Influences**

# Workforce

# **Employment, Unemployment, and Commuting Patterns**

Rather than being isolated, James City County's local economy is subject to national trends and market pressures. The economic indicators of James City County can be measured relative to other localities to gain a better understanding of how County specific actions and policies affect the local economic outlook. As shown in Chart ED-1, James City County experienced a steady decrease in the unemployment rate from 2013 to 2019. According to the Virginia Employment Commission (VEC), the unemployment rate dropped from 5.3% to 2.7% during this period, while the rate in Virginia and the United States dropped from 5.7% to 2.8% and 7.4% to 3.7%, respectively.



**Chart ED-1. Unemployment Rates** 

Source: Virginia Employment Commission, Local Area Unemployment Statistics

According to VEC total annual employment statistics, James City County had 30,351 jobs as of the third quarter of 2019. Overall, James City County has fared better than York County, the City of Williamsburg, and the Hampton Roads region in job growth rate during the past 10 years and has exceeded the state job growth rate during the same period (See Table ED-1 on the following page).

**Table ED-1. Total Annual Employment** 

Total Annual Employment						
	James City County	York	Williamsburg	Hampton Roads	Virginia	
2008	27,262	21,898	15,093	740,397	3,665,654	
2009	26,277	21,269	14,259	712,354	3,545,623	
2010	26,180	20,971	14,197	705,714	3,536,676	
2011	26,390	21,319	13,388	705,315	3,578,848	
2012	26,991	20,804	13,709	711,311	3,619,176	
2013	26,779	21,106	13,599	717,380	3,640,209	
2014	27,639	20,874	12,880	716,657	3,654,831	
2015	27,822	21,759	13,110	729,414	3,735,713	
2016	28,975	21,738	13,064	733,970	3,789,744	
2017	29,563	21,599	13,016	744,262	3,838,368	
2018	30,233	21,700	13,008	753,482	3,893,254	
2019*	30,351	21,517	12,778	761,707	3,931,376	
Annualized 10 Year Growth	1.13%	-0.17%	-1.53%	0.29%	0.72%	

<sup>\*3</sup>rd Quarter

Source: Quarterly Census of Employment and Wages

The economy in James City County relies a great deal on healthcare and social assistance; retail trade; accommodations and food services; arts, entertainment, and recreation; and manufacturing. These are the top five private employment industries in James City County as shown in highlighted text below in Table ED-2. James City County seeks to keep those industries as strong sectors, but also to diversify and attract additional jobs for the labor force. Such diversification can increase the resiliency of the County when tested by major unexpected economic shocks, such as a sudden decline in the housing market or retraction of the tourism industry, as was the result of the COVID-19 pandemic. It is also worth noting that close to 1,800 jobs come from manufacturing industries. These jobs generally encompass many desirable traits for employees, including higher pay, full-time/year-round employment, and benefits. Continuing to attract these high quality jobs is an important goal for James City County.

Table ED-2. James City County Private Industry Employment 2019

James City County Private Industry Employment 2019 (Ranked From Highest to Lowest)				
Meaning of NAICS code	Number of employees	%		
Health care and social assistance	4,020	13%		
Retail trade	3,959	13%		
Accommodation and food services	3,454	11%		
Arts, entertainment, and recreation	3,042	10%		
Manufacturing	1,777	6%		
Construction	1,458	5%		
Professional, scientific, and technical services	1,421	4.6%		
Administrative and support and waste management and remediation services	1,271	4%		
Real estate and rental and leasing	807	2.6%		
Wholesale trade	764	2.5%		
Finance and insurance	486	1.6%		
Educational services	315	1%		
Information	136	0%		
Agriculture, Forestry, Fishing & Hunting	*			
Mining, Quarrying, and Oil & Gas Extraction	*			
Utilities	*			
Transportation and warehousing	*			
Total for all sectors	26,169	100%		

<sup>\*</sup>Indicates non-disclosable data.

*Note: Public employment (i.e., government employment) excluded from this summary.* 

Source: Table based on information from Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 4th Quarter (October, November, December) 2019.

Looking beyond the number of jobs offered in James City County to the people who hold them, the U.S. Census Bureau found that approximately 19,816 workers commute into the County for work, whereas 19,057 commute out of James City County for work in 2019. This shows a shift in commuting patterns, as the County has gone from having a slight out-migration, as was the case in previous years, to a slight in-migration currently.

# **Workplace and Business**

# **Major Employers**

The largest employers in the County, categorized by industry sector, are detailed in the table below:

Table ED-3. Largest Employers by Industry

Industry Sector	Firm	
Accommodation Services	Williamsburg Plantation (A vacation resort offering on site amenities	
	to guest and owners.)	
Administrative Services	BKD Employee Services, LLC, G & A Outsourcing, Mastercorp Inc.	
	(Each firm provides services for other businesses, such as payroll	
	management, human resources, etc.)	
Arts, Entertainment, and	Busch Entertainment, Jamestown-Yorktown Foundation	
Recreation		
Educational Services	Williamsburg-James City County Schools	
Finance	Citizen's and Farmer's Bank	
Government	James City County	
Healthcare and Social	Riverside Regional Medical Center, Eastern State Hospital,	
Services	and Williamsburg Landing	
Manufacturing	Anheuser-Busch Inc. Greystone of Lincoln Inc., Owens-Brockway	
Retail Trade	Under Amour Retail Inc. Food Lion, Harris Teeter	
Wholesale Trade	Avid Medical and Walmart	

According to the Virginia Employment Commission Quarterly Census of Employment and Wages for the 4th Quarter 2019, each of the employers on the list above has 100 or more employees. Table ED-4 lists the number of establishments in the County by number of employees. Establishments with one to four employees represent the largest number of business establishments in the County, representing 57% of the total number of disclosed establishments, which shows the importance of small businesses and new start-up firms to the local economy.

Table ED-4. Size of Business

Establishment Size	Number of Establishments	
0-4 employees*	1125	
5-9 employees	313	
10-19 employees	275	
20-49 employees	169	
50-99 employees	59	
100-249 employees	35	
250-499 employees	7	
500-999 employees	**	
1000+ employees	**	
TOTAL	1983	

<sup>\*</sup>Zero employees typically represent new start-up firm or sole proprietorships.

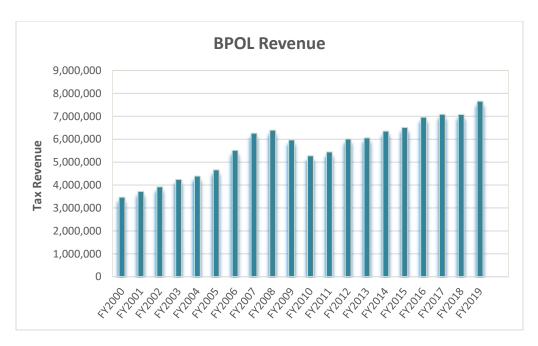
Source: James City County Economic Profile, VEC, which used VED, Quarterly Census of Employment and Wages (QCEW), 4th Quarter (October, November, December) 2019.

<sup>\*\*</sup>Non-disclosable data.

#### **Business Growth**

One important measure of business growth is the Business, Professional, and Occupational License (BPOL) paid annually by businesses when renewing their business license in the County. A business license is required of all businesses (except manufacturing businesses) and is based upon gross receipts or anticipated gross receipts. The tax revenue generated from business licenses sharply increased in fiscal years 2006-2008. After declines in 2009 and 2010, BPOL revenue once again saw increases starting in 2011. There was a slight decrease in 2018, but a sharp upturn was seen in 2019. Chart ED-2 shows the upward trend the County has experienced in BPOL revenue since 2000. This positive trend is a result of new business activity and the growth of existing business.





Another measure of business growth is the amount of capital investment made by businesses in the County. Between 2014 and 2019, the Office of Economic Development (OED) worked directly with nine existing businesses generating investments totaling \$83 million to expand existing operations in the County. Additionally, during the same time, OED worked with six new businesses with investments totaling \$11.8 million. Keeping in mind that this number is representative of only those businesses that worked directly with OED, the total capital investment made in the County is actually much higher, but ultimately cannot be tracked. The diversity of the businesses that OED worked with during this time is noteworthy and includes companies from healthcare to manufacturing and a new agricultural operation.

Business growth remains strong in James City County. In addition to being home to five Fortune 500 firms, the County continues to see significant growth in both the number of small businesses and start-up companies. According to information from the VEC's Labor Market Information (LMI), James City County continues to see the largest increase in new start-up firms in the Greater Williamsburg region. Overall, between 2017 and 2019, the number of new start-up firms increased by 245 in James City County, as compared to 145 in York County and 36 for the City of Williamsburg. These sectors have and will continue to play a significant role in the County's growing economy.

# Wages and Income

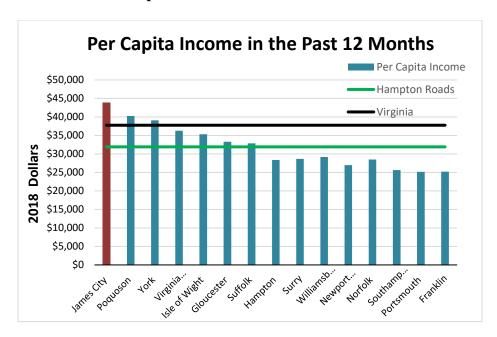
According to the VEC, the average weekly employee wage in James City County was \$808 in the fourth quarter of 2019. This figure is equivalent to \$20.02 per hour or \$41,642 per year, assuming a 40-hour week year round. The County's average hourly wage is lower than the City of Williamsburg's \$21.55 per hour and York County's \$20.83 per hour. When compared to the Metropolitan Statistical Area (MSA) and state average weekly employee wages (\$23.85 per hour and \$27.27 per hour respectively), the localities in Greater Williamsburg as a whole display much lower than average wages, likely due to the high number of service sector workers. This wage data is impacted by the federal minimum wage, as well as the minimum wage set by the Commonwealth. Per approved legislation, the minimum wage in Virginia is scheduled to increase over the coming years. The County will monitor this change and its impact on the County.

# Per Capita Income (PCI)

According to the U.S. Census, per capita income (PCI) is one of the most comprehensive ways to measure household income. Per capita income (PCI) is defined as "the average obtained by dividing aggregate income by total population of an area." The American Community Survey reported the average 2018 PCI for James City County as \$43,815. This PCI ranked 116% of the state average, \$37,763, and 129% of the national average, \$33,831 (see Chart ED-3 for more details).

When analyzing and comparing the wage and income data for this area to the PCI, it becomes apparent that while wages are lower on average in James City County in comparison to neighboring communities, the household income is higher. This discrepancy may be due to the number of higher income households within the County whose members work outside of the County, as opposed to wage owners working within the County, as well as the number of high-income retirees in the County.

Chart ED-3. Per Capita Income



#### Household Income

The U.S. Census Bureau defines household income as "the sum of money income received in a calendar year by all household members 15 years old and over, including household members not related to the householder, people living alone, and other non-family household members." The median household income provides income information by dividing households into two equal parts with the first half of the households earning less than the median household income and the other half earning more. The most recent data on median household income is provided by the 2018 U.S. Census American Community Survey. In 2018, James City County had a median household income of \$83,048. The other two localities within Greater Williamsburg, York County and the City of Williamsburg, had median incomes of \$90,367 and \$56,163, respectively.

## **Poverty**

According to the 2018 American Community Survey, the poverty rate for James City County (for individuals 18 to 64) is 8.9 %, which was below the poverty rates for both the MSA, 10.6 %, and the state, 10.5 %. The poverty rate for married-couple households with related children under 18 in James City County is 7.2 %, while the rate for female-headed households with children under 18 is 21.4%. In the MSA, the poverty rate for married-couple households with related children under 18 is 4.1%, while rate for female-headed households with children under 18 is 33.7%. This is in comparison to the state of Virginia where the poverty rate for married-couple households with related children under the age of 18 is 4.3%, while the rate for female head households under the age of 18 is 32.7%.

In order to alleviate poverty, James City County has cooperated with the Commonwealth of Virginia to establish a Federal Opportunity Zone in the southeastern portion of the County. This opportunity zone, which is established because of the 2017 Tax Cuts and Jobs Act, grants a tax incentive to induce community development, which grants a pathway for investors to support and build up the economic base of distressed communities. The three benefits offered by this incentive are tax deferral, tax reduction through long-term investment, and the exclusion of certain kinds of capital gains tax.

## Taxes

## Tax Rates

In 2015, the real estate tax increased from 77 cents per \$100 to 84 cents per \$100. Although this remains slightly higher than York County (79.5 cents) and Williamsburg (60 cents), it compares favorably to other Peninsula localities such as Newport News (\$1.22) and Hampton (\$1.24). James City County's general personal property tax rate (not including business equipment, machinery, and tools), has remained constant for the last 20 years at \$4 per \$100 of assessed value. York County has the same tax rate. Williamsburg has a slightly lower personal property tax rate at \$3.50 per \$100, while Newport News and Hampton each have a slightly higher tax rate at \$4.50 per \$100 of assessed value.

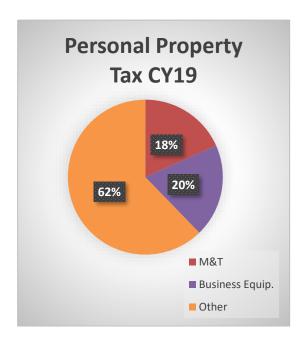
# **Principal Taxpayers**

According to information provided by the Department of Financial and Management Services, Anheuser-Busch was the overall highest taxpayer in 2019 with \$5.2 million in property taxes assessed or 3.58% of all taxable real estate revenue for the County. SeaWorld Parks and Entertainment was the second highest taxpayer with \$2.13 million, representing 1.50% of total County revenues, followed by Virginia Electric and Power Company (0.85%), Premium Outlets of Williamsburg (0.84%), Walmart, Inc. (0.80%), Williamsburg Plantation Owners Association (0.75%), Powhatan Plantation Owners Association (0.70%), Williamsburg Landing, Inc. (0.66%), Ball Metal Container (0.58%), and Manor Club at Ford's Colony (0.47%).

It is important to note that the percentage of the County total revenues attributed to the 10 largest business/industries has been gradually diminishing over the past 16 years, an indication that the business tax base has been diversifying. For the 2003 fiscal year, property taxes assessed on 10 of the largest businesses/industries contributed 14.8% of total County revenues or \$10.9 million; for the 2019 fiscal year, the 10 largest businesses contributed approximately 10.73% of the total revenues or \$15.6 million.

Commercial and industrial properties constitute a small part of the total properties in the County, but generate proportionally higher real estate tax revenues. In Fiscal Year (FY) 2019, 3.88% of the taxable parcels in the County were commercial/industrial properties; those parcels generated 13.4 % of the total assessed value for the County. By contrast, 94.7% of all taxable parcels in the County were single-family residential; those parcels generated 79.6% of the total assessed value for the County. Balancing revenue sources is meaningful to the County; in 2003, commercial and industrial properties accounted for 19.43% of all total assessed value in the County, while residential properties accounted for 72.7% of the total. Similar to taxes paid by County residents, County businesses also pay Personal Property Tax in addition to paying Real Estate Property Tax. Personal Property Tax is assessed on vehicles, as well as on other Business Equipment, Machinery, and Tools (M&T). For CY19, 18.3% of the total Personal Property Tax was from M&T and 19.44% was from Business Equipment. The remaining 62.2% includes both revenue from businesses for business vehicles and revenue from residents for personal vehicles (See Chart ED-4 below).

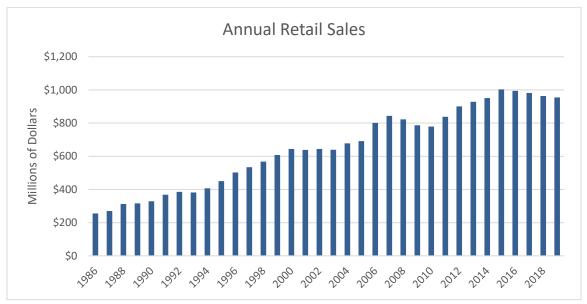
Chart ED-4. Personal Property Revenue



# **Retail Sales**

According to the Weldon Cooper Center for Economic and Policy Studies, in 2019, the Total Taxable Sales in James City County was approximately \$955.0 million, which represented an increase of 0.48% from 2014 (See Chart ED-6). During the same time, the City of Williamsburg saw an increase of 13.1%, the state saw an increase of 11.5%, and York County saw an increase of 9.3%. Additionally, the County has seen significant growth in Local Option Sales Tax (LOST), which is the taxable portion of retail sales that remains with the locality. Between 2014 and 2019, the LOST for James City County grew approximately by 11%. One important consideration regarding retail trends is the transition from brick and mortar stores to online shopping, which impacts consumer spending habits and existing commercial developments with a retail component. The County will continue to monitor these trends and its impact on the local economy.

Chart ED-5. Retail Sales



Source: Weldon Cooper Center for Economic and Policy Studies

#### **Tourism**

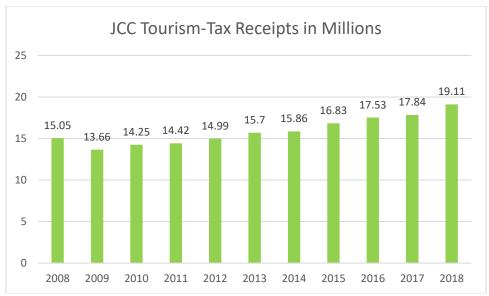
Tourism plays an important role in both the regional and state economies. A study prepared for the Virginia Tourism Corporation (VTC), *Economic Impact of Domestic Travel Expenditures on Virginia Counties 2018*, found that domestic travelers spent close to \$26 billion on transportation, lodging, food, amusement and recreation, as well as retail shopping, in Virginia. According to the 2018 report, domestic travel expenditures in the state directly supported 235,000 jobs within Virginia. Additionally, tax revenue generated by domestic travel in Virginia reached \$1.8 billion, up 4.4% from 2017.

The Coastal Virginia (Hampton Roads) region is well known for its tourist attractions and hospitality industry. In 2018, approximately \$442 million was spent in James City County on items related to tourism (e.g., transportation, lodging, food, entertainment, recreation, etc.), which ranked fourth among the 17 localities within the region behind Virginia Beach, the City of Norfolk, and the City of Williamsburg. Local Tax Receipts for the County were \$19.11 million in 2018, an increase of 7.1% over 2017 and the continuation of annual growth beginning in 2009 (See Chart ED-6).

Tourism in James City County includes subcategories: agri-tourism and outdoor recreation, which includes eco-tourism. Outdoor recreation has been rising in popularity over the last several years with an emphasis on parks, trails, and water access being key areas of interest for the County. According to the 2018 Virginia Outdoors Plan, outdoor recreation contributes approximately \$76.74 per capita spending in James City County. Outdoor recreation assets in the County include 48 miles of trails in 17 parks covering more than 1,500 acres of land and the Virginia Capital Trail.

ED-11

**Chart ED-6. Tourism Tax Receipts** 



Source: Virginia Locality Economic Impact of Travel Data

# Agriculture

The impact of traditional agricultural activities in the County's economy has been gradually declining over recent years; however, there has been a renewed interest in smaller niche agricultural markets, locally grown foods and agri-tourism activities. This has been manifested in a small increase in the number of farms in the County but a decreasing average farm size. Agricultural activities represent a small percentage of the County's overall economy, but there is significant room for the industry to grow and meet surrounding market demand, especially with regard to traditional agricultural and forestry activities on a smaller scale, value-added enterprises, rural tourism, and outdoor recreation.

In 2014, a Strategy for Rural Economic Development was prepared for the County. The Strategy notes that a vital, robust, rural economy will contribute to the diversification of the County's overall economy and provide more choices and opportunities for rural landowners, while preserving the rural landscape. The Strategy contained five strategic goals: assist existing agriculture and forestry-based businesses to grow and succeed; identify and create opportunities for new business ventures; grow and diversify the local tax base; enhance tourism via agri-tourism and specialty food/restaurant businesses; and identify and celebrate the uniqueness of James City County. The Strategy also lists 13 projects in three broad categories (marketing/public relations, business development, and facilities/capital projects) that could help increase the economic contribution of the County's rural lands. A Rural Economic Development Committee (REDC) assisted in the development of the Strategy and worked on implementation activities through 2015. The OED continues to assist and promote agri-tourism businesses and activities in the County.

# **Economic Opportunities**

## Location

James City County is strategically located on the Virginia Peninsula, midway between the Cities of Richmond and Virginia Beach, along the Interstate 64 corridor. This location provides access to

a number of economic drivers including the military, technical, and research and development establishments in the Hampton Roads area such as NASA Langley Research Center and Thomas Jefferson National Accelerator Facility, as well as the Port of Virginia, providing increased opportunities and options for exporting and importing activities through cooperation with regional partners. Also, proximity to academic research and workforce development activities at the College of William and Mary (W&M), Thomas Nelson Community College (TNCC), Christopher Newport University, and Old Dominion University present additional economic opportunities in a number of fields, including business, medical, multiple scientific and marine industries, and advanced manufacturing.

# Office of Economic Development (OED)

The mission of James City County's OED is "to foster the development and expansion of a diversified and healthy base of primary business and industry that will better balance the tax base, increase job opportunities, and enhance both the quality and standard of living in James City County." The OED works to accomplish this mission through its efforts to increase commercial tax revenue, to attract improved job opportunities for County citizens, and to enhance the quality of life for local residents. To accomplish these tasks, OED's core efforts are focused on business retention, expansion, attraction, and creation. The OED is located at 101-D Mounts Bay Road at the County Government Complex and can be accessed online at <a href="https://www.yesjamescitycountyva.com">www.yesjamescitycountyva.com</a>.

# Economic Development Authority of James City County (EDA)

The EDA is a seven-member voluntary board whose members are appointed by the County Board of Supervisors and serve staggered four-year terms. The EDA's purpose is to assist the County and the OED in expanding James City County's business tax base in order to maintain and enhance the quality of life for County's citizens. The EDA also acts as a conduit for issuing Industrial Revenue Bonds for manufacturing projects and qualifying medical, assisted living, nonprofit, or public facilities, pursuant to the mandates and regulations of the Virginia State Code. The EDA can be reached by contacting the OED at the address above or via phone at 757-253-6607 or by email at <a href="mailto:yesjcc@jamescitycountyva.gov">yesjcc@jamescitycountyva.gov</a>.

# Target Sector Analysis-Greater Williamsburg

The Greater Williamsburg Target Sector Analysis is designed to assist the localities in the region (James City County, York County, and the City of Williamsburg) in developing recommendations to recruit new businesses to the region, as well as providing guidance in business retention and expansion. Market Street, who performed the analysis, recommended five, top-level target sectors for the community efforts. Several current and future niche opportunities were identified for each target sector. According to the report, this information represents the Greater Williamsburg area's current competitive strengths, while planning for future opportunities. See Chart ED-7.

Professional & Advanced Materials & Food & Beverage Defense **Technical Services** Management & Metal & Metal Products **Beverages Defense Contractors Operations Services** Electrical and Non-**Bottling and Food** Engineering & **Packaging Technical Consulting** Sustainable Energy Warehousing & Creative Design Arts & Culture Distribution **Distilled Spirits Sporting Events** Cybersecurity Data Science & **Analytics Outdoor Recreation** Specialty Food Products

Chart ED-7. Greater Williamsburg Target Sectors and Niche Opportunities

Source: Executive Summary: Greater Williamsburg Target Sector Analysis, August 2016.

# **Public-Private Partnerships**

One of the tools used by the Office of Economic Development to strengthen the economic base within the County is public-private partnerships. Essentially, a public-private partnership is a contractual relationship in which the public and private sector agree to share the risks and rewards associated with a public asset. Typically, the County has managed these partnerships by providing private developers or entities with access to publicly owned land, while the private partner builds the facilities and provides the services. Typically, these partnerships have been specialized within the tourism and recreation industries, with Billsburg Brewery at the James City County Marina being a recent example of a successful partnership. As the County continues to pursue these partnerships, broadening into other sectors could be a potential approach to strengthening the economic base.

## **Land Suitability**

One of the key factors in developing a sound economic develop strategy is determining the suitability of land for specific development types. The three key factors from a planning perspective that are used to determine suitability are the adequacy of public infrastructure to support the proposal, the property's Land Use Designation, and the zoning district for the parcel. The adequacy of infrastructure is aided greatly by the proposal being located inside the Primary Service Area (PSA) of the County. Furthermore, the County's analysis of the non-residential capacity within the PSA is a helpful reference when considering the impact and capacity of a proposal within the PSA, while the County's Strategy for Rural Economic Development is a helpful reference for considering proposals outside the PSA.

The Land Use Designation is the community's expression of the desired future development type for a property, which is based on public input gathered during each update of the Comprehensive Plan. The property's zoning is a legal classification that determines, among other things, the regulations for proposed and existing developments, such as minimum lot sizes, setback requirements, and which uses are permitted and which are not. For more information regarding Land Use designations, refer to the Land Use Map Descriptions and Development Standards section of the Comprehensive Plan.

A property that is considered highly suitable for an economic development proposal from a planning perspective will have, at a minimum a) adequate public infrastructure and resources in place to support the proposal b) a recommended Land Use designation that aligns with the proposal and c) a zoning designation that anticipates and permits the development of the proposal.

# **Regional Efforts**

The economic development offices of the three localities of Greater Williamsburg collaborate on many ongoing initiatives in support of the local economic base. Examples include the Launchpad, supported by the Economic Development Authorities (EDA) of each locality and W&M, which provides tangible hands-on support to start-up and small businesses; Start! Peninsula, an annual event to encourage entrepreneurship activity within the Peninsula; and the Economic Progress Committee (in partnership with the Greater Williamsburg Chamber and Tourism Alliance). The Greater Williamsburg Partnership is an organization that seeks to "market the Greater Williamsburg region as a preferred business location; facilitate new business investment and highwage job creation; enhance industry diversification efforts and overall increase economic prosperity for citizens in the communities of Williamsburg, James City County and York County."

OED collaborates with Williamsburg-James City County (WJCC) Schools to help students explore careers in various sectors represented by local and regional employers. Since 2013, Manufacturing Day has been hosted by manufacturing firms located in the County to allow high school students to tour facilities, explore the process involved in making the final product, and learn about various careers, skillsets and pay scales tied to the manufacturing sector. OED and WJCC also collaborated with TNCC to host a summit of healthcare employers to identify those skills and jobs most needed in the healthcare industry and how best to attract and train students for those positions. The result was an expansion of courses offered by TNCC and WJCC as dual credit courses with accreditation, allowing students to begin college level coursework while still enrolled in high school that results in both high school and college credit, as well as a certification that can be used toward immediate employment and/or further education. Similar efforts are being planned for the trades and manufacturing sector and other opportunities will be explored as efforts continue to expand student awareness and job exploration.

# The College of William and Mary

The College of William and Mary remains a strong resource for the community. Through its numerous affiliations, the College has been active in linking companies to the development of new, cutting-edge technologies and ongoing research in areas such as sensors, modeling and simulation, material and applied sciences, alternative energy, bioscience, bioinformatics, aging and geriatric health, and marine science. Furthermore, research and development activities have the potential to cluster and create an environment that is attractive to knowledge-based businesses.

# Thomas Nelson Community College-Historic Triangle Campus

Throughout the years, Thomas Nelson Community College (TNCC) has played an increasingly important role in serving the workforce development needs of the business community and in helping individual citizens achieve their educational goals. TNCC first began providing classes in the Historic Triangle in the late 1990s. In 2009, a new permanent campus was established in James City County. The campus includes a 120,000-square-foot facility with classrooms, five science laboratories, a nursing laboratory, the Learning Resources Center, and a state-of-the-art facility encompassing the College's Dental Hygiene Program.

TNCC offers a variety of programs at both its Hampton and Historic Triangle Campuses ranging from academic to career studies certificates. It also offers a dual enrollment program allowing high school students from Williamsburg-James City County Schools to earn college and high school credit concurrently. One of the college's major focuses is to meet the educational and workforce development needs in the Historic Triangle by providing cooperative education (co-op) programs for business, government and community employers, just-in-time education, and customized training. To this end, TNCC has established the Thomas Nelson Workforce Center on Ironbound Road in the New Town area of the County. The Center offers first-class training and economic and workforce development services for public and private organizations, including the business community, company employees, and entrepreneurs.

# **Community Guidance**

# **Public Engagement**

One of the public engagement themes identified during this Comprehensive Plan update that most directly relates to this chapter is: "Respondents support economic development that results in recruitment of businesses with higher paying jobs as one way of making the community more economically resilient and appealing to younger professionals. While tourism is a major economic driver in the County, it should be balances with other employment and industries." Respondents to the 2019 Citizen Survey were asked about the County's efforts to attract jobs and new businesses. Approximately 88% of respondents found this service to be very important or somewhat important, while just under 12% found this service to be somewhat unimportant/not important at all. With regard to respondent's satisfaction with these efforts, approximately 68% were very or somewhat satisfied, and 32% were somewhat or very unsatisfied. This difference between the importance and satisfaction is the "satisfaction gap" - for efforts to attract jobs and new businesses. The satisfaction gap was 20%, which ranks as the third highest gap documented within the survey.

As a follow-up to the survey, the County hosted the Engage 2045 Summit on the Future in the fall of 2019 to engage with citizens to determine their vision for the future of the County. During the polling portion of the Summit and online polling that continued weeks after, 88% of the respondents said it was somewhat or very important for the County to do more to expand the local economy by attracting higher paying jobs. When asked about retail space, respondents had concerns that new retail space would replace open space, rural land, or natural habitat. They also indicated that new retail space would increase the overall retail vacancy within the County.

During the preserve/change exercise of the Summit, many respondents gave similar responses relating to economic development. In no particular order, these responses include: a focus on redeveloping older commercial spaces, encouraging infill development rather than greenfield development, the importance of retaining "small-town" community character, and the challenge of retail vacancy and store turnover.

Participants were also provided an opportunity to share their "Big Ideas." Some responses supported specific efforts to attract businesses, varying from large tech companies to small local businesses. Other responses supported specific institutions or businesses including the libraries, medical facilities, airports, convention centers, hotels, amphitheaters, and wholesale clubs.

The second round of public engagement included questionnaires on the Goal statements for each chapter, and feedback on alternative futures. The results of the Goals Questionnaire for the Economic Development chapter's goal showed that 88% of respondents did not want to change the goal, and 31% wanted to change the goal. Of those preferring change, the comments include the following:

- Nine commenters requested that the County and the Office of Economic Development put more
  focus on diversifying the tax base by seeking out businesses that offer full-time jobs with higher
  pay and benefits;
- Nine respondents suggested that the Engage 2045 public input priority should be considered for the new goal;
- Eight respondents reflected a clear understanding that tourism is a driving force behind the economy and called for more diverse revenue streams less affected by economic downturns than tourism; and
- Two suggested using historical and tourism resources as a strategic asset.

The third round of community engagement was held in the winter of 2021. This round solicited input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Overall, there was consistent support to diversify the local economy with a focus on development of higher wage employment. In Round 3, this topic had less support for prioritizing resources to this endeavor, but still strongly supported as an overall objective. Round 3 respondents expressed mixed support for the County investing in infrastructure to serve economic development sites within the PSA. For development of complete communities that can support future economic growth, there was a preference for more mixed-use centers with employment and adding more middle density housing to existing employment areas.

# Scenario Planning - Key Policy Guidance

The results of the Scenario testing phase of community engagement yielded several key principals that relate to Economic Development:

- Create "complete communities" with walkable environments and a mix of residential and commercial uses that 21st century businesses and employees desire;
- Include new retail and office growth as part of mixed use "complete communities" rather than as standalone retail centers or office parks separated from residential areas;
- Protect natural features and rural areas as critical community character assets that attract new businesses and workers and are the foundation for agri-tourism and eco-tourism industries;
- Reduce commuting times by locating homes, businesses, and supportive uses in closer proximity within the PSA; and
- Encourage localized job development to create higher-paying jobs in James City County, create better jobs to housing balance, and reduce the need for cross-county commuting to other job locations or in-commuting to jobs for workers that cannot afford to live in here.

# Spotlight on Implementation

In order to build a multifaceted, balanced economy, James City County seeks to utilize strategies that produce an adaptive, resilient, and vibrant economic base that provides high quality jobs and stability for County residents. A diverse employment base, for example, is one of the features which can be used to gauge the vitality of James City County's economy. Such diversity also strengthens the local economy and allows for greater resilience in the face of unexpected economic swings, such as the housing market crash of 2008 or the effects from the 2020 COVID-19 pandemic. Income that meets the needs of workers and reduction of poverty rates are also important indicators.

Since 2014, a number of efforts have helped encourage a balanced mixture of business expansion and redevelopment. For instance, OED has worked with 15 businesses that accounted for \$94.8 million dollars in capital investments. Of that \$94.8 million, \$26.2 million was associated with expansions to Manufacturing/Wholesale Trade industries. Specifically, the County has seen expansions to the Anheuser-Busch plant, as well as the opening of the first craft brewery in the County. County staff have also worked diligently on site-readiness for property zoned M-1 and M-2 throughout the County. James City County has also pursued actions to diversify the County's economy and support the tourism industry. Another focus of economic development has been agritourism and eco-tourism activities in the County. The Sweethaven Lavender Farm is one such example of this trend. The farm opened in 2019 and maintains more than 100 acres of rural lands for agricultural purposes. This operation also offers value added products for distribution and hosts an annual festival during the lavender's peak bloom. The County also coordinates and informs prospects of current financial incentives at the local, state and national level, including customized programs for individual businesses, working with the Virginia Economic Development Partnership, and providing information on the Foreign Trade Zone.

James City County collaborates with a number of different regional organizations to further entrepreneurship and develop the transportation system. Work with the Thomas Nelson Workforce Center, the College of William and Mary, as well as adjacent localities' cooperation with Launchpad, have helped foster development of the workforce in our County and have provided training opportunities and support for small businesses and start-ups. With respect to transportation improvements, County staff has worked on a number of initiatives to further the economic interests of the area, including the Mooretown Road extended corridor study, Route 60 relocated/Skiffes Creek connector project, and the widening of I-64.

# Goals, Strategies, and Actions

#### Goals

Build a more sustainable local economy that upholds James City County's commitment to community character and environmental protection; results in a diversity of businesses, community investment, and professions that attract higher paying jobs; supports the growth of the County's historic, agri-tourism and eco-tourism sectors; contributes positively to the community's quality of life; and better balances the local tax base.

# Strategies and Actions

# ED 1 - Continue to support existing businesses and foster new businesses within James City County through local initiatives and the leveraging of state and federal resources.

- ED 1.1 Maintain an active and effective economic development strategy, which includes existing business retention and expansion, assistance to new business, new business recruitment and support to the tourism industry.
- ED 1.2 Develop and promote strategies and programs to encourage the creation of new and retention of existing small businesses, home-based businesses, and entrepreneurial efforts including women-owned and minority-owned businesses and companies that successfully graduate from the Launchpad Business Incubator.
  - ED 1.2.1 Fostering new and supporting existing programs to assist small businesses, home-based businesses, and entrepreneurial efforts.
  - ED 1.2.2 Developing strategies that strive to retain those companies who successfully graduate from the Launchpad Business Incubator.
- ED 1.3 Continue to pursue and promote incentives available for new and expanding businesses and industries within certain areas in the County, including Opportunity Zones, Foreign Trade Zones, and Tourism Zones, and develop additional incentives for new and existing business development.
- ED 1.4 Cultivate and sustain regional and state partnerships that contribute to economic development efforts, including business attraction, business retention, tourism, small and emerging business support, workforce, education, and quality of life.
- ED 1.5 Work with William & Mary, Thomas Nelson Community College, and other entities in support of business attraction and expansion of quality and innovative business ventures.
- ED 1.6 Promote the creation and retention of businesses that provide full-time job opportunities with wages and benefits sufficient to make housing attainable for employees.
- ED 1.7. Encourage private/public partnerships or similar initiatives to ensure the development and attraction of quality and innovative business ventures.

# ${\bf ED~2}$ - Continue to explore opportunities to diversify James City County's economy in order to strengthen the economic base and long-term resilience.

- ED 2.1 Promote tourism, including eco-tourism and agri-tourism and associated industries as a year-round asset.
- ED 2.2 Support the recommendations of the Greater Williamsburg Target Sector Analysis with a particular emphasis on supporting the development of those businesses identified as legacy and emerging businesses within this study by;
  - ED 2.2.1 Foster the opportunities for development and expansion of advanced materials and components, food & beverage manufacturing/supply chain, and professional & technical services.
  - ED 2.2.2. Explore partnerships with William & Mary and other entities to attract and expand technology companies, particularly those in the areas of sensor, robotics, modeling and simulation, bioscience, unmanned systems, and emerging technologies.
- ED 2.3 Support viable traditional and emerging rural economic development initiatives as recommended in the County's Strategy for Rural Economic Development.

# ED 3 - Foster the development, training/retraining, diversification, and retention of the James City County workforce.

- ED 3.1 Support public and private entities that engage in workforce development, like the Greater Peninsula Workforce Board.
- ED 3.2 Continue working with Williamsburg/James City County Schools (WJCC), New Horizons Regional Education Center, and local colleges and universities to facilitate technical and professional opportunities for high school and college students through internship, training, and mentorship programs, with the intent of locating more of these opportunities within County.
- ED 3.3 Leverage the resources of local colleges and universities to companies seeking technical and research assistance and job training.
- ED 3.4 Support businesses, programs, and developments that attract young professionals and retain the community's graduates.
- ED 3.5 Support collaborations with the William & Mary Office of Economic Development and TNCC to enhance training opportunities that meet the needs of our existing business community and target industry sectors.

# ED 4 - Encourage infill development, the redevelopment of existing parcels, and the adaptive reuse of existing buildings that efficiently uses infrastructure and natural resources, as well as establishes or enhances the area's sense of place and community character.

- ED 4.1 Encourage the rehabilitation of abandoned and/or underutilized facilities by promoting them to new business.
- ED 4.2 Encourage new development and redevelopment of non-residential uses to occur mainly in areas where public utilities are either available or accessible within the Primary Service Area (PSA) and infrastructure is supportive.

- ED 4.3 Promote environmental conservation techniques among new and existing business, including water conservation (such as reclamation of rain or grey water), energy efficiency, and materials management (such as recycling, composting, and material lifecycle considerations).
- ED 4.4 Promote desirable economic growth in designated industrial and commercial areas through the provision of water and sewer infrastructure consistent with the Comprehensive Plan policies and the regulations governing utility service in partnership with the James City Service Authority (JCSA), Newport News Water Works, and HRSD.
- ED 4.5 Continue to support public private partnerships to revitalize unique areas within the County such as Toano.
- ED 4.6 Adopt the Virginia C-PACE program to incentivize private development that utilizes environmental conservation techniques.

# ED 5 - Protect the County's existing physical transportation infrastructure that is critical to economic development. Plan and promote the development and coordination of transportation systems with the location of non-residential uses in a manner that maximizes the County's economic potential consistent with the policies of the Comprehensive Plan and is sensitive to its context.

- ED 5.1 Collaborate with the Virginia Department of Transportation (VDOT) and adjacent localities to improve access to interstate and major arterials such as improving Route 60 East and extending Greenmount Parkway.
- ED 5.2 Assess and collaborate on opportunities and advocate for public transit (e.g. commuter rail, light rail, or bus rapid transit service) to economic and business centers within James City County.
- ED 5.3 Improve the utilization of rail/interstate highway nodes and access to deep water ports to facilitate commercial freight access to and from local industries and for tourism access.
- ED 5.4 Support continued local access to general aviation facilities.
- ED 5.5 Work with regional airport facilities to promote additional direct commercial flights to serve the destinations preferred by James City County businesses.

# ED 6 - Support the tourism industry of the Greater Williamsburg region and promote James City County as a destination of choice in the region.

- ED 6.1 Foster tourism development in James City County and the Historic Triangle by continuing to partner with the Williamsburg Tourism Council.
- ED 6.2 Identify and protect historic sites that are important to the heritage of James City County, allowing them to be preserved for future generations.
- ED 6.3 Promote existing ecotourism and agri-tourism venues and support the establishment of new ones, where appropriate.

- ED 6.4 Support the development of sporting events and facilities that promote the County as a sports tourism destination and other special events in James City County.
- ED 6.5 Support tourism initiatives that promote the Historic Triangle as an arts destination, including cultural and culinary activities.

# ED 7 - Continue to monitor the County's regulatory framework to ensure best practices are in place.

- ED 7.1 Review and update the Zoning Ordinance to ensure it promotes best practices for home occupations and other small businesses consistent with neighborhood and community character.
- ED 7.2 Review and update County regulations, policies, and procedures to ensure they create clear expectations for developing new businesses in targeted industries, and that land use requirements are flexible to changing market trends.
- ED 7.3 Examine and update County regulations to ensure that the County maintains best practices while continuing to accommodate new industries spurred by innovations and changes in technology.
- ED 7.4. Continue to monitor the available capacity for non-residential development within the County's Primary Service Area (PSA) and utilize this information when considering land use designation changes as part of the Comprehensive Plan update process.
- ED 8 Continue to monitor the broader economic factors and forces that shape the County's local economy, including global issues such as the COVID-19 pandemic, national industry trends such as the retail industry transitioning from brick and mortar to the online marketplace, and statewide policies, such as scheduled increases in the minimum wage.
- ED 8.1. Examine the effects of the COVID-19 pandemic on small-businesses and work to develop tools to help prepare the County to mitigate the impacts of future similar scenarios.

#### **ENVIRONMENT CHAPTER**

The following materials represent the draft Environment chapter as discussed by the Planning Commission Working Group (PCWG) as of April 19, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

# Chapter Text: Requested Revisions from Final PCWG Review on April 19, 2021

- 1. Requested editorial changes to address typos or increase the clarity of the language.
- 2. Requested clarification of language listing sources on several charts, figures, and maps.
- 3. Requested additional language regarding the Colonial Soil and Water Conservation District, specifically pertaining to shoreline evaluation and management strategies.
- 4. Requested additional language regarding the Colonial Soil and Water Conservation District, specifically pertaining to lawn management best practices and assistance with installation of residential-scale stormwater management projects.
- 5. Requested additional language regarding the Colonial Soil and Water Conservation District, specifically the implementation of educational programming and outreach for owners of agricultural parcels.

# **Environment**

# Introduction

James City County's natural environment is one of its most valuable assets, and at the same time, one of its most vulnerable. The County is located on a narrow, hilly, wooded peninsula between three major rivers that feed into the Chesapeake Bay. There are extensive waterways, wetlands, unstable soils, steep slopes, scenic vistas, wildlife corridors and woodland areas. The County continues to experience growth, mostly due to its location between two major metropolitan areas and its growing attraction as a retirement community and tourist destination. While the continued investment in the community can be heralded as a measure of economic vitality, efforts must be maintained to manage and direct growth as well as mitigate the impacts of growth. Impacts, if left unmitigated, could lead to decreased water quality; increased soil erosion and stormwater runoff; loss of scenic vistas, agricultural lands, and historic sites; destruction of wildlife habitats; deforestation; and air pollution. Beyond impacts to the natural environment and local ecosystems, the impacts of unmitigated growth would also likely lead to economic decline. Recognizing the value in its natural resources, the County has endeavored to better understand these resources and has successfully worked with the community to employ practices to minimize impacts and protect resources.

The Environment Chapter Goal, and the Strategies and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language as written in the 2035 Comprehensive Plan has been updated to emphasize improving environmental quality in the County, to incorporate protection of rural lands, to include support for the resiliency of our natural systems, and to acknowledge the benefit to the current generation as well as future generations from these efforts. The Goal now states: "Continue to improve the high level of environmental quality in James City County and protect rural and sensitive lands and waterways that support the resiliency of our natural systems for the benefit of current and future generations." Many important Environment Chapter implementation activities have been achieved in the last five years, as detailed in the Spotlight on Implementation section. However, as the information in this chapter explains, further action through the revised and updated Strategies and Actions will be needed.

# **Key Planning Influences**

## **Location and Area**

James City County is located on a peninsula approximately 50 miles southeast of Richmond and 40 miles northwest of Norfolk. The County is bounded by three rivers: the James to the south, the York to the northeast, and the Chickahominy to the west. Total land area, including inland water, is about 144 square miles or approximately 92,400 acres. There are 152 miles of shoreline along the three rivers, containing about 138 miles of marshlands and 14 miles of beach. Along these shores are both tidal and nontidal wetlands.

# **Geology and Soils**

Knowledge of the topography, underlying geologic formations, soils, hydrographic features, and mineral resources is necessary to promote the best land uses for James City County and contributes to an appreciation of the County's lands and resources. According to multiple publications by Dr. Gerald Johnson, Professor Emeritus at the College of William and Mary, and his colleagues, the landscape of James City County is comprised of a series of terraces that descend step-wise in elevation from the York-James Peninsula, 149 feet above sea level in the northwestern part of the County, to sea level along the York, James, and Chickahominy Rivers, and lesser tidal creeks.

Each riser, or scarp, of a stair step is an abandoned ancient shoreline and the adjacent flat is the developing floor of a shallow sea or tidal river. Streams have carved valleys into the terraces creating the rolling hills and deep valleys of the County.

Underneath James City County's surface are more than 1,000 feet of sediments deposited in ancient seas, bays, and estuaries. This sediment layer dips gently seaward and rests on metamorphic, igneous, and sedimentary rocks of even greater age, from over 200 million years to possibly more than a billion years old. The porous beds of sand, shell, and gravel make up the aquifers from which James City County extracts most of its water supply. The aquifers are recharged by surface water and water moving down from the west in a process that takes hundreds to hundreds of thousands of years to occur.

James City County has mineral resources for pottery manufacturing, road and construction projects, and agricultural uses. Sand, gravel, and lime, as well as beds rich in minerals and other nutrients are present in the Yorktown Formation and were used by colonists for mortar, walkways, and land applications.

## Effects of Land Use and Protection of Soils

Most County soils are highly erodible, meaning that disturbances can lead soils to wear away and be re-deposited elsewhere, which disrupt drainage patterns and can adversely impact wetland, forest, and wildlife habitat.

Education, regulation, and land use policy are the three primary methods of protecting soils and other natural resources. Soil surveys and other inventories help identify areas that are vulnerable to poor development and land use practices. The County Erosion and Sediment Control Ordinance, Floodplain Ordinance, Chesapeake Bay Preservation Ordinance, Virginia Stormwater Management Program Ordinance and other regulations attempt to address development issues regarding soils. Additionally, the Land Use Map, Zoning Ordinance, and watershed management plans all play a role in encouraging proposed land uses to locate on more compatible, well-suited soils. Good stewardship of private property is also a critical element of protection. A thorough analysis by a geotechnical engineer or soil scientist is recommended before beginning any construction activity that relies heavily on the engineering properties and characteristics of soils.

## Soil Suitability for On-Site Sewage Disposal Systems

On-site sewage disposal systems provide sewage treatment and disposal for developments that are not connected to public sewer lines. Most systems distribute sewage effluent into the soil through absorption fields. The systems range from a traditional septic tank effluent system dispersed by

gravity, to a system with a higher level of treatment and distribution to an above grade dispersal area. Various factors such as soil permeability, a high water table or seasonally fluctuating high water table, depth of impermeable soil layers, existing vegetation and flooding may affect the ability of the natural soil to absorb effluent. *The Soil Survey of James City and York Counties and the City of Williamsburg*<sup>1</sup> (Soil Survey) describes the different soil types of the area and classifies them into three categories according to their suitability for on-site sewage disposal systems:

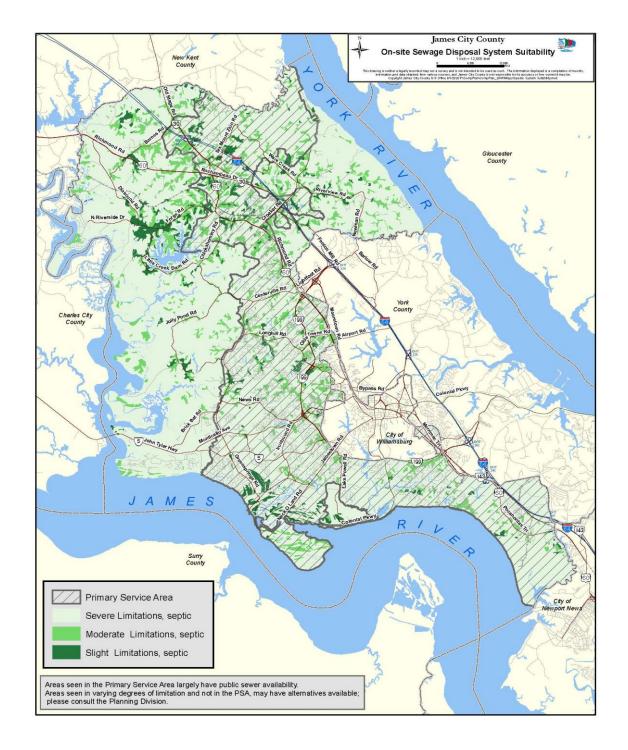
- **Slight** Soil properties and site features are generally favorable for on-site sewage disposal systems and limitations are minor and easily overcome.
- Moderate Soil properties or site features are not favorable for on-site sewage disposal systems and special planning, design, or maintenance is needed to overcome or minimize limitations.
- **Severe** Soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance are required.

Map ENV-1 illustrates the areas where on-site sewage disposal systems are able to function best and where use may be limited by soil type. The majority of land in the County consists of soils in the severe category; however, there are many areas of the County with severe soil types that have well-functioning on-site sewage disposal systems. While the soil survey may show an area to contain soil not suitable for an on-site sewage disposal system, a site and soil evaluation may reveal a feasible location within that area that can sustain a properly functioning system. Advanced treatment systems may be an option for property owners who do not have soils suitable for a traditional on-site sewage disposal system. For this reason it is important for owners to have a site and soil evaluation performed by a licensed on-site soil evaluator (OSE), before determining whether a specific lot is suitable for an on-site sewage disposal system.

-

<sup>&</sup>lt;sup>1</sup> US Department of Agriculture Natural Resources Conservation Service, Web Soil Survey, modified 07/31/19. websoilsurvey.sc.egov.usda.gov/

Map ENV-1. On-site Sewage Disposal System Suitability



# County and State Policies and Regulations for On-Site Sewage Disposal Systems

The County and state have several policies and regulations regarding the installation, maintenance, and use of on-site sewage disposal systems. Implementation of these regulations, along with proper use and care by property owners, can help minimize the potential harmful effects of sewage disposal systems on water quality.

#### State

Any locality may require the installation, maintenance, and operation of on-site sewage disposal systems when public sewers or sewage disposal facilities are not available. Counties may also require the maintenance and operation of septic tanks or such other means of disposing of sewage when they contribute or are likely to contribute to the pollution of public or private water supplies. Any on-site waste disposal permit is valid for 18 months following the date of issuance unless there has been a substantial, intervening change in the soil or site conditions where the system is to be located.

# County

James City County requires on-site sewage disposal systems for developments where public sewer is not available, generally anywhere outside the Primary Service Area (PSA). The County does not permit the creation of a new lot without primary and reserve drain fields and approval by the Virginia Department of Health (VDH). The Chesapeake Bay Preservation Ordinance also requires on-site sewage disposal systems to be pumped out at least once every five years.

# Farmland, Forestland, and Ecosystems

The County has extensive lands that are farmed or forested, and a variety of different ecosystems.

## **Farmland**

Prime farmland, as defined by the U.S. Department of Agriculture (USDA), is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. It has the soil quality, growing season, and moisture supply needed to produce economically sustained high yields of crops when treated and managed according to acceptable farming methods, including water management.

In 2015, the Virginia Department of Conservation and Recreation (DCR) released the Virginia Agricultural Model, a collaborative effort between DCR, the USDA Natural Resources Conservation Service (NRCS), and the Virginia Department of Agriculture and Consumer Services (VDACS). In this model, agricultural value is assessed primarily based on inherent soil suitability, but also accounts for current land cover as well as travel time between agricultural producers and consumers. The Virginia Agricultural Model is one of several in a suite of conservation planning and prioritization models developed by the Virginia Natural Heritage Program and partners, known collectively as *Virginia Conservation Vision*. Current datasets, including agriculture conservation values, provided by the DCR Natural Heritage Program can be explored via DCR's Virginia Natural Heritage Data Explorer here: <a href="https://vanhde.org/content/map">https://vanhde.org/content/map</a>.

Prime farmland is also very attractive for development projects because the soils are generally the most stable, the topography is relatively flat, the land is suitably cleared, and the ownership is generally consolidated in large parcels. Many of the County's prime farmland soils are developed or intended for development. The loss of agricultural lands to other uses puts pressure on marginal lands, which are generally wet, erodible, or difficult to cultivate. Careful consideration of prime farmland soils must be given to future land use cases involving conversion.

Compared to the mid-20th century, when the County's farmland totaled over 40,000 acres, there is considerably less farmland today. Per the 2017 Census of Agriculture, there were 6,630 acres of farmland in the County; however, this also represents an increase of approximately 1,000 acres since 2012. Farm size averaged 92 acres, with a median of 22 acres in 2017, compared to 67 acres and 32 acres, respectively, in 2012.

As traditional farming activities decrease, there has been an increased interest in agri-tourism as an economic driver, both through direct visits to farms and wineries and through partnerships with local restaurants and farmers markets. This helps provide economic alternatives for farmland that may otherwise be subject to development pressures. According to the 2014 *Strategy for Rural Economic Development*, tourism activity is an important part of the County's rural economy. Tourists drawn to the area for its historic and cultural offerings are more likely to visit local attractions and restaurants, which are more likely to be supplied by local farmers. In 2017, the Board of Supervisors also approved new regulations to allow event facilities in the A-1, General Agricultural Zoning District, providing additional opportunities for income on farm properties.

## **Forestland**

According to the *Forest Resources of the United States*, 2017, approximately 60,338 acres or 52% of land in the County is currently forested. Since 1992, this represents a net loss of approximately 4,635 acres, but a gain of 1,383 acres since 2011. Some of this variation may be attributed to timber harvesting and regrowth patterns. In some cases, high value stands of trees have become established, while low-quality and low-value stands are typical in other areas. Hardwood stands continue to decrease in quality due to the misapplication of selective cutting practices, which take only the highest quality trees and leave the lowest quality trees.

Forests contribute more than just wildlife habitats and timber. Tree roots have been proven to be the best natural device to hold streamside soil in place, and also create soil conditions that promote the infiltration of rainwater into soil. Trees also serve as a natural stormwater facility by helping to slow down and temporarily store runoff. They reduce pollutants by absorbing them through their roots and then transforming these pollutants into less harmful substances. Forested riparian buffers (those adjacent to water bodies) are particularly valuable for improving water quality and preserving biological diversity. These forested areas filter runoff before it enters the waterway, stabilize eroding soils, and provide wildlife habitats for many sensitive species. Current datasets, including forest conservation values and natural habitat and ecosystem diversity, are provided by the DCR Natural Heritage Program can be explored via DCR's Virginia Natural Heritage Data Explorer here: <a href="https://vanhde.org/content/map">https://vanhde.org/content/map</a>.

## **Ecosystems**

James City County contains a wide variety of ecosystems. According to the 1990 technical report *A Natural Areas Inventory of the Lower Peninsula of Virginia* by the Virginia Department of Conservation and Recreation (DCR), the uplands are largely hardwood or pine forest, while the

bottomlands are unforested, with the exception of several swamps containing a mixture of bald cypress, black gum, red maple, sweetgum, and bottomland oaks. The County also contains freshwater marshes where plants such as pickerel weed, duck potato, and wild rice grow.

These ecosystems provide important habitat for a wide range of species in the County. Many birds rely on the marshes and extensive waterways for food and nesting grounds. Common mammals include white-tailed deer, foxes, beavers, and raccoons. The forests, marshes, and streambanks are also home to reptiles, amphibians, insects, and various native plant species, some of which face the threat of extinction due to loss of habitat. Examples of threatened or endangered flora and fauna in James City County include the small whorled pogonia, Mabee's salamander, and rare skipper butterfly.

The Virginia DCR's Natural Heritage Program collects information on biodiversity and community types and has created an inventory of locations where sensitive ecosystems exist. The County has used this inventory to set conservation priorities to protect natural areas using a variety of tools, including the County's Natural Resource Policy for legislative land use cases (i.e., rezoning and special use permits) which require natural resource inventories for sensitive areas. In 2018, this policy was converted to a Zoning Ordinance requirement for by-right development, ensuring that non-legislative projects must also submit natural resource inventories when located in potentially sensitive areas. Further, the Chesapeake Bay Preservation Ordinance requires environmental inventories for site and subdivision plans.

# **Green Infrastructure and Ecosystem Services**

Green infrastructure is typically used as a broad term that refers to the network of land and ecosystems discussed above as well as throughout this chapter, including waterways, woodlands, wildlife habitats, parks, greenways, farms, ranches, wilderness, and other open spaces that sustain life in a community. As noted by the Green Infrastructure Center, green infrastructure planning helps community stakeholders conserve these resources through a process of setting goals, inventorying and mapping natural and cultural assets, assessing risk and determining opportunities to protect, restore, and integrate these resources in various types of planning efforts. An effective green infrastructure strategy can protect core habitats and corridors while also creating a more resilient ecosystem, and achieve multiple objectives toward recreation, environmental protection, community character, transportation and economic development goals. Closely aligned with this concept is the concept of ecosystem services, which recognizes that this green infrastructure helps - among many other things - support native species and native ecological process, sustain clean air and water resources, sequester carbon, produce food and fuel, provide flood control, provide plant and crop pollination, and contribute to health and quality of life.

Ecosystem services provide many benefits that have economic value. For example, forests play a critical role in maintaining water quality, sequestering carbon, and healthy forests reduce the costs of treating drinking water for local governments. Protecting existing natural resources or reestablishing natural resources can be more cost effective than building or expanding facilities, or installing devices to replicate or replace natural functions. James City County is working toward protecting or conserving ecosystem services through approaches such as open space preservation programs and incentives such as tax benefits (e.g., the Agricultural and Forestal Districts and the Land Use Assessment program). This can also be accomplished in the future through policies and regulations pertaining to specific uses or development proposals, such as working with solar farms to include plantings that support bees and other pollinating insects. In addition, in recent years ecosystem services markets have emerged to compensate landowners for the benefit their land provides through environmental credit markets. Examples include wetland banks and carbon

sequestration payments. These markets are run by a variety of entities, including the private sector, but local governments can play a role in supporting or facilitating programs within their jurisdictions such as nutrient credit banks and wetland banks located within the County.

# Shorelines

James City County is divided into two major drainage basins or watersheds, the James River watershed and the York River watershed (1998 James City County Comprehensive Plan Shoreline and Groundwater Element, and 2015 James City County Shoreline Management Plan). Of the 152 miles of total shoreline in the County, about 17 are located in the York River watershed. The James River and its associated tributaries, including the Chickahominy River, make up the largest portion of the County's shorelines.

# Natural (Unaltered) Shoreline Features

Much of the County's shoreline remains in its natural unaltered state, as opposed to having artificial erosion control structures such as bulkheads, breakwaters, and riprap along its bank. In general, the following types of natural shoreline features existed in the County at the time inventories were conducted by the Virginia Institute of Marine Science (VIMS) in 1995: fringing intertidal marshes, extensive intertidal marshes, supratidal marshes, fresh water marshes and swamps, sheltered and exposed tidal flats, coarse sand beaches, and sheltered and exposed fine sand beaches.

Natural shorelines perform a vast array of functions by way of shoreline stabilization, improved water quality, and provision of habitat. Tidal wetland areas and marshes absorb wave energy and buffer erosion of upland areas. Nontidal wetland areas are important for flood control purposes. In addition, many of these features have aesthetic and recreational value. Knowing where natural shoreline features exist and their relative size, health, and role in water quality protection is important. Recognizing these areas and developing effective management strategies to protect them is an important part of the planning process.

# **Shoreline Erosion**

The health of the County's shorelines can be determined by examining their specific conditions, such as erosion rates and flushing characteristics. Along the majority of the shoreline, erosion ranges from zero to two feet per year. A 2010 study conducted by VIMS evaluated the evolution of shoreline erosion in the area since 1937. *The James City County Shoreline Situation Report* notes that severe erosion is generally limited to the James River shoreline north of Jamestown Island. Erosion along other parts of the James River and along the York River is moderate, though more prevalent along the James. Tributary creeks to the York River appear to be stable; however, tributary creeks to the James River appear to be eroding.

Erosion rates provide a relatively simple and concise tool to measure and compare the cumulative impacts of natural and human effects on the shoreline. As such, this information has various applications for land use planning and decision-making. It can assist the planners in determining appropriate locations for future development and redevelopment and the most appropriate methods for addressing erosion issues. For example, where data identifies a shoreline area to be in a state of "severe erosion" (greater than or equal to three feet per year), this information can be used to develop appropriate building setback policies and/or to direct shoreline development to areas which are experiencing less intense erosion.

## Methods to Address Shoreline Erosion - Comprehensive Coastal Resource Management

The placement of certain shoreline erosion control structures (bulkheads, breakwaters, and riprap structures) and water access points can present a very real threat to water quality. Inappropriate or unnecessary shoreline erosion control techniques can potentially exacerbate erosion at the site, and/ or create an erosion problem on an adjacent property or downdrift or updrift areas. Additionally, shoreline erosion controls can create an unsuitable environment for the persistence of wetlands, submerged aquatic vegetation, and beaches. As a result, water quality can be degraded either locally or on a regional level.

Where shoreline stabilization is necessary, a full spectrum of living shoreline design options is available to address the various energy settings and erosion problems found. Depending on the site characteristics, they range from marsh plantings to the use of rock sills in combination with beach nourishment. Living shoreline approaches combat shoreline erosion, minimize impacts to the natural coastal ecosystem, and reinforce the principle that an integrated approach for managing tidal shorelines enhances the probability that the resources will be sustained. Use of these approaches is reinforced by 2020 state legislation changes (SB776) that require living shorelines as the primary method for stabilizing eroding shorelines. The Board of Supervisors amended the County Code to reflect this requirement on July 14, 2020. With this amendment, living shorelines are required unless proven to be unsuitable under specific circumstances on a case-by-case basis, further protecting shorelines and sensitive coastal habitats. Per the 2015 *James City County Shoreline Management Plan*, much of the County's shoreline is suitable for living shorelines.

Coastal resource guidance, found within the Comprehensive Coastal Resource Management Portal, has been prepared by Virginia Institute for Marine Science for localities in the Tidewater region of Virginia. Within the James City County portal (https://www.vims.edu/ccrm/ccrmp/portals/james city/index.php), available resources include updated local shoreline inventories and the James City County Shoreline Management Plan, which recommends various strategies for effective shore protection that create, preserve, and enhance wetland, beach, and dune habitats. The portal also includes an interactive GIS mapping viewer and sea level rise risk/vulnerability tool.

The County will look for outreach opportunities to educate citizens and stakeholders on new shoreline management strategies including living shorelines and evaluate and consider cost sharing opportunities for construction of living shorelines. A possible partnership with the Colonial Soil and Water Conservation District for a shoreline evaluation program is being pursued to provide technical and educational assistance to shorefront property owners.

## **Bathymetry**

Bathymetry is the measure of the depth of bodies of water. According to the 2000 James City County Comprehensive Plan Shoreline and Groundwater Element, the Chesapeake Bay region contains one of the fastest growing populations in the United States. Associated with this increase in population has been a rapid rate of both upland and shoreline development, which is considered to be one of the primary causes of increased overall sediment loadings into the Bay, its larger tributaries and its smaller tidal creeks. Land disturbance activities and the creation of impervious areas through development activities have led to an increase in the volume and peak rate of stormwater runoff and erosion and subsequent sediment transport. In addition, valuable tidal wetland areas, which trap sediment before it reaches the water and provide a buffer for wave-induced shoreline erosion, have been lost. Due to this increased sediment transport and deposition

and natural erosion processes, a large number of tidal creeks that once contained navigable depths at mean low water are now impassable at low tide, impeding recreational use of these waterways.

In order to maintain access to tidal creeks that historically have been used for boating activities, it is often necessary to conduct maintenance dredging, which can be very expensive. Proper disposal of dredge material can be a problem, too, particularly when the material is contaminated. Dredging activities can disturb extremely productive habitats and be detrimental to sensitive living resources. Comparing historical and current bathymetric data, or underwater depth, for a given waterway can identify shoreline areas with water depths that are adequate to accommodate desired boating activities, not only for the present but also into the future. Integrating bathymetric data into the planning process to determine future recreational access areas could help ensure that new access points will be located in areas where dredging can be minimized or altogether avoided. The County does not currently integrate bathymetric data into the planning process.

## Flushing Characteristics and Water Flow

The circulation of water in a water body is perhaps the most important factor governing the response of coastal ecosystems to environmental disturbance. This characteristic should be a predominant consideration and controlling factor in the type and intensity of land uses permitted along the adjacent shoreline and their related water uses. In a tidal river or estuary, pollutants released into the water are transported upstream as well as downstream from the discharge point. Tides serve to flush out contaminants in many estuaries and a rapidly flushing estuary can potentially take in more point and nonpoint source pollutants than a slow-flushing estuary.

When excessive amounts of nitrogen and phosphorus are introduced into coastal and estuarine waters from the surrounding watershed, eutrophication is accelerated. Excessive nutrient loading can cause algae blooms, decreased water clarity, and declines in submerged aquatic vegetation beds, which are important shellfish and finfish habitats. As phosphorus binds to sediment and accumulates, it may be transported away from the point of entry through tidal circulation. This is significant for future development because even low intensity development along shoreline areas can result in the disruption of flushing characteristics and interfere with proper assimilation of nonpoint source pollutants.

Significant change in the natural water flow patterns should be avoided by minimizing construction in the water catchment area. The ecological disturbance potential increases as the water body becomes smaller or as the flushing rate drops. This is important in planning general land uses, but it is specifically critical in assessing waterways for appropriateness for the development of water access facilities, such as marinas or piers.

#### Resources

Rivers, waterways, and wetlands are important resources in James City County, for both their environmental aspects and economic impacts. These areas and the associated living organisms provide an abundance of benefits to the region. Protecting them remains a priority for the County.

#### Recreational and Commercial Fisheries

As stated in a 2005 report entitled *Economic Contributions of Virginia's Commercial Seafood and Recreational Fishing Industries: A User's Manual for Assessing Economic Impacts*, the direct impacts of recreational fishing in James City County were estimated at \$1,379,000 and accounted

for 26 full- or part-time jobs. The Virginia Department of Wildlife Resources (DWR) describes recreational fisheries for the James River and the Chickahominy River. According to the DWR, the Chickahominy River is home to a nationally recognized large-mouth bass fishery, and states that of all Virginia tidal rivers, the tidal Chickahominy typically has the highest largemouth catch rates. The DWR also notes the presence of yellow perch, white perch, and black crappie, chain pickerel, bowfin, blue catfish and channel catfish, common carp and long-nose gar. The DWR indicates that the tidal James River system also supports a nationally recognized largemouth bass fishery. In addition to excellent bass fishing, the tidal James supports a nationally recognized trophy blue catfish fishery, with hundreds of 30- to 60-pound blue catfish caught from the tidal James and its tributaries each year. Other species of note include striped bass (rockfish) and shad.

In terms of commercial fishing in James City County, the following value estimates were provided by the Virginia Marine Resources Commission (VMRC):

Year	Sum Value	
2014	\$473,606.57	
2015	\$580,506.15	
2016	\$519,667.49	
2017	\$859,418.87	
2018	\$361,431.00	

#### **Tidal Wetlands**

Tidal wetlands are ecologically important and valuable for flood and erosion control qualities. Shoreline inventory data made available in 2014 through VIMS<sup>2</sup> estimated approximately 5,939 acres of tidal marsh, down from 7,005 acres in 1980<sup>3</sup>. According to U.S. Fish and Wildlife Service, there are seven priority wetland areas in the County, and a past program publication known as the *Chesapeake Bay Local Assistance Manual* identified two additional areas. Protection of wetlands is an important strategy for deterring erosion of shorelines. See Map ENV-2 for an illustration of all wetland locations in James City County.

## Submerged Aquatic Vegetation (SAV)

Submerged aquatic vegetation (SAV) beds are critical living resources and can be degraded by land use activities that contribute excessive pollutants into adjacent waterways. Boating activities can also significantly impact SAV. Adjacent land use intensity and private pier and dock development allowed through zoning and subdivision laws can permit or restrict boating activity along certain waterways where SAV beds exist or have the potential to grow. Additionally, shoreline structures themselves can negatively impact submerged aquatic vegetation by reflecting wave energy and blocking available sunlight.

#### **Shoreline Access**

According to the 2017 Virginia Outdoors Demand Survey conducted by DCR, 43% of Hampton Roads residents consider water access a most-needed recreation opportunity. In response to this

<sup>&</sup>lt;sup>2</sup> Virginia Institute of Marine Science, Virginia Shoreline Inventory Report, 2014.

<sup>&</sup>lt;sup>3</sup> Virginia Institute of Marine Science, James City County Tidal Marsh Inventory, 1980.

demand, James City County has purchased and made improvements to the shoreline access facilities at Chickahominy Riverfront Park, Jamestown Beach Campground, and James City County Marina. In 2020, the Board of Supervisors approved the purchase of 119 acres at Brickyard Landing to provide additional shoreline access opportunities and expand the existing facility, which is currently located on a small portion of the site.

#### **Marinas**

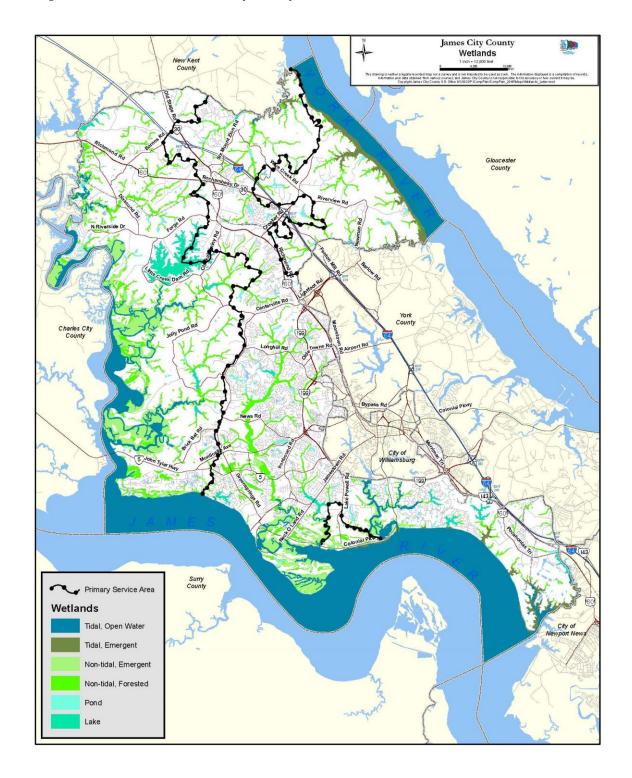
Any form of shoreline access may potentially impact water quality in some way. The magnitude of the impact depends on the type of access, with marinas presenting the greatest impacts. Marinas can potentially impact water quality in the following ways:

- Resuspension of bottom sediments;
- Discharge of sanitary wastes from shore-side facilities and boats;
- Transportation of nonpoint source pollutants in stormwater runoff from impervious surfaces;
- Discharge of oil, fuel, and pollutants associated with boat engines and maintenance;
- Decrease in water circulation and aquatic habitat due to built structures; and
- Increase in risk potential for spills due to proximity to water resources.

Marina owners can learn about designing or retrofitting their facilities to incorporate environmentally sound practices that address runoff, maintenance activities, sanitary facilities, and spill prevention plans through the Virginia Clean Marina Program. James City County is in the process of designing improvements to the James City County Marina that will incorporate improvements to its fuel dispensing system, sanitary facilities, stormwater runoff, and shoreline protection.

The construction and operation of boat ramps will have many of the same impacts on water quality as marinas, but usually to a lesser degree. Compared to marinas and boat ramps, non-motorized boating access, such as canoe or kayak access, presents few adverse impacts to water quality. Potential impacts from pier and bank fishing and pedestrian access are minimal, with the exception of the construction of docks and piers and fish cleaning activities.

Map ENV-2: Wetlands in James City County



#### Piers and Docks

As of 1993, overall pier and dock density along the County's shoreline was 0.19 piers and docks per 1,000 linear feet, with higher pier densities found in Powhatan Creek, Powhatan Shores, and the Chickahominy Haven area. Revised shoreline inventories by VIMS from 2014 indicate roughly 0.21 docks per 1,000 linear feet. While the individual impact of private piers and docks may be minimal, the cumulative impacts to the surrounding aquatic ecosystem may be significant, particularly in high densities. Virginia's Clean Marina Program can educate private owners on pier and dock dimensions, building materials, and other ways to preserve Virginia's waterways. Clustering development away from shorelines can retain the waterfront area as community open space and provide a community pier. Larger minimum lot sizes for waterfront property can reduce the concentration of piers and docks and thereby disperse their impact.

## **Surface Water Quality**

Waterways are a vital part of James City County's environment. The rivers and creeks provide habitat, natural beauty, and places to recreate. It is important to ensure that these water bodies are vibrant and healthy.

## 303(d) Impaired Waters and Total Maximum Daily Load (TMDL) Program

In response to requirements under the federal Clean Water Act, the Virginia Department of Environmental Quality (DEQ) tests Virginia's rivers, lakes, and tidal waters for pollutants. Over 130 different pollutants are monitored annually to determine whether the waters can be used for swimming, fishing, and drinking. Waters not meeting water quality standards are included in the 303(d) Report on Impaired Waters in Virginia.

Similar to other communities in Virginia, most of James City County's waterways are included in the *Virginia Water Quality Assessment 305(b)/303(d) Integrated Report*. If a waterbody exceeds the pollutant level allowed by water quality criteria, or is below a specified threshold for supporting aquatic life, it will not support one or more of its designated uses. Such waters are considered "impaired" and placed on the List of Impaired Waters. When a waterbody is classified as impaired, DEQ initiates a watershed study that determines the Total Maximum Daily Load (TMDL) allowed for the affected area. To restore water quality, pollutant levels in an impaired waterway need to be reduced to the TMDL amount. Following development of a TMDL, a cleanup plan describing the ways to reduce pollution levels in the waterway, must be outlined. This plan is developed by the state with input from the local government and other interested stakeholders. The final step in the cleanup process is to implement the best management practices (BMPs) established in the plan.

The County's waterways included in the *Virginia Water Quality Assessment 305(b)/303(d) Integrated Report* along with the type of impairment and schedule for development of a TMDL are listed in Table ENV-1.

**Table ENV-1: Impaired Waterways** 

Name of Waterbody	Impairment Category	Cause of Impairment	EPA Approved TMDL Date
Bird Creek	Aquatic Life	Benthic Macroinvertebrate Bioassessments	N/A
Carter Creek	Aquatic Life	Benthic Macroinvertebrate Bioassessments	N/A
Carter Creek	Shellfishing	Fecal Coliform	N/A
Chickahominy River	Aquatic Life	Dissolved Oxygen	CBPA TMDL approved 2010
Chickahominy River	Aquatic Life	Estuarine Bioassessments	N/A
Chickahominy River	Fish Consumption	PCBs in Fish Tissue	N/A
College Creek	Aquatic Life	Estuarine Bioassessments	N/A
Diascund Creek Reservoir	Fish Consumption	Mercury in Fish Tissue	N/A
Diascund Creek	Aquatic Life	Dissolved Oxygen	CBPA TMDL approved 2010
Diascund Creek	Recreation	Enterococcus	TMDL approved 2017
France Swamp	Recreation	Escherichia coli (E. Coli)	TMDL approved 2010
Gordon Creek	Aquatic Life	Dissolved Oxygen	CBPA TMDL approved 2010
James River	Aquatic Life	Aquatic Plants (Macrophytes)	CBPA TMDL approved 2010
James River	Aquatic Life	Estuarine Bioassessments	N/A
James River	Fish Consumption	PCBs in Fish Tissue	N/A
Mill Creek	Aquatic Life	Estuarine Bioassessments	N/A
Mill Creek	Recreation	Enterococcus	TMDL approved 2009
Mill Creek	Recreation	Escherichia coli (E. coli)	TMDL approved 2009
Powhatan Creek	Aquatic Life	Benthic Macroinvertebrate Bioassessments	N/A
Powhatan Creek	Aquatic Life	Estuarine Bioassessments	N/A
Powhatan Creek	Recreation	Enterococcus	TMDL approved 2009
Skiffes Creek	Aquatic Life	Aquatic Plants (Macrophytes)	CBPA TMDL approved 2010
Skiffes Creek	Aquatic Life	Estuarine Bioassessments	N/A
Skiffes Creek	Fish Consumption	PCBs in Fish Tissue	N/A
Skimino Creek	Aquatic Life	Aquatic Plants (Macrophytes)	CBPA TMDL approved 2010
Skimino Creek	Aquatic Life	Dissolved Oxygen	CBPA TMDL approved 2010
Skimino Creek	Shellfishing	Fecal Coliform	TMDL approved 2010
Taskinas Creek	Aquatic Life	Aquatic Plants (Macrophytes)	CBPA TMDL approved 2010

Name of Waterbody	Impairment Category	Cause of Impairment	EPA Approved TMDL Date
Taskinas Creek	Aquatic Life	Dissolved Oxygen	CBPA TMDL approved 2010
Taskinas Creek	Shellfishing	Fecal Coliform	TMDL approved 2010
Ware Creek	Aquatic Life	Aquatic Plants (Macrophytes)	CBPA TMDL approved 2010
Ware Creek	Aquatic Life	Dissolved Oxygen	CBPA TMDL approved 2010
Ware Creek	Shellfishing	Fecal Coliform	TMDL approved 2010
Yarmouth Creek	Aquatic Life	Dissolved Oxygen	CBPA TMDL approved 2010
York River	Aquatic Life	Aquatic Plants (Macrophytes)	CBPA TMDL approved 2010
York River	Aquatic Life	Dissolved Oxygen	CBPA TMDL approved 2010
York River	Aquatic Life	Estuarine Bioassessments	N/A
York River	Fish Consumption	PCBs in Fish Tissue	N/A

#### Soil Infiltration

As defined in *The Soil Survey of James City and York Counties and the City of Williamsburg (Soil Survey)*, the term "hydrologic soil groups" refers to soils grouped according to their runoff-producing characteristics. Soils in hydrologic groups A and B have the greatest capacity to permit infiltration when thoroughly wet. Conversely, soils in hydrologic groups C and D have the least infiltration capacity. Over two-thirds of James City County soils are included in the latter category. These soils can hold water on the surface for several hours and even days after a storm event. Knowledge of the hydrologic soil group on a property can help estimate runoff from storm events, which can be helpful in the evaluation of sites for certain types of conservation measures and Low Impact Development (LID) features.

## Impacts of Land Development on Water Quality

Development in the form of increased impervious cover can potentially have a significant impact on water quality. Negative impacts are readily seen when comparing a stream within a developed area to one located in a more natural setting.

The hydrology of a stream changes in response to initial land disturbing activities including site clearing and grading. Trees that had intercepted rainfall are cleared and natural depressions which had temporarily held water are flattened. The thick humus forest layer that once absorbed rainfall is scraped off and erodes away. Having lost much of its natural storage capacity, the cleared and graded site can no longer prevent rainfall from being rapidly converted to surface runoff.

Once construction is completed, rooftops, roads, parking lots, sidewalks, and driveways make much of the site impervious to rainfall. Unable to percolate into the soil, rainfall is almost completely converted into runoff. The excess runoff becomes too great for the existing waterways to handle and leads to an increase in pollutants which has a negative effect on water quality. As a result,

stormwater facilities including BMPs must be installed to manage/reduce runoff and remove pollutants.

## Impervious Cover Model (ICM)

Research by the Center for Watershed Protection has revealed a strong relationship between impervious cover (roofs, streets, parking lots, etc.) and various indicators of water quality. Studies have established a link between impervious cover and stream condition typically showing that impacts to a stream fall into four general categories: hydrologic impacts, geomorphic impacts, water quality impacts, and biological impacts. More specifically, when natural land is converted into impervious cover, a greater fraction of annual rainfall is converted into surface runoff and a smaller volume recharges the groundwater. This increased surface runoff volume causes higher peak flows that can erode stream channels and lower baseflow, resulting in habitat degradation. In addition, surface runoff carries pollutants that degrade water quality. Research also suggests a link between impervious cover and the diversity, richness, and abundance of aquatic life.

Based on the relationship between impervious thresholds and water quality, the Center for Watershed Protection constructed a stream classification scheme known as the Impervious Cover Model (ICM). The model serves as a planning tool to screen the condition of a watershed based on existing impervious cover. The model also provides a classification system with management options to address the protection and mitigation needs of a watershed and predicts the existing and future quality of streams based on the measurable change in impervious cover. The Impervious Cover Model was used in the creation of many of the County adopted watershed management plans and will be useful in the creation of future watershed management plans. To protect the local waterways, the County's Chesapeake Bay Preservation Area program requires that new developments have no more than 60% impervious cover as a performance standard.

Flexibility was added into this general performance standard provision to allow higher percentages of impervious cover for sites beyond the 60% limit if it can be demonstrated by use of equivalent water quality measures or by an approved master stormwater management plan that a project, if higher than 60% impervious, will have the same impact on water quality as the project would have if it were 60% impervious or less.

## Impact on Tidal Areas

The potential impacts and costs associated with an increase of impervious cover on receiving waters, including tidal streams, necessitates mitigation measures. Researchers from various parts of the country have studied the impact of development on coastal areas and estuaries. Increased volumes of stormwater runoff may also have a physical effect on important wetland resources. According to the ICM, coastal/estuarine systems, such as shellfish beds and wetlands, have found increased degradation thresholds when impervious cover exceeds 10%. Decreases in water quality due to pollutant loading may have an adverse impact on valuable spawning habitat and on the ability of some fish to travel from sea to freshwater spawning grounds.

#### **Degradation of Aquatic Ecosystems**

The aquatic ecosystems found in developed headwater streams are particularly susceptible to degradation. Changes seen in natural flows and channel conditions reduce the habitat value of the stream. The cumulative impacts of many individual factors such as erosion, sedimentation,

scouring, increased flooding, lower summer flows, higher water temperatures, and pollution are responsible for the progressive degradation of stream ecosystems.

## Impacts of Pollutants on Receiving Waters

The net effect of land development is increased pollutant export (more pollution and more movement) that exceeds pre-development levels. The impact of the higher export is felt not only on adjacent streams, but also on downstream receiving waters such as lakes, rivers, and estuaries. The impacts of the developed environment include sediment and nutrient loading, increased bacteria, increased oxygen demand, oil and grease pollution, trace metals, high levels of chlorides, and damaging thermal fluctuations.

## Hampton Roads Sanitation District and the Sanitary Sewer System

HRSD works cooperatively with 13 Hampton Roads localities, including the County, to provide wastewater treatment. By enhancing system capacity and reducing inflow and infiltration of groundwater into the sanitary sewer system HRSD will reduce SSOs and inhibit the release of harmful contaminants into surface and groundwater. As part of HRSD's RWWMP, they have proposed to implement an initiative known as the Sustainable Water Initiative for Tomorrow (SWIFT). SWIFT is an innovative water treatment project in eastern Virginia designed to further protect the region's environment, enhance the sustainability of the region's long-term groundwater supply and help address environmental pressures such as Chesapeake Bay restoration, sea level rise, and saltwater intrusion. SWIFT takes highly treated water that would otherwise be discharged into the Elizabeth, James, or York Rivers and puts it through additional rounds of advanced water treatment to meet drinking water quality standards. The SWIFT water is then added to the Potomac Aquifer, the primary source of groundwater throughout eastern Virginia.

Restoring the health and productivity of the Chesapeake Bay largely depends on reducing the amount of nutrients and sediment that enter Chesapeake Bay waters. By 2030, HRSD's SWIFT Water is projected to effectively eliminate more than 90% of HRSD's discharge to local waters. This will reduce the total amount of nutrients, such as phosphorous and nitrogen, reaching the receiving streams, and ultimately the Bay. The SWIFT Research Center at HRSD's Nansemond Treatment Plant began injecting water into the aquifer on May of 2018. In February 2020 HRSD announced the program celebrated replenishing the Potomac Aquifer with 100 million gallons of SWIFT water. Since it takes about 180 years for groundwater to travel a mile, that treated water will not reach wells for a long time. Similar systems have been operating in California since 1962, and the Upper Occoquan Service Authority has been injecting treated wastewater into a Northern Virginia aquifer to maintain groundwater pressures since 1978. After 2030 HRSD intends to implement region-wide rehabilitation and capacity enhancement projects to reduce I/I and minimize SSOs.

## Sanitary Sewer Overflows

Sanitary Sewer Overflows (SSOs) are unintended discharges of wastewater from the sanitary sewer system. SSOs impact water quality by releasing untreated sewage, containing microbial pathogens and toxins, into the environment. The overflows can be caused by pipeline strikes from construction activity, utility bores, system blockages, and equipment failure. Most commonly, however, SSOs occur during severe storm events as a result of surface water inflow and groundwater infiltration (I/I) entering the sanitary sewer system via pipe and manhole defects.

In 2007, the James City Service Authority (JCSA), 13 other regional localities, and the Hampton Roads Sanitation District (HRSD) were placed under a Consent Order by the Virginia DEQ for the purpose of reducing wet weather-related SSOs. The Consent Order required extensive study of the wastewater collection and conveyance system to identify basins where wet weather I/I is most pervasive. Capacity assessments were completed to identify deficiencies within the sanitary sewer system. Thorough inspections of wastewater pipes and manholes were conducted to identify defects in the collection system. Ultimately, rehabilitation and capacity enhancement plans were developed in conjunction with HRSD to address identified defects and capacity deficiencies. HRSD entered into an agreement in 2014 with the localities and regulators to fund and implement rehabilitation and capacity enhancement on a regional basis, where issues could be resolved providing the greatest benefit for the least overall costs. The plan is currently being reviewed by the DEQ and the United States Environmental Protection Agency (EPA) for approval. Until that plan is fully enacted, JCSA is obligated to continue its ongoing pipeline and manhole inspection program and address significant defects that are identified. JCSA has consistently completed upgrades and repairs to the sewer system that have cumulatively led to an overall improvement in the system's response to I/I and reduced occurrences of SSOs. Additionally, the "Find and Fix" program has resulted in a number of smaller point repairs to sewer mains and laterals.

## State and County Water Quality Improvement Regulations

With the Virginia General Assembly passage of the Integration Bill (HB1065) starting July 1, 2013, the State Water Control Board became the statutory authority and the Virginia DEQ, in cooperation with local government programs, became the lead state agency for developing and implementing most land development-related statewide nonpoint source pollution control programs to protect the state's water quality and quantity. Nonpoint source pollution is water pollution caused by stormwater runoff that is not confined to a single source, such as wastewater treatment plants or industrial discharge pipes. One of the main ways to control nonpoint source pollution from land disturbing and land development activities is through a Stormwater Pollution Prevention Plan (SWPPP) which includes an erosion and sediment control plan, a stormwater management plan, and a pollution prevention plan.

## **Erosion and Sediment Control Ordinance**

In accordance with Virginia Erosion and Sediment Control Law and Regulations, James City County is a designated Virginia Erosion and Sediment Control Program (VESCP) authority responsible to implement a local erosion and sediment control program, which includes a construction site runoff program in accordance with the County's Municipal Separate Storm Sewer System (MS4) program. This program helps prevent impact to property and natural resources caused by soil erosion, sedimentation, and non-agricultural runoff from regulated land disturbing activities. The regulations specify the minimum standards that must be followed on all regulated activities including criteria, techniques, and policies. Implementation of the minimum standards and associated conservation practices can prevent soil movement or loss, enhance project aesthetics, and minimize damage to adjacent or downstream properties or resources. This program also requires review and approval of site erosion and sediment control plans for land disturbing activities associated with development activities and issuance of local land disturbing permits and also compliance inspection and enforcement. County staff must secure and maintain certifications in accordance with Virginia Erosion and Sediment Control Certification Regulations, and DEQ performs a local program review every five years.

## Municipal Separate Storm Sewer System (MS4)

James City County owns and operates stormwater management facilities and is required to have a VPDES permit to discharge stormwater into local waterways. The specific permit is referred to as the MS4 General Permit and is issued by the Virginia DEQ. The County's current permit became effective November 1, 2018, and will be in place through October 31, 2023, at which time the County will be required to secure a new permit.

The current permit requires the County to develop a stormwater management program that addresses six minimum control measures, including:

- 1. Public education and outreach on stormwater impacts;
- 2. Public involvement and participation;
- 3. Illicit discharge detection and elimination (IDDE);
- 4. Construction site stormwater runoff control;
- 5. Post-construction stormwater management for new development and development on prior developed lands; and
- 6. Pollution prevention and good housekeeping for facilities owned or operated by the County within the MS4 service area.

In addition to the above minimum control measures, the County must update the Chesapeake Bay Total Maximum Daily Load (TMDL) Action Plan and the TMDL Action Plan for Powhatan, Mill, and Skiffes Creeks.

#### Virginia Stormwater Management Program (VSMP)

As of July 1, 2014, the County operates as a Virginia Stormwater Management Program (VSMP) Authority implementing the provisions of the VSMP regulations and the Stormwater Management Act. James City County is required to implement these state-mandated programs because the County is a Tidewater locality subject to the provisions of the Chesapeake Bay Act and Chesapeake Bay Preservation Area Designation and Management Regulations and also because the County is an operator of an MS4 program. The regulations stress property protection, runoff reduction and consolidation of state-local programs. The program includes a permit fee schedule, statewide standards for water quality, options for off-site compliance for water quality, quantity control methods for channel/flood protection, BMP design standards using the Virginia BMP clearinghouse website (<a href="www.vt.edu/swc/">www.vt.edu/swc/</a>), and information from the revised Virginia Stormwater Management Handbook. More information about the VSMP can be found on the County's website at <a href="https://jamescitycountyva.gov/857/Stormwater-Resource-Protection">https://jamescitycountyva.gov/857/Stormwater-Resource-Protection</a>.

# General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities

James City County has certain responsibilities under the VSMP regulations. These regulations authorize stormwater discharges from regulated small and large construction activities under the General VPDES Permit for Discharges of Stormwater from Construction Activities. The construction general permit is issues in concert with local erosion and sediment control and other VSMP programs and requires submittal of a registration statement, development of a SWPPP which includes an approved erosion and sediment control plan, an approved stormwater

management plan and a pollution prevention plan for construction activities. The program authorizes construction site operators to perform self-inspections of onsite activities with oversight from local government VESCP and VSMP authorities.

## Chesapeake Bay Preservation Ordinance

On August 6, 1990, James City County became the first locality in Virginia to implement the requirements of the Chesapeake Bay Preservation Act. Due to the region's geography and environmental sensitivity, the Chesapeake Bay Preservation Act and regulations are of particular local importance, and James City County responded by designating all County land as a Chesapeake Bay Preservation Area. The Chesapeake Bay Preservation Area has two components, resource protection areas (RPAs) and resource management areas (RMAs). The RPA consists of lands at or near a shoreline that have water quality value due to the ecological and biological processes they perform or that are sensitive to impacts which may result in significant degradation to the quality of state waters. RPAs include tidal wetlands, tidal shores, nontidal wetlands (connected by surface flow and contiguous to tidal wetlands or to perennial streams), and a 100-foot-wide buffer adjacent to and landward of other RPA components. In James City County, the RMA is any land not classified as an RPA (i.e., the remainder of the County). Lands of particular sensitivity include, but are not limited to, floodplains, steep slopes, highly erodible soils, highly permeable soils, and hydric soils. See Map ENV-3 for the location of RPAs.

In addition, the James City County Chesapeake Bay Preservation Ordinance prohibits land disturbing activities on slopes 25% or greater, limits impervious cover to 60% of a site (with the flexibility to be higher if master stormwater management planning or equivalent water quality is demonstrated), and requires the preservation of existing trees (except in impervious areas) over 12 inches in diameter at breast height. Development in the RPA is only allowed if it is water dependent or constitutes redevelopment. Certain permitted buffer modifications are allowed, if approved by the County, for activities within RPA such as dead-diseased-dying tree removals, sight lines, homeowner access paths to water, and for certain shoreline erosion control projects. All existing vegetation within the RPA is to remain in its natural undisturbed state, except vegetation weakened by age, storm, fire, or other natural causes. For all development, a clearing plan and an environmental inventory are required to show the locations of existing trees, RPA components, and lands of particular sensitivity as outlined previously. Site specific locations of RPA areas are verified during the plan of development review process by the environmental inventory and perennial flow determination provisions of the Chesapeake Bay Preservation Area (CBPA) ordinance and program.

Map ENV-3: Resource Protection Areas



## Environmental Site Design (ESD) and Low Impact Development (LID)

Environmental site design (ESD) involves small-scale stormwater management practices, non-structural practices, and better site planning to mimic the natural hydrologic runoff characteristics and minimize the impact of land development on water resources. The LID approach, which is included in ESD, consists of combining hydrologically-functional site design with pollution prevention measures to reduce site and development impacts and to compensate for the degradation of water quality. The ultimate goal of LID is to maintain a developed site's stormwater runoff, peak runoff rates, and frequency to imitate pre-development runoff conditions at the source, rather than just at the end of pipe treatment (wet and dry ponds). LID, in theory, should maintain predevelopment hydrology. ESD techniques and practices, including using LID principles and practices, will continue to be encouraged by implementation of the runoff reduction methods embedded in VSMP regulations. Use of these practices will continue to offer flexibility to the development community by being available for stormwater compliance purposes under the VSMP requirements.

## **Watershed Management**

The County is made up of 14 watersheds, as illustrated on Map ENV-4. To date, six watershed management plans have been adopted by resolution of the Board. Each watershed management plan has different goals, priorities, and recommendations based on specific baseline assessments and public/private stakeholder input, some of which are global in scope while others are site specific at the sub-watershed or catchment level. Methods and strategies for implementation can include both incentive-based and conservation-oriented initiatives. Priorities are implemented on a site-by-site basis when parcels are developed or by County initiation after prioritization and as funding becomes available. Additionally, the Virginia Coastal Zone Management Program is funding a five-year study of the Lower Chickahominy River and its watershed, to be facilitated by PlanRVA, which is the Planning District Commission for the Greater Richmond region.

#### Powhatan Creek Watershed Management Plan

The 22-square-mile Powhatan Creek watershed, which discharges into the James River near Jamestown Island, is a state and national treasure with a historic past and significant biodiversity. Rare, threatened, and endangered organisms such as the small whorled pogonia, Virginia least trillium, bald eagle, and heron colonies are found here. Continued development pressures, however, can threaten the vitality of the watershed. The Board adopted the eight goals and 21 priorities associated with the Powhatan Creek Watershed Management Plan by resolution dated February 26, 2002. On October 10, 2006, the Board revised the plan to include mainstream buffers, non-RPA and intermittent stream buffers for legislative cases.

As the floodplain mapping information for Powhatan Creek was based on an engineering study performed in 1976, the County began a process in 2010 to update the mapping to reflect the current development conditions in the Powhatan Creek watershed. This process lasted several years and after approval by FEMA, culminated in a revised floodplain map for Powhatan Creek that is now incorporated into the official effective FEMA floodplain map for the County. The map was adopted by the Board on December 16, 2015, and presents a much more accurate depiction of the floodplain and flood risks associated with Powhatan Creek.

E-23

## Yarmouth Creek Watershed Management Plan

Yarmouth Creek is a predominantly forested watershed of about 12 square miles located in the lower James River Basin. The creek drains into the Chickahominy River, which discharges into the James River. A natural areas inventory classified almost half of the watershed as moderate to high in terms of biodiversity present. The watershed contains extensive complexes of wooded swamp, freshwater wetland, and rare tidal freshwater marsh which support at least one heron rookery and seven globally rare or state rare species among other flora and fauna. The Board adopted the six goals and 14 priorities associated with the Yarmouth Creek Watershed Management Plan by resolution dated October 14, 2003. On October 10, 2006, the Board revised the plan to include mainstream buffers, non-RPA, and intermittent stream buffers for legislative cases.

## Gordon Creek Watershed Management Plan

Gordon Creek is a 13.8-square-mile watershed situated in the west central portion of the County. The Creek drains to a large tidal freshwater marsh which enters the Chickahominy River near its confluence with the James River. The watershed is primarily forested with low impervious cover and large parcels, but faces moderate development pressure. This particular watershed management plan, by completion of baseline assessments and stakeholder input, incorporated three watershed-wide protection and restoration goals and 17 strategic actions for watershed protection and restoration, as well as specific sub-watershed level recommendations. The Board adopted the Gordon Creek Watershed Management Plan on June 28, 2011.

## Mill Creek Watershed Management Plan

Mill Creek is a 5.7-square-mile watershed situated in the south central portion of the County and encompasses the beginning stretches of the Jamestown Road and John Tyler Highway corridors off of U.S. Route 199. The Creek area is highly developed and mostly drains to Lake Powell and the tidal main-stem portion of the watershed at the south end of the watershed bordering the Colonial Parkway along the James River. This particular watershed management plan, by completion of baseline assessments and stakeholder input, incorporated a strategic action plan consisting of a variety of watershed protection tools and strategic actions or evaluation measures as well as specific sub-watershed level recommendations. The Board adopted the Mill Creek Watershed Management Plan on June 28, 2011.

## **Ware Creek Watershed Management Plan**

Ware Creek is a 17.8-square-mile watershed situated in the northern portion of the County, making it the second largest watershed within the County borders. The creek is a major tributary to the York River. The majority of this watershed is undeveloped and forested but is experiencing some development pressure. The Board adopted four goals and 21 priorities associated with the Ware Creek Watershed Management Plan by resolution dated September 27, 2016.

#### Skimino Creek Watershed Management Plan

Skimino Creek is a 15-square-mile watershed situated in the northeast portion of the County, draining into the York River. The Creek area is largely undeveloped, with the existing development

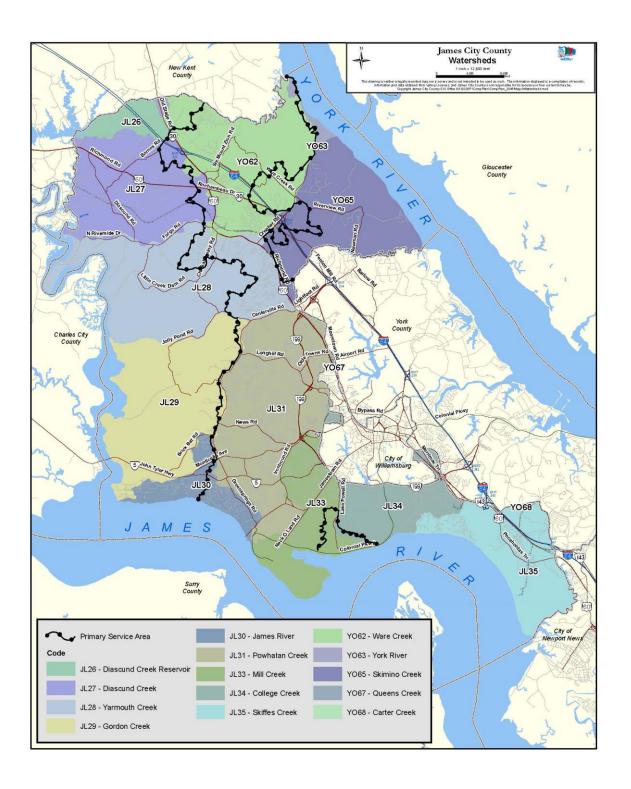
being relatively old. The Board adopted four goals and 21 priorities associated with the Skimino Creek Watershed Management Plan by resolution on May 12, 2020.

## Lower Chickahominy Study

The Lower Chickahominy watershed is home to a variety of flora and fauna, containing some of the most pristine freshwater wetland communities in the mid-Atlantic region. PlanRVA will study the natural resources present in the Lower Chickahominy watershed and work with stakeholders to develop policy and action steps to accomplish a dual goal: natural resource conservation and economic development. The focus area includes James City County, Charles City County, and New Kent County and covers approximately 608 square miles of land and water. County staff is actively participating in the stakeholder group to provide feedback and information for best preserving this valuable resource. More information can be found at:

https://planrva.org/environment/lower-chickahominy/.

Map ENV-4: Watersheds



## Impacts of Agriculture on Surface Water Quality

Pollution that cannot be traced to a direct source, such as a particular factory, is referred to as nonpoint source (NPS) pollution. Agriculture-related pollution falls into this category. Three types of contaminants generally occur as a result of agricultural activities: nutrients, sediments, and toxicants.

## State Policy

Virginia has a responsibility under its constitution to protect its waters from pollution. Agriculture is one possible land use which may contribute pollution to the state's water systems. In accordance with the Chesapeake Bay Preservation Act and other regulations, the DEQ Chesapeake Bay Local Assistance Division helps local governments with Bay Act-related agricultural activities. Technical and financial assistance made available by the state in conjunction with the Virginia DCR, local Soil and Water Conservation Districts, and individual property owners all work to protect waterways from pollution. Other program initiatives supported by the state include the Virginia Agricultural Best Management Practices Cost-Share Program (VACS), Virginia's Nutrient Management Program, the Virginia Agricultural Stewardship Act (ASA), the Virginia Resource Management Program (RMP), and the DEQ Agricultural BMP Loan Program.

The state also provides further financial incentives in the form of tax relief for those conscientious about reducing pollutants in their farming efforts. Any individual engaged in agricultural production for market that has an approved soil conservation plan in place may receive tax credits.

## **County Policy**

The primary means by which the County directly seeks to make improvements in water quality is through the Chesapeake Bay Preservation, Erosion and Sediment Control, and VSMP ordinances as described previously.

The County's Chesapeake Bay Preservation Ordinance requires that agricultural buffers be managed to prevent concentrated flows of surface water from breaching and noxious weeds from invading the buffer area. The ordinance also sets a goal to reduce nonpoint source pollution from agricultural uses. To help achieve this goal, the ordinance states that land used for agricultural activities shall have a soil and water quality conservation plan based upon the *Field Office Technical Guide* of the USDA Soil Conservation Service.

#### Strategies for Reducing Negative Impacts of Agriculture on Water Quality

Commonly used BMPs for row crop production include: cover crops, conservation tillage, erosion control measures, integrated pest management, nutrient management planning, and soil conservation and water quality planning (also known as farm plans). James City County works in partnership with the Colonial Soil and Water Conservation District (CSWCD) to support the use of BMPs for decreasing the impact of agricultural practices on water quality.

The high cost of failure coupled with site-specific complexities that must be considered prior to the application of BMPs can deter farmers from trying new methods. Environmental features such as

soil composition and topography are just two site-specific variables that must be weighed prior to the application of new farming methods. Through educational programing and a variety of outreach efforts, the CSWCD works closely with the farming community to assist in the implementation of methods to mitigate agricultural impacts on water quality and the loss of soil. Among the services provided by CSWCD is administering agricultural cost share programs to assist farmers with installing appropriate agricultural BMPs.

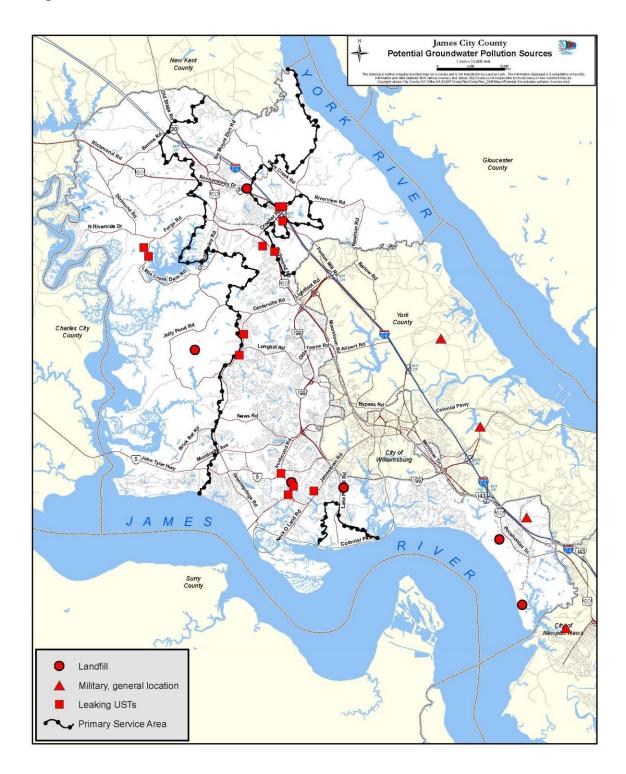
CSWCD also provides education and assistance to localities within its jurisdiction to help governing bodies better understand how local ordinances can help facilitate best agricultural practices. One example is a Phase 1 equine study undertaken by CSWCD in 2018 to quantify current horse inventory in the area, and a Phase 2 study has been proposed for further assessment. Per CSWCD research and equine plan implementations, at least one acre per horse is recommended to be cited in local zoning regulations, with two to three acres per horse recommended as a best practice, along with appropriate rotational grazing patterns. This helps provide a healthy environment for the animals and reduces negative impacts such as soil erosion or water contamination.

## Groundwater

James City County has access to relatively large quantities of water, but not all of it is potable. In addition, some of the surface water is difficult and expensive to treat, while groundwater withdrawals have led to concerns related to lower aquifer levels. The County is particularly vulnerable to water pollution because of its reliance on groundwater sources and increasing population. JCSA uses 100% groundwater, while portions of the County (Kingsmill and areas to east) are served by Newport News Waterworks, which predominantly uses surface water. Wells with naturally occurring substances in concentrations above limits for human consumption, older wells with unknown construction histories, wells in close proximity to harmful land uses, erosion, failing septic tanks, leaking underground storage tanks, landfills, activities on military facilities, and pesticide and fertilizer runoff can all impact surface and groundwater quality. See Map ENV-5 for the location of potential groundwater pollution sources.

Fortunately, public water systems relying on groundwater can use treatment techniques to protect the drinking water supply. JCSA's 2019 Annual Water Quality Report states that local aquifers actually have high quality water, but contaminants and pollutants such as those discussed above are treated and removed through various processes before the water is supplied to the public.

Map ENV-5: Potential Groundwater Pollution Sources



## **Groundwater Management**

Regulatory programs relating to groundwater protection can be found at federal, state, and local levels. The state created the Virginia Groundwater Protection Steering Committee (GWPSC) to assess current problems, identify program needs, and set priorities for new groundwater protection programs.

The state administers programs addressing at least three of the major concerns for groundwater identified by the GWPSC, including landfills, pesticides, and underground storage tanks (UST). James City County has also implemented a range of water quality protection ordinances in an effort to minimize the impact of current and future land development on water quality:

- Erosion and Sediment Control and VSMP Ordinance (Code of the County of James City Chapter 8);
- Landfill Ordinance (Chapter 11, Article 2);
- Sewers and Sewage Ordinance (Chapter 17);
- Illicit Discharge Ordinance (Chapter 18A);
- Chesapeake Bay Preservation Ordinance (Chapter 23);
- Subdivision Ordinance (Chapter 19);
- Zoning Ordinance (Chapter 24); and
- Cluster and Floodplain Overlay District Ordinances (Chapter 24, Article 6)

The County has actively participated in the Hampton Roads Planning District Commission (HRPDC) Regional Groundwater Mitigation Program since 1990. This program provides groundwater hydrology, computer modeling expertise and technical support to participating local governments.

In addition to groundwater contamination issues, concerns regarding the quantity of available potable groundwater have also been raised in recent years. James City County is included as part of the Eastern Virginia Groundwater Management Area (EVGMA). The EVGMA was designated by the State Water Control Board as part of the Groundwater Management Act which provides for reasonable control of all groundwater resources to preserve and protect groundwater uses. Designation as a groundwater management area requires all withdrawals of 300,000 gallons per month or more to be subject to a withdrawal permit. Groundwater withdrawals under this threshold, which includes most residential domestic and irrigation wells, do not require a withdrawal permit at the current time.

## Potential Groundwater Management Alternatives

Appropriate groundwater management options in James City County vary significantly based on the aquifer in question. County residents draw water from several different aquifers, each of which is susceptible to different sources of contamination. The *James City County Groundwater Element* 

*Technical Guide* should be consulted for more detailed information concerning these different aquifers. As a condition of the DEQ groundwater withdrawal permit issued to JCSA in 2017, JCSA must evaluate alternative water supplies to meet future needs which may include purchased water, surface water, or continued use of groundwater. Several programs and practices are employed by the County to help manage groundwater:

#### Well Data Collection

The normal monitoring of public wells, which are distributed throughout the County, provides comprehensive water quality data for public wells and the great majority of private wells. A substantial amount of water provided by the JCSA and most private wells draw from the Chickahominy/Piney Point Aquifer.

In addition, JCSA is responsible for tracking pertinent groundwater data, such as analysis for contaminants, for its public water supplies. The data can allow the County to more quickly assess cumulative land use impacts on groundwater and track ongoing contamination problems or threats. JCSA has begun tracking available groundwater level data for its well production facilities. This data will allow JCSA to establish trends in groundwater levels to help support future water supply decisions.

#### **Wellhead Protection Program**

The term "wellhead protection" refers to a process for assessing land uses and activities that could pose potential threats to groundwater, managing land uses and activities in close proximity to wells, and taking steps to avoid potential conflicts between land use and groundwater quality. JCSA has already undertaken components of a wellhead protection program that include compiling a list of public and private wells, and mapping the location of each public well. Of particular concern are abandoned wells. In addition to these activities, the County, JCSA, and the Health Department should continue to enforce construction standards for public and private wells.

#### Design Standards

Design standards are used to regulate the design and construction of various land use activities. Design standards usually apply to the installation and construction of physical structures such as double-walled underground storage tanks, runoff collection systems, and stream or ditch channels. Many existing state and federal statutes already dictate design standards, and therefore many of these are already in use in the County. When used in coordination with site plan review, Special Use Permits (SUPs), or rezoning, design standards can be an effective technique in preventing groundwater contamination in wellhead protection areas.

#### **Operating Standards**

Operating standards are procedures to prevent pollution during the normal activities of land use, such as procedures for pesticide application or management of hazardous substances. Groundwater protection operating standards could include the use of Best Management Practices BMPs, which are structural, vegetative, or managerial practices used to treat, prevent, or reduce water pollution. BMPs are useful for preventing contamination from industrial or commercial activities, particularly those involving the storage and handling of hazardous materials. Some standards include

restrictions on hazardous materials storage or disposal, limits on the use of road salts and de-icing chemicals, and requirements for periodic testing and system checks.

## **Flooding**

James City County contains broad tidal and tributary floodplains adjacent to most streams and rivers. These important floodplain areas help reduce the impacts of flooding by slowing and temporarily storing floodwaters during large storm events. Additionally, as the majority of floodplains in the County are comprised of an intact mix of wetland and non-wetland habitats, the floodplains also serve as both important wildlife habitats and migratory corridors.

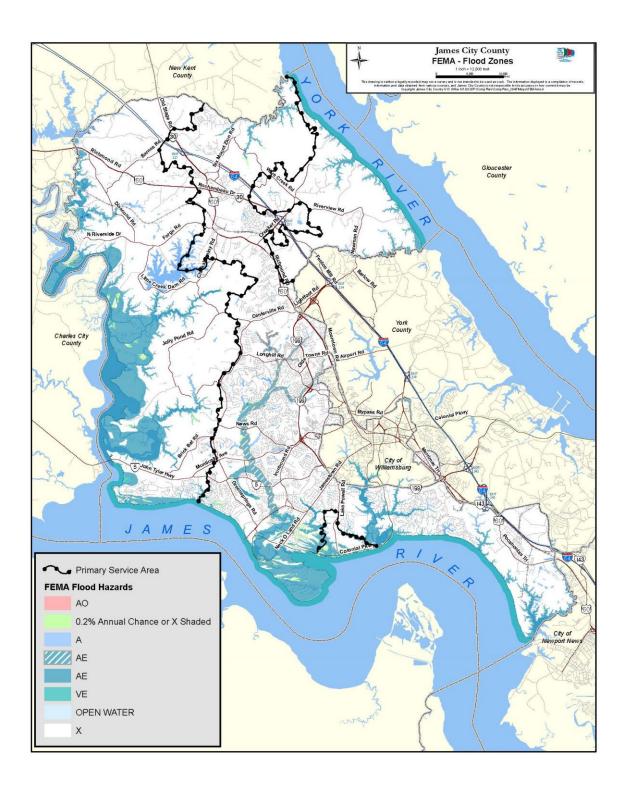
Floodplain areas are protected from activities that would degrade their usefulness as a flood conveyance system. The primary way this is accomplished is through the County's floodplain management regulations contained in the Zoning Ordinance. These regulations, administered cooperatively by the Departments of Community Development and General Services, establish the criteria by which development is either allowed or prohibited in the floodplain, with the intent of preventing or minimizing the loss of life and property. In 2015, the County adopted updated Flood Insurance Rate Maps and incorporated changes to the floodplain regulations to promote safe construction and reduce damage caused by storm-induced coastal flooding. Additional updates were approved in 2018 to address the construction of accessory structures in the special flood hazard area. The County also participates in the Community Rating System which recognizes communities that go beyond the minimum requirements of the National Flood Insurance Program providing additional protections to floodplains and potentially impacted structures. This program not only benefits citizens through increased protection from flooding but also through reduced flood insurance premiums. See Map ENV-6 for flood zones. Monitoring and updating the floodplain regulations will continue to be very important as the number of heavy precipitation events continues to grow, and rising sea levels continue to increase the threat and frequency of flooding.

The Virginia Dam Safety Act and Virginia Impounding Structure Regulations require that precautionary measures are taken for new development proposed within mapped dam break inundation zones. If the state determines that a proposed plan of development would change the spillway design of an existing dam, the locality shall not permit the development to move forward within the mapped dam break inundation zone unless the developer agrees to alter the plan so that it does not alter the spillway design of the dam, or the developer contributes payment necessary to upgrade the dam structure. State statutes also outline requirements for new dam or water impoundment facility proposals.

## Localized Flooding

In addition to flooding associated with the larger water bodies and floodplains in the County, there are also localized areas that flood during storm events. This flooding is caused by inadequate or failed drainage conveyance systems. The James City County Stormwater Division was established in 2007 to improve maintenance and operation of the County's drainage infrastructure, and was merged with the Engineering and Resource Protection Division in 2017. As funding permits, the Stormwater and Resource Protection Division conducts studies to evaluate problem areas and take corrective actions to reduce these localized flooding problems. Quantity control/flood protection requirements of the VSMP regulations and the County's VSMP Ordinance include specific design requirements to address new development proposals which discharge concentrated stormwater flow into existing stormwater conveyance systems that currently experience localized flooding.

Map ENV-6: Flood Zones



## Climate Change

As first discussed in the 2009 Comprehensive Plan, climate change is a long-term, significant change in the average weather, including average temperature, precipitation, and wind patterns, and is predicted to increase heat waves, heavy precipitation events, areas affected by drought, intense cyclone activity, and sea level over the 21st century. According to the EPA, the insulating gases that cause climate change include carbon dioxide, methane, nitrous oxide, and fluorinated gases. Some of these gases occur naturally while others are produced by human activity.

The 2018 Virginia Energy Plan (VEP) is a 10-year state energy plan created by the Virginia Department of Mines, Minerals, and Energy. The VEP focuses on recommendations regarding five specific policy tracks:

- (1) Solar and Onshore Wind,
- (2) Offshore Wind,
- (3) Energy Efficiency,
- (4) Energy Storage, and
- (5) Electric Vehicles and Advanced Transportation.

Transportation is the leading source of carbon dioxide in Virginia, and the transportation sector consumes more energy than industrial, commercial, or residential uses. Land use also plays an important role in climate change. Sprawling development patterns foster greater vehicle miles traveled, which increase fuel consumption. In addition, carbon dioxide is released when forests are cut and burned, and when trees are cleared, their natural capacity to remove carbon dioxide from the air and capture carbon is lost.

The VEP estimated that carbon dioxide emissions in the state totaled approximately 130 metric tons in 2005. Between 1990 and 2004, carbon dioxide emissions had been rapidly increasing. However, carbon dioxide emissions in Virginia decreased overall between 2004 and 2015. To help continue emissions reductions, the 2018 VEP included recommendations for joining the Regional Greenhouse Gas Initiative (RGGI), a market-based collaborative effort among Northeast and Mid-Atlantic states to reduce greenhouse gas emissions from the power sector while driving economic growth through a regional cap-and-trade program. In July 2020, Virginia officially became the first southern state to join. Since 2009, RGGI has achieved over 50% reduction in carbon pollution; the emissions cap has declined by 2.5% annually through 2020 and is expected to decline 3% per year from 2021 to 2030. The health benefits of reduced carbon and other pollutants were valued at \$5.7 billion for the period of 2009 to 2014.

As a local government, James City County has concentrated on actions at County facilities. By reducing energy consumption in buildings and in our fleet, the County not only saves a significant amount of taxpayers' money, but also reduces carbon dioxide emissions.

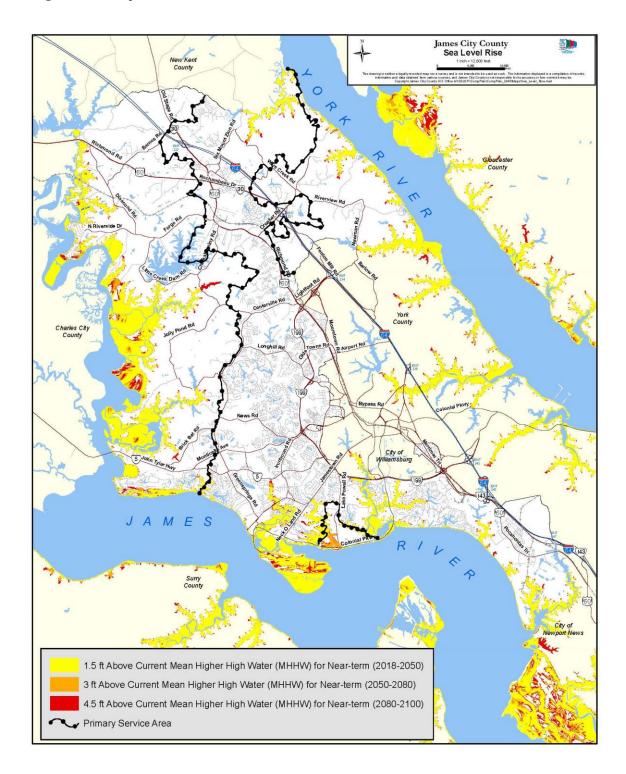
In addition to these efforts on the part of the public sector, other actions can be taken to address climate change. In 2012 the Board endorsed the Green Building Incentives Policy. Incentives were established to support those projects that make the commitment to achieve green building certification through Leadership in Energy and Environmental Design (LEED), Earthcraft or another equivalent certification program. Existing ordinances and policies can be examined to determine whether further modifications can encourage desirable development or remove barriers to developing in an environmentally friendly manner. Other examples of development that promote environmental health are Transit Oriented Design, pedestrian connections, and use of renewable energy.

## Sea Level Rise

James City County participates in regional planning efforts related to sea level rise through HRPDC. On October 18, 2018, the HRPDC Board adopted the *Sea Level Rise Planning Policy and Approach*, which posits the following relative sea level rise scenarios for planning and engineering decisions (Map ENV-7):

- 1.5 feet above current mean higher high water (MHHW) for near-term (2018-2050)
- 3 feet above current mean higher high water (MHHW) for mid-term (2050-2080)
- 4.5 feet above current mean higher high water (MHHW) for long-term (2080-2100)

Map ENV-7: Projected Sea Level Rise



Planning for sea level rise, in the form of land use and other policy decision-making, should use estimates of sea level rise that are based on observational data and a range of scenarios for future conditions. Such values can be used to help implement zoning overlay districts or new building requirements. Another potential use for these scenarios is as a set of screening values, which can be used to identify vulnerable areas and facilities for further study. Sea level rise projections should be considered when making decisions about the siting of new or expanded public facilities and infrastructure.

## Air Quality

Air pollution is generally divided into three sources: air pollution created by mobile sources, area sources, or point sources.

Criteria air pollutants are common throughout the United States. These pollutants can damage health, harm the environment, and cause property damage. The EPA has identified the following six criteria pollutants (a description of these pollutants can be found in the Glossary):

- Carbon monoxide;
- Lead;
- Nitrogen oxides;
- Ozone (formed by volatile organic compounds);
- Particulate matter: and
- Sulfur dioxide.

For each criteria pollutant, the EPA established National Ambient Air Quality Standards (NAAQS), which define the maximum allowed concentration. If the NAAQS for a pollutant is exceeded, it may adversely affect human health. The EPA and state agencies monitor air quality to assess compliance.

Air flow is not limited to political boundaries, so much of the available data for air quality is provided at a regional level. Automobile and industry emissions from Richmond to Virginia Beach heavily influence the air quality in James City County. The EPA and the DEQ monitor air quality to protect the health and welfare of the public. Hampton Roads is in compliance with all four of the air pollutants tracked by the DEQ (Figure ENV-2). The only area where Hampton Roads had problems meeting the standard is with ozone, where the summer's weather pattern can significantly impact its formation.

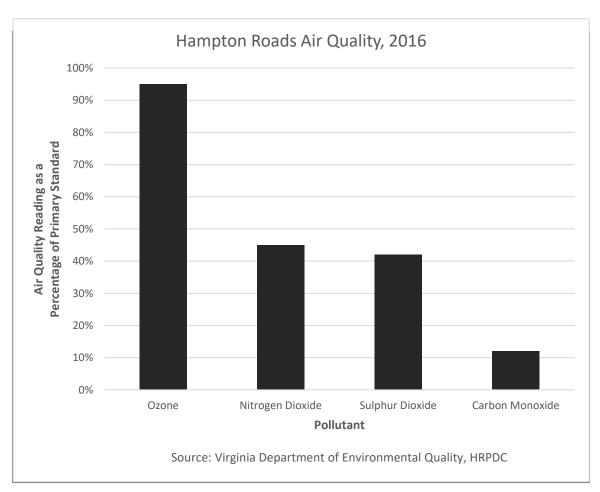


Figure ENV-2.

According to the National Institute of Environmental Health Sciences, short-term exposure to ambient ozone can have serious health implications. The EPA tightened the air quality standard for ozone, lowering the acceptable level to 75ppb in 2008, and down to 70 ppb in 2015. These stricter standards moved Hampton Roads just slightly out of compliance in 2008 and again in 2012. Ozone levels in the region have realized a steady decline since 2012. (Figure ENV-3)

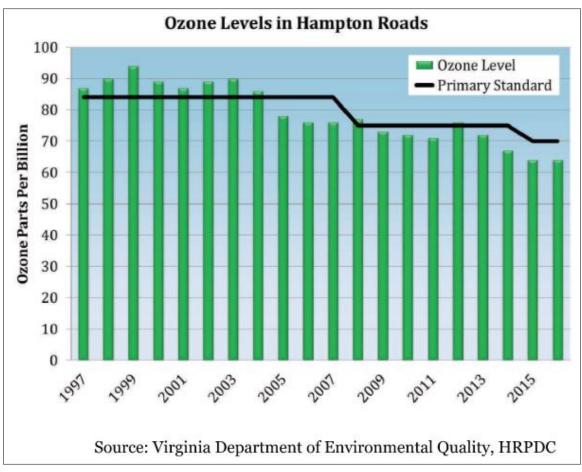


Figure ENV-3.

# Open Space Preservation - Environmental Aspects

The Land use Chapter describes the County's Open Space preservation goals and approaches, including the concept that proceeding in a way that integrates different categories of resources, as well as integrates different possible programs and stakeholders, will likely lead to the best results for the County. As described throughout the preceding sections, categories of resources that are central to this chapter that are, and will continue to be, facets of the County's Open Space preservation approach include:

- **Wetland Protection and Environmental Planning** (including RPA, wetlands, steep slopes, waterways, watershed planning, floodplains, natural habitat, and ecosystem diversity)
- Agricultural and Forestal Lands

- **Green Infrastructure** and **Greenways** (including trails, buffers and wildlife corridors)

An integrated approach that includes the resources above will be one important tool in achieving environmental goals.

## **Community Engagement**

## **Public Engagement**

Through multiple rounds of community engagement, there continued to be consistent public support to prioritize the protection of natural lands and open spaces in the County. This was the most highly ranked and supported objective across all three rounds of engagement. Respondents supported measures including new development restrictions and public land acquisition to limit development impacts on natural lands and to address impacts of climate change and sea level rise, with a strong focus on protecting water resources.

During the 2019 Citizen Survey, 95% ranked it "very important" or "somewhat important" to protect and improve the natural environment including water quality, air quality, and environmentally sensitive areas. 80% of residents were satisfied with existing efforts to protect and improve the natural environment, a 15% satisfaction gap between ranked importance and satisfaction. Additionally, 76% ranked it "very important" or "somewhat important" to provide public access to waterways for swimming and boating, 80% ranked it "very important" or "somewhat important" to limit irrigation with public water to conserve the County's water supply, and 58% of respondents confirmed their preference to have more homes on smaller lots and set aside areas for open space in order to permanently preserve land and maintain the character of the community.

During the Listening/Envisioning first round of community engagement, more than 97% of respondents indicated that it was "very important" or "somewhat important" for the County to do more to improve our efforts to protect and preserve the natural environment in the County. More than 36% chose protecting and preserving the natural environment as the most important vision for the County to improve, making it the highest ranked choice.

The Exploring/Testing second round of community engagement included the Establishing Our Goals Questionnaire and the Alternative Future Survey. The Establishing Our Goals Questionnaire asked respondents to compare the Environment goal from the 2035 Comprehensive Plan with the Environment Engage 2045 Public Input Priority. About 79% of respondents indicated that the goal should remain the same as the 2035 Comprehensive Plan goal while about 21% stated it should be changed. Suggested recommendations included strengthening the language to emphasize protecting against sea level rise and flooding associated with climate change; promoting resilience to mitigate the flooding effects of sea level rise; protecting sensitive land and waterways; protecting the County's water supply; increasing physical connections to nature; and limiting development in order to protect lands and waterways. These comments track very closely to the Public Input Priority.

For the Alternative Future Survey, respondents indicated that Scenario B (Alternative) had fewer environmental impacts than Scenario A (Current Trend). Additionally, transportation testing results showed that the impacts of traffic in Scenario B (Alternative) allowed for fewer overall miles traveled, less delay for car trips, and less carbon dioxide emissions than Scenario A (Trend). The results of the Scenario testing phase of community engagement yielded several key principles that relate to environmental issues:

- Create more mixed-use and neighborhood areas that include connected open spaces and natural areas to support natural ecosystems within urban environments and provide residents with greater access to nature:
- Provide a more compact development pattern within the Primary Services Area (PSA) and reduce the need to develop on rural and environmentally sensitive lands outside the PSA;
- Protect rural lands, open spaces, and natural areas from being converted to development through the use of multiple federal, state, and local programs and funding sources; and
- Undertake sustainable development and infrastructure construction best practices to ensure the long-term sustainability of natural functions of the County's natural environment and waterways and to create a more resilient built environment that can withstand increasing impacts from severe weather events.

The Deciding/Affirming third round of community engagement solicited input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Responses to the Policies and Actions Questionnaire indicated consistent public support for prioritizing the protection of natural lands and open spaces in the County. This was the most highly ranked and supported objective across all three rounds of engagement. Respondents supported new development restrictions and public land acquisition to limit development impacts on natural lands and to address impacts of climate change and sea-level rise, with a strong focus on protecting water resources. Respondents also had strong support for protecting a wide variety of natural lands.

## Scenario Planning - Key Policy Guidance

The results of the Scenario testing phase of community engagement yielded several key principals that relate to environmental issues:

- Create more mixed-use and neighborhood areas that include connected open spaces and natural areas to support natural ecosystems within urban environments and provide residents with greater access to nature;
- Provide a more compact development pattern within the Primary Services Area (PSA) and reduce the need to develop on rural and environmentally sensitive lands outside the PSA;
- Protect rural lands, open spaces, and natural areas from being converted to development through the use of multiple federal, state, and local programs and funding sources; and
- Undertake sustainable development and infrastructure construction best practices to ensure the long-term sustainability of natural functions of the County's natural environment and waterways and to create a more resilient built environment that can withstand increasing impacts from severe weather events.

# **Spotlight on Implementation**

Clean water, clean air, functioning wetlands and arable soils sustain life. Beyond providing basic life supporting needs, James City County's natural assets are an inextricable part of what defines the community. In many ways, a healthy environment is the cornerstone to building success stories in other areas of the community related to our quality of life: parks and recreation, community character, public facilities, and economic vitality. With this interdependence in mind, James City County continually works to maintain and improve the high level of environmental quality in the County in order to protect and conserve sensitive lands and waterways.

As federal and state regulations have become more stringent, reflecting the rising demand for resources such as potable water in the face of limited supplies, James City County has endeavored to remain in compliance with current regulations and employ innovative solutions to protect these crucial assets. In the area of water quality, required submittals to the State Water Control Board and the Virginia DEQ are progressing as scheduled, as are local implementation efforts for the Virginia Stormwater Management Program.

The County has continued its support for the successful Clean Water Heritage program, which was established to equip citizens with the knowledge to make better decisions about actions that affect water quality. This program provides information on BMP maintenance to the public and to private owners of stormwater management facilities, and also administers grants to help communities take on improvement and enhancement projects to stormwater infrastructure. In addition, a successful partnership with the Colonial Soil and Water Conservation District (CSWCD) and continued outreach methods have increased agricultural compliance with the County's Chesapeake Bay Preservation Area program. The CSWCD administers cost-share incentives to assist with installing agricultural BMPs on active farmlands. These efforts have helped to involve the public in the County's environmental initiatives and conserve sensitive lands.

The James Terrace Water Quality Improvement Project was awarded the Best Retrofit - Best Urban BMP in the Bay Award in 2017 from the Chesapeake Stormwater Network. Winning retrofit projects include those that solved difficult design challenges, are cost-effective, enhance habitat or green space, and improve neighborhoods. This project addressed chronic uncontrolled storm runoff affecting property throughout a fully built-out neighborhood by installing an innovative system of water quality treatment facilities that reduce nutrient and bacteria loads in the Chesapeake Bay and College Creek and reduce instances of crawl space and driveway flooding.

James City County has received back-to-back James River Water Quality Improvement Grants from the Virginia Environmental Endowment in 2018 and 2019. In 2018, the County was awarded a \$781,900 grant for the Chickahominy Riverfront Park Shoreline Stabilization Project and in 2019 received a grant award of \$396,000 in support of the Grices Run Stream Restoration project. The James River Water Quality Improvement Program was created in 2018 to accelerate and advance significant water quality improvements throughout the James River watershed.

The Cooley Road Stream Restoration project, completed in 2018, was awarded the 2019 American Public Works Association Project of the Year Award for the Mid-Atlantic Chapter for the category of Environment Less than \$5 million. This project included restoration of two sections of stream channel to reduce stream erosion, protect adjacent infrastructure, improve downstream water quality, and improve stream function.

In September 2017, the Board of Supervisors adopted two resolutions which authorized the County to participate in VDOT's 2019 and 2020 Revenue Sharing Program for projects which aimed to

address both stormwater and transportation deficiencies. This program provides localities an additional funding option to construct, reconstruct, improve or maintain the highway system and has been an instrumental way for the County to provide funding for small projects, immediately-needed improvements, or to supplement existing funding on projects. The Commonwealth Transportation Board approved allocations in June 2018 for both of James City County's submitted projects identified as Grove Roadway Improvements (\$1,173,700 total cost - \$545,000 VDOT; \$628,700 County) and Richmond Road Construction of Pedestrian and Bicycle Accommodations, Safety Improvements and Storm Drain System Improvements (\$1,665,594 total cost - \$715,894 VDOT; \$949,700 County).

In the areas of energy savings and air quality, the County has actively tracked energy use at County facilities, completing many programs and projects to increase energy efficiency and achieve significant energy reductions. In addition, the County has made progress on planning for alternative modes in transportation projects and using miles-per-gallon in decision-making for new vehicle purchases. Together, these and other actions have helped the County mitigate and adapt to the effects of a changing climate.

As James City County looks to 2045, these types of successful initiatives and others will be instrumental in ensuring that James City County meets its goal of maintaining a high level of environmental quality for current and future generations.

## Goals, Strategies, and Actions

#### Goal

ENV - Continue to improve the high level of environmental quality in James City County and protect rural and sensitive lands and waterways that support the resiliency of our natural systems for the benefit of current and future generations.

## Strategies and Actions

# ENV 1 - Protect and improve the quality of water in County watersheds, wetlands, and waterways including water bodies that discharge into the Chesapeake Bay.

- ENV 1.1 Using adopted plans and regulations for guidance, pursue development and land use decisions, redevelopment approaches, and reduction of pollution sources that protect and improve the function of wetlands and the quality of water bodies.
- ENV 1.2 Promote the use of Better Site Design, Low Impact Development (LID), and effective Best Management Practices (BMPs) by:
  - ENV 1.2.1 Providing stormwater facility maintenance guidelines and assistance directly to BMP owners through training sessions and other tools.
  - ENV 1.2.2 Promoting public awareness on the benefits of and necessity for BMPs, erosion and sedimentation control, watershed management, and other land disturbance regulations.
  - ENV 1.2.3 Partnering with local, state, and federal agencies, and the Hampton Roads Planning District Commission (HRPDC).
  - ENV 1.2.4 Continuing to develop and enforce new and existing regulations that require soils identification and the consideration of the limitations of these soils for development and agricultural and forestal activities.
  - ENV 1.2.5 Requiring submission of environmental inventories in order to protect environmentally sensitive lands; to save or most efficiently use permeable soils; and to limit impervious cover.
  - ENV 1.2.6 Continuing and expanding support for the Clean Water Heritage program in order to provide information on BMP maintenance and assistance to the public and to owners of stormwater management facilities.
  - ENV 1.2.7 Re-examining provisions in the Zoning Ordinance and other regulations to strengthen tree-protection measures.
- ENV 1.3 Through the County's Chesapeake Bay Preservation Ordinance, continue to enforce Resource Protection Areas (RPAs) protecting all tidal wetlands, tidal shores, nontidal wetlands connected by surface flow and contiguous to tidal wetlands or water

- bodies with perennial flow, perennial streams, a 100-foot-wide buffer adjacent to and landward of other RPA components, and drinking water reservoirs.
- ENV 1.4 Utilize bathymetric, flushing rate, and other available data when locating and providing new public shoreline and water access opportunities.
- ENV 1.5 Implement comprehensive coastal resource management guidance, consistent with the policy that living shorelines are the preferred alternative for stabilizing eroding shorelines prior to consideration of structural stabilization methods.
  - ENV 1.5.1 Refer to the guidance presented in the locality's Comprehensive Coastal Resource Management Portal (CCRMP) prepared by the Virginia Institute of Marine Science (VIMS) to guide regulation and policy decisions regarding shoreline erosion control: <a href="https://www.vims.edu/ccrm/ccrmp/portals/james\_city/index.php">www.vims.edu/ccrm/ccrmp/portals/james\_city/index.php</a>
  - ENV 1.5.2 Utilize established VIMS "decision trees" for onsite review and CCRM Shoreline Best Management Practices for subsequent selection of appropriate erosion control/shoreline BMPs: <a href="https://www.ccrm.vims.edu/decisiontree/index.html">www.ccrm.vims.edu/decisiontree/index.html</a>
  - ENV 1.5.3 Consider a policy where the above Shoreline Best Management Practices become the recommended adaptation strategy for erosion control, and where a departure from these recommendations by an applicant wishing to alter the shoreline must be justified at a hearing of the County Wetlands Board.
  - ENV 1.5.4 Seek public outreach opportunities, including interpretive signage, to educate citizens and stakeholders on new shoreline management strategies including living shorelines.
  - ENV 1.5.5 Follow the development of integrated shoreline guidance under development by Virginia Marine Resource Commission (VMRC).
  - ENV 1.5.6 Promote the preservation of open space in areas adjacent to marsh lands to allow for inland retreat of vegetation and additional water containment areas as sea level rises.
  - ENV 1.5.7 Evaluate and consider opportunities for grants, cost sharing partnerships between public entities and private property owners, and other funding sources for construction of living shorelines.
  - ENV 1.5.8 In conjunction with the County Wetlands Board, evaluate the feasibility of adopting a coastal Dunes and Beach Ordinance, pursuant to the Virginia Coastal Primary Sand Dune and Beach Act (currently VMRC handles local applications).
- ENV 1.6 Ensure that water dependent activities such as marinas and docks are located and conducted in an environmentally sensitive manner and include adequate marine sanitation facilities.
- ENV 1.7 Identify the specific existing and potential uses of County streams and rivers and identify standards necessary to support these uses. Protect the quality and quantity of these surface waters so they will continue to support these uses. Give consideration to protecting existing and potential water resource uses when reviewing land development applications.

- ENV 1.8 Continue to work with the Virginia Department of Environmental Quality (DEQ), Department of Conservation and Recreation (DCR), and Virginia Department of Health (VDH) to identify existing or potential sources of surface and groundwater pollution and take action to prevent or control the effect of the sources. Continue to enforce all existing regulations to protect all water resources and adopt additional protective measures as necessary.
- ENV 1.9 Develop Total Maximum Daily Load (TMDL) Program Action Plans to address water quality impairments within James City County and the Chesapeake Bay, including proposed actions and implementation.
- ENV 1.10 Continue to protect water resources from on-site sewage disposal system failure by:
  - ENV 1.10.1 Continuing to require Health Department approval for all subdivisions making use of on-site sewage disposal systems.
  - ENV 1.10.2 Continuing to maintain minimum lot sizes for any property containing an on-site sewage disposal system.
  - ENV 1.10.3 Continuing to require primary and reserve drain fields for subdivisions with applicable on-site sewage disposal systems.
  - ENV 1.10.4 Continuing to require the pump out of on-site sewage disposal tanks every five years.
  - ENV 1.10.5 Continuing to monitor non-traditional on-site sewage disposal trends.
- ENV 1.11 Continue to implement the Chesapeake Bay Preservation Ordinance in order to protect water quality in all drinking water reservoirs within the County.
- ENV 1.12 Investigate actions needed to implement groundwater protection using suggestions from the Potential Groundwater Management Alternatives section.
- ENV 1.13 Continue to use sound science to update and create the requirements, standards, and specifications used to design, approve, and build BMP facilities in James City County.
- ENV 1.14 Continue to minimize post-construction stormwater impacts through implementation of BMPs to reduce pollutants entering the stormwater system and County waterways by:
  - ENV 1.14.1 Utilizing available resources, including enforcement of maintenance agreements and covenants.
  - ENV 1.14.2 Provide assistance as funding permits to identify failing neighborhood stormwater and drainage facilities and to implement repairs on a prioritized basis.
  - ENV 1.14.3 Maintain and assess new programmatic fees collected to fund BMP construction inspections and private stormwater facility assessments.

- ENV 1.15 Ensure that the County's Municipal Separate Storm Sewer System (MS4) Permit is fully implemented in accordance with the annual program plan and General Permit Number VAR040037.
  - ENV 1.15.1 Continue to implement public education and outreach programs on the impacts of stormwater, including actions citizens can take to reduce stormwater pollution and the hazards associated with illegal discharges and improper disposal of wastes.
  - ENV 1.15.2 Continue to provide public participation opportunities, including providing feedback on the County's program plan, and participation in the Stormwater Program Advisory Committee.
  - ENV 1.15.3 Continue to detect and eliminate illegal discharges to the storm sewer system through maintenance of accurate system mapping, annual screening activities and enforcement of county Codes prohibiting illegal discharges.
  - ENV 1.15.4 Continue to implement programs and ordinances to limit pollution from construction sites through plan approvals, regular inspections and other methodologies.
  - ENV 1.15.5 Continue to minimize post-construction stormwater impacts through implementation of BMPs to reduce pollutants entering the stormwater system and County waterways.
  - ENV 1.15.5 Continue to implement pollution prevention and good housekeeping efforts within the County's MS4 service area in order to minimize pollutants from County activities.
- ENV 1.16 Develop funding and implementation mechanisms for the watershed protection and restoration goals and priorities from watershed management plans adopted by the Board of Supervisors.
- ENV 1.17 Continue to develop watershed management plans for the remaining County watersheds, and to update existing watershed management plans that identify environmentally sensitive areas and specific protection, restoration, and retrofit recommendations. Explore the inclusion of ecosystem services considerations and evaluation of climate change-related precipitation impact in future watershed management plans.
- ENV 1.18 Continue to develop regional, cumulative impact-focused hydraulic studies for County waterways vulnerable to flooding and develop strategies to fix identified problems.
- ENV 1.19 Continue to follow the progress of the Lower Chickahominy Watershed Study and incorporate final recommendations into local policies and Ordinances.
- ENV 1.20 Explore Zoning Ordinance amendments that would incorporate recommendations of the Colonial Soil and Water Conservation District as it pertains to equine and other animal stocking rates.
- ENV 1.21 In a joint endeavor by the Stormwater & Resource Protection Division and Stormwater Program Advisory Committee prepare a multi-year, prioritized list of

stormwater-related projects, including stream restoration, health, safety, and water quality that includes estimated costs for design and implementation.

• ENV 1.22 - Conduct an analysis of the impacts of sea-level rise, tidal flooding, and non-tidal flooding in the areas around Chickahominy Haven, Powhatan Shores, and other impacted areas based on the work of Virginia Institute of Marine Science, the Commonwealth Center for Recurrent Flooding Resiliency at Old Dominion University, and other relevant agencies.

## $ENV\ 2$ - Continue to promote public knowledge of and involvement in County environmental programs and initiatives.

- ENV 2.1 Continue to educate the public about voluntary techniques to preserve and protect environmentally sensitive lands; wildlife habitats; water quality; and watersheds, agricultural, forestal, and other open space lands through County programs, including but not limited to, the Clean Water Heritage program.
- ENV 2.2 Utilize the Clean County Commission to coordinate citizen efforts in participating in the County recycling program, the Adopt-A-Spot program supported by the Virginia DEQ, Division of Environmental Enhancement, and shoreline clean-up days sponsored by a variety of organizations.
- ENV 2.3 Promote recycling by developing a post-consumer waste office paper purchasing policy in accordance with the Virginia Public Procurement Act for all County facilities, expanding County facility reduce/reuse/recycling programs, and by increasing private sector and public awareness of recycling opportunities through the County's curbside recycling programs, Recollect website, and Recyclopedia tool.

## $ENV\ 3$ - Protect and conserve environmentally sensitive areas, and work to maintain or promote the ecosystem services provided by all natural areas.

- ENV 3.1 Maintain and promote biological and habitat diversity, ecosystem services, and habitat connectivity by protecting wildlife and riparian corridors between watersheds, subwatersheds, catchments, and tidal and nontidal wetlands, and by developing and implementing a green infrastructure plan.
- ENV 3.2 Develop specific recommendations for voluntary and regulatory means to protect resources identified in studies, such as the Regional Natural Areas Inventory, and watershed management plans for County watersheds.
- ENV 3.3 Continue to update mandatory tree protection standards and examine tree canopy protection standards.
- ENV 3.4 Continue to develop and enforce zoning regulations and other County Ordinances that preserve to the maximum extent practicable rare, threatened, and endangered species; wetlands; flood plains; shorelines; wildlife habitats; natural areas; perennial streams; groundwater resources; and other environmentally sensitive areas.
- ENV 3.5 Continue to gather and gain technical knowledge on data that is available to help the County identify and map its natural and cultural assets, and, where appropriate, use such data as an information tool to help guide decisions during the creation of regulations and

- policies to provide guidance to property owners and development proposal applicants on lands best suited for development, and to inform open space preservation efforts.
- ENV 3.6 Ensure that site development projects, including those initiated by the County, are consistent with the protection of environmentally sensitive areas so that development projects do not exacerbate flooding in flood prone areas.
- ENV 3.7 Seek to maintain and protect forested land and recognize the benefits it provides by sequestering carbon dioxide.
  - ENV 3.7.1 Investigate carbon sequestration approaches as may be permitted by State Code 15.2-4901.
  - ENV 3.7.2 Investigate changes to the Zoning Ordinance including renaming the A-1, General Agricultural District and re-examining lot sizes and clustering provisions to acknowledge and encourage preservation of forested land.
  - ENV 3.7.3 Assemble a local flood resilience plan to address the County's flood resilience needs using existing plans where available and supplementing with additional documentation where necessary. Incorporate resiliency plan items from other chapters including Transportation, Land Use, and others.

# ENV 4 - Work with the private sector and other governmental entities such as HRPDC and the State through both regulation and non-regulatory techniques to mitigate and adapt to the effects of climate change.

- ENV 4.1 Continue to implement reduction strategies by reducing building energy and transportation fuel consumption.
- ENV 4.2 Continue utilizing the County's Interdepartmental Energy Team to conduct energy audits, make recommendations on efficiency measures and implement energy management practices.
- ENV 4.3 Promote alternative modes of transportation and a reduction in auto dependency and trip distances through measures in the Zoning Ordinance such as encouraging enhanced pedestrian accommodations and reductions in required parking with approval of a mass or alternative transportation plan, or appropriate similar provisions.
- ENV 4.4 Continue to evaluate and update Ordinances and policies to promote the construction of homes, businesses, and public facilities that conserve energy and achieve other green building standards. As one component of this, re-examine the existing Green Building Incentives adopted by the Board on September 11, 2012. Use U.S. Green Building Council's LEED program, Earthcraft, Envision, STAR Communities, WELL Building Standard, the Sustainable Development Code, and other sustainable building programs as guides in this effort.
- ENV 4.5 Investigate amending County Ordinances to allow or encourage appropriate energy production and conservation technologies in residential areas (i.e., rain barrels, cisterns, residential-sized wind turbines, solar panels, etc.).

- ENV 4.6 Investigate ways to amend the County Ordinances to support alternative energy production, and to amend ordinances or include special use permit conditions that protect and enhance natural resources on alternative energy production sites.
  - ENV 4.6.1. In Ordinances or as development approval conditions, include provisions to minimize clearing of forested land.
  - ENV 4.6.2. In Ordinances or as development approval conditions, implement best practice documents on the inclusion of native pollinator plants.
- ENV 4.7 Continue the current programs that have installed building management control systems in many County facilities which assist in reducing energy consumption. Continue to evaluate renewable energy technologies and energy efficiency improvements during capital maintenance activities.
- ENV 4.8 Continue to manage the County vehicle fleet to improve energy efficiency and reduce emissions by replacing fuel inefficient vehicles, assessing new technologies, and developing an anti-idling policy.
- ENV 4.9 Proactively work with private, local, regional, state and federal organizations to implement innovative solutions to improve air quality, including through the protection and enhancement of natural resources such as forest ecosystems.
- ENV 4.10 Use resources from the HRPDC or other applicable organizations to periodically monitor sea level rise at the local and/or regional level.
- ENV 4.11 Evaluate adjustments to watersheds, floodplains, and resource protection areas with changes to the VRMC mean high water line.
  - ENV 4.11.1 Use predicted shoreline protection needs to inform shoreline protection strategies and to re-examine relevant County master plans.
  - ENV 4.11.2 Notify landowners of likelihood of shoreline impacts based on shoreline protection needs.
- ENV 4.12 Continuing James City County's partnership with VIMS and the HRPDC to more fully identify specific issues with respect to riverine flooding, storm surge, sea level rise, and other conditions affecting coastal flooding in James City County.

#### COMMUNITY CHARACTER CHAPTER

The following materials represent the draft Community Character chapter as discussed by the Planning Commission Working Group (PCWG) as of May 3, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

#### Chapter Text: Requested Revisions from Final PCWG Review on May 3, 2021

1. Requested editorial changes to address typos or increase the clarity of the language.

## Chapter Design Guidelines Appendix: Requested Revisions from Final PCWG Reviews on May 3, 2021 and May 12, 2021

- 1. Requested editorial changes to address typos or increase the clarity of the language.
- 2. In the Residential: Apartment chapter, requested clarifying the Engage2045 Public Input portion describing results from Round 3 to state that none of the images of high-density development received a majority of positive scores.

## **Community Character**

#### Introduction

James City County's community character is often described as "historic," "rural," and "small town." Key components include the natural topography; large wooded areas of tall deciduous forests; open vistas across ravines, wetlands, and water bodies; relatively low traffic volumes; scenic roads; and small scale, low-intensity development. Places such as Norge, Toano, Grove, Five Forks, and Jamestown bring to mind separate, identifiable areas of the County. However, this small town feel and sense of place has been challenged by the growth of the past 20 years, including an evolution to more urban and suburban landscapes.

As this growth occurs, it can change the County's character in a positive or negative way. Factors such as architectural style and massing, streetscape, buffers, scale, and accessibility can influence whether designs are distinctive and build the community's character, or lack authenticity and are indistinguishable from those found anywhere else in the United States. Through its policies and Ordinances, the County continues to encourage new growth to locate inside the Primary Service Area (PSA), rather than outside the PSA in more rural areas. This important tool, along with other Ordinances, policies, and the new Character Design Guidelines, work to ensure that development is in keeping with the existing community and preserves the elements of the County's unique community character.

The character of James City County is important to its citizens and business community members alike, and has contributed to the County's attractiveness and growth through the years. As noted in the 2019 James City County Comprehensive Plan Survey (2019 Citizen Survey), preserving the nature of the area and its quality of life remains a high priority. Additionally, placemaking and economic development go hand in hand. According to research by the Virginia Office of Intermodal Planning and Investment, investing in placemaking not only creates livable, multimodal communities that are attractive to a broad range of residents - these elements also attract businesses and economic growth. Recent trends show that business site selection is data-driven, with companies looking for communities that can attract and retain a viable workforce.

The Community Character Chapter Goal, and the Strategies and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language as written in the 2035 Comprehensive Plan has been updated, with several changes to acknowledge the current character of the County by adding "architectural" to the qualities to be preserved and enhanced, "the overall health...of its residents" and by noting the County's "distinctive character" as a replacement for "rural and small town." The Goal now states: "The County will be a good steward of the land by preserving and enhancing the scenic, cultural, rural, farm, forestal, natural, architectural, and historic qualities that are essential to the County's distinctive character, economic vitality, and overall health and quality of life of its residents." In recognition of the importance and value of community character, the County has taken many positive steps over the years toward shaping future development, which are detailed in part in the Spotlight on Implementation section, and

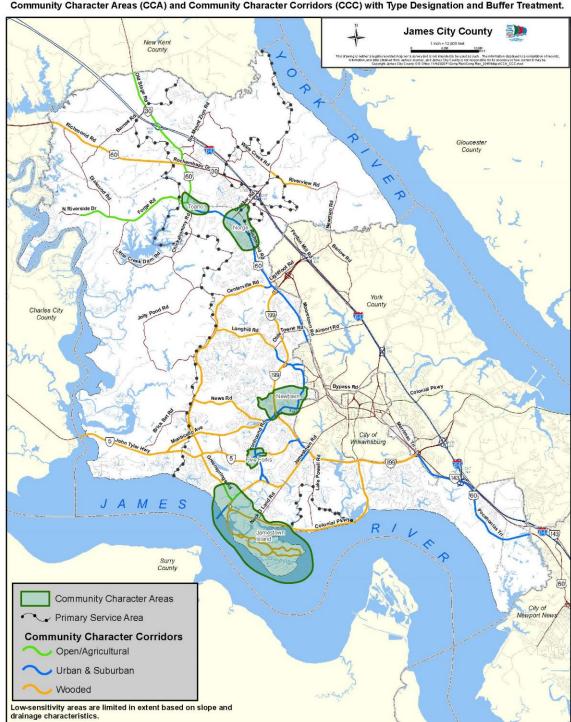
continues to be sensitive to the many characteristics that already exist. The methods that the County has at its disposal influence not only the appearance of the community, but also the way the community functions and the experiences of visitors, citizens, and those who do business in the County. Further action through the revised and updated Strategies and Actions will continue these efforts into the future.

## **Key Planning Influences**

## **Important Places of Character**

Recognizing the value and importance of the natural and historical resources of the County, the Comprehensive Plan has since 1997 designated certain roads and areas in the County as Community Character Corridors (CCCs) and Community Character Areas (CCAs). Other areas in the County such as the Grove and Croaker communities and Forge Road, although not designated as Community Characters, are still important places of character in the County. Map CC-1 shows the designated Community Character Corridors and Areas in the County.

Map CC-1: Community Character Areas and Community Character Corridors



Community Character Areas (CCA) and Community Character Corridors (CCC) with Type Designation and Buffer Treatment.

## **Community Character Corridors**

Community Character Corridors (CCCs) are roads in the County that were previously designated as greenbelt roads, described in the 1991 Comprehensive Plan as entrance corridors and roads which promoted the rural, natural, or historic character of the County. In 1997 they were adopted as CCCs and have played an instrumental role in helping to preserve the original character of these roads. More attention has been given to the roads which are considered to be entrance corridors, or gateways, because they set the important first impression that many visitors have of the area.

Since the 1997 Comprehensive Plan, each plan has identified the following three types of CCCs and their corresponding goals: Open/Agricultural, Wooded, and Urban/Suburban. Some roads have more than one designation depending on the location within the County.

Table CC-1: County CCC Designations

Road	Open/ Agricultural	Wooded	Urban/ Suburban
Centerville Road		X	X
Colonial Parkway		X	
DePue Road			X
Forge Road	X		
Greensprings Road	X	X	
Humelsine Parkway (Route 199)		X	X
Ironbound Road from Jamestown Road to News Road			X
Ironbound Road from Strawberry Plains Road to City of Williamsburg border			X
Jamestown Road		X	X
John Tyler Highway		X	X
Longhill Road		X	X
Monticello Avenue		X	X
News Road		X	
Old Stage Road and Barhamsville Road from Anderson's			
Corner (intersection of Routes 30 and 60) to New Kent County border	X		
Pocahontas Trail south of Humelsine Parkway to Newport News border			X
Richmond Road from Anderson's Corner to New Kent County border		X	
Richmond Road from Anderson's Corner to City of Williamsburg border	X		X
Riverview Road from Croaker Road to the entrance of York River State Park		X	
Sandy Bay Road from Ironbound Road to Jamestown Road			X

The County has created standards and guidelines for how CCC buffers are to be treated during development and how to preserve the unique community character along these key corridors throughout the County. To give better guidance regarding landscape treatments along the different Community Character Corridors, in January 2011, the Board of

Supervisors adopted buffer treatment guidelines and a map showing the location of the corridors and their buffer type designations.

For the most effective corridor buffers, existing plant material should be maintained and supplemented with a mix of small trees and shrubs that are both evergreen and deciduous and preferably native. Planting should occur in a staggered pattern, with the smaller understory plant material defining the edges of the existing groupings of material. New buffers can also be successfully planted in a more natural design, especially when the buffer might be very wide and the developer wants to reduce maintenance costs associated with a manicured area.

In addition to the treatment guidelines adopted by the Board, the Landscape Ordinance specifies when CCC buffer treatments are required for development plans. Generally, roads designated as CCCs require a 50-foot average buffer along the right-of-way, but in some instances the Ordinance allows for a buffer width reduction if it best complements the surrounding area. For example, parcels located in a Community Character Area with design guidelines recommending a more urban design with shallower setbacks may be eligible for a reduced CCC landscape buffer width in order to better align with the neighboring streetscape. A buffer reduction may be conditioned upon superior site design, such as enhanced landscaping and architectural features, and should not be viewed as a method for reducing landscaping requirements. Additionally, consideration should be paid to the context of the right-of-way itself. For example, the design of any complementary facilities should be in keeping with state and regional guidelines, such as the Virginia Department of Rail and Public Transportation (DRPT) Multimodal System Design Guidelines.

Highlights from the adopted policy describing the three types of buffer treatments and their corresponding goals are provided below.

#### **Urban/Suburban Community Character Corridors**

- Characterized as having high to moderate traffic, commercial uses, and some residential uses.
- Predominant visual character should be the built environment and natural landscape.
- Buffer treatments should incorporate existing and new vegetation, berms, and other desirable design features to complement and enhance the visual quality of the corridor.
- Vehicle-related activities such as parking lots, deliveries, and outdoor operations should be screened.



Image CC-1. Richmond Road along Williamsburg Premium Outlets

Shrub (typ.)

Ornamental Tree (typ.)

Deciduous Shade Tree (typ.)

Shrub (typ.)

Existing/ Proposed Right-of-Way

Street Tree (typ.)

Urban/suburban CCC

GREENSPRINGS

Figure CC-1. Urban/suburban CCC treatment exhibit

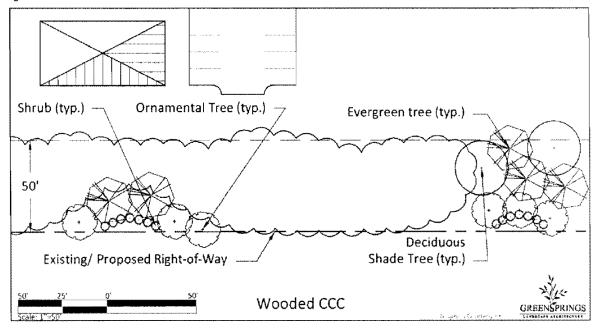
### **Wooded Community Character Corridors**

- Characterized as having natural wooded areas along the road, with light to moderate traffic, and minimal commercial development.
- Existing vegetation should be preserved or supplemented to create a wooded buffer that preserves open space and wildlife habitat.
- The buffer should visually screen the development from the road to maintain the natural character of the County.



Image CC-2. Western Monticello Avenue

Figure CC-2. Wooded CCC treatment exhibit

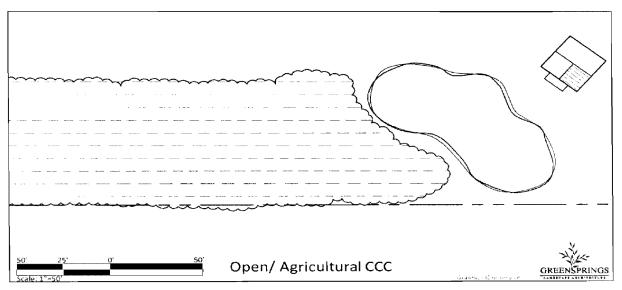


## Open/Agricultural Community Character Corridors

- Characterized as a corridor located primarily in rural lands where farming and forestry activities are predominant.
- The viewshed and integrity of farm fields and natural open spaces should be preserved so they remain the dominant visual features.



Figure CC-3. Open/Agricultural CCC treatment exhibit



#### **Rural Roads**

A number of secondary roads both inside and outside the PSA have a distinct rural character. These roads are characterized by pavement widths typically less than 20 feet, limited sight distances, narrow shoulders, and in many instances, tree canopies that extend over the pavement. Such roads play a major role in preserving the rural character of the County. Some need safety improvements while others are impacted by traffic volumes greater than their intended capabilities. The County works with the Virginia Department of Transportation (VDOT) to make needed improvements through the Secondary Six-Year Improvement Program (SSYIP) in a manner that retains the rural character of these roads.

## **Community Character Areas**

#### Existing Community Character Areas

During the 1997 Comprehensive Plan process, certain areas of James City County were confirmed as important places during the public participation process. The following areas are identified as Community Character Areas (CCAs):

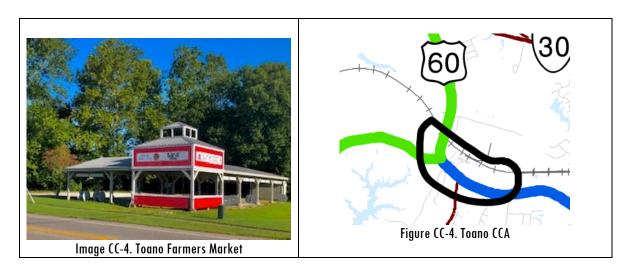
- Toano
- Norge
- Jamestown Island Jamestown Settlement Greensprings Road
- New Town
- Five Forks

Design guidelines for future development have been developed for these areas. Both Toano and the Five Forks CCAs have standalone design guidelines with specific design standards adopted by the Board of Supervisors. The New Town CCA has guidelines developed as part of the rezoning and master planning of the New Town Mixed Use development.

Unlike these three CCAs, Norge and Jamestown Island do not have standalone design guidelines, and therefore, design standards for these areas are listed within the text below.

The boundaries of CCAs, as represented on the Land Use Map, are not intended to be parcel-specific. Instead, they are meant to be used as a guide to areas that citizens have identified as possessing unique characteristics and maintaining a relatively defined sense of place. The specific design characteristics outlined for each area are used at the discretion of the Board of Supervisors when considering new large-scale developments at the rezoning and Special Use Permit (SUP) stage and are not necessarily intended to be applied to individual homeowners in existing neighborhoods. Most CCAs have a central core area, where stricter adherence to the area's description is seen as very important in order for the area to maintain the desired character. Application of the design characteristics may be more relaxed for parcels towards the perimeter of the CCA, but may still involve an evaluation of the parcel's impact on other adjacent parcels within the CCA, specifically as they pertain to the viewshed, parcel connections, and walkability.

#### Toano



Toano, derived from a western U.S. Native American word meaning "high ground," has been a center of modern commerce and trade since the colonial era. Prior to English colonization, this area was part of the Powhatan Confederacy. Beginning in the 1700s, the area was home to "ordinaries," or inns providing lodging and meals to travelers on the road from Williamsburg to Richmond. The area became known as "Burnt Ordinary" following a Revolutionary War-era fire, and retained this name until the 1880s, when it was renamed to Toano by out-of-town developers of the C&O Railway for a new station on a new rail line.

The addition of the railroad allowed commerce to grow, and by the early 20<sup>th</sup> century downtown Toano included the C&O depot, a variety of retail shops and trades services, banks, inns, and a school. The area became known as a "Village of Stores" and solidified itself as an important commercial hub for upper James City County.

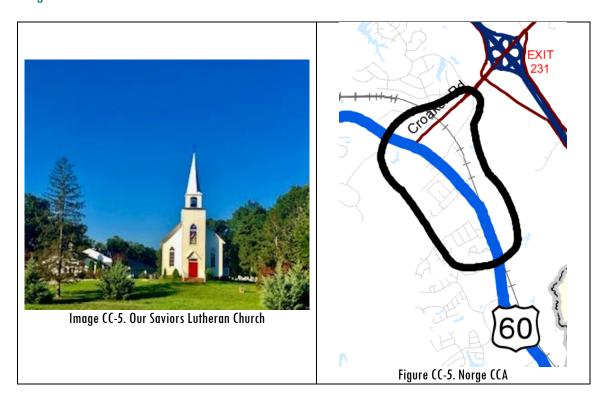
Toano still retains much of the "village" character that led to its designation as a Community Character Area. Although some new development has occurred, the character

is still dominated by buildings constructed at the beginning of the 20th century. These buildings have shallow setbacks and many are two-story, creating a more pedestrian-oriented storefront environment than any other area in the County. Toano has also retained a fairly clear visual separation from more recent development along Richmond Road, with visitors enjoying a distinct sense of arrival from both the east and the west.

In September 2005, the Board of Supervisors created the Toano Community Character Area Study Committee in order to listen to the views of County citizens, particularly those who live and work in Toano. The Committee's purpose was to recommend principles and guidelines that highlight and honor Toano's history, encourage growth that enhances the area's character, and improve streetscapes and a pedestrian-friendly town center. The guidelines created by the study were adopted by the Board of Supervisors in February 2006. The design guidelines highlight improvements and plans for the Toano area and give guidance for all future developments inside the CCA. For parcels fronting on Richmond Road on the northwest side of its intersection with Forge Road, the design guidelines encourage a mix of commercial and residential uses, but predominantly neighborhood commercial on the Richmond Road frontage. Speed limits should be lowered in transitional zones entering Historic Toano, and pedestrian/bicycle access should be promoted throughout the corridor with safe, improved sidewalks, crosswalks, bike lanes, and sidewalk buffers.

Since the design guidelines were adopted, improvements have been made to median landscaping, sidewalks, and signage, and additional drainage and roadway infrastructure improvements are currently being planned. An example of beautification improvements include the installation of "Welcome to Toano" signs in 2006, featuring a design inspired by demi-lune windows, a type of window frequently featured in early 20<sup>th</sup> century architecture around the village. In addition to these efforts, in 2019 the Toano Commercial Historic District was added to the National Register of Historic Places, and in 2020 Toano was accepted as a Commercial District Affiliate of the Virginia Main Street Program. An affiliate is an introductory tier of the Main Street Program that allows communities to access the national network of strategies and resources for preserving and revitalizing community character.

#### Norge



Prior to the 1890s, the area now encompassing Norge was sparsely populated. Settlers of Scandinavian origin located in the Midwestern United States, who were unhappy with the farming conditions of the Midwest, were persuaded to move to the upper Peninsula through the efforts of Carl M. Bergh, a Norwegian immigrant who worked as a C&O Railway land agent. Having bought property in James City County himself, he soon encouraged other Norwegians to join him. The first Norwegian resettlers arrived in the late 1890s and situated themselves in the area now known as Norge.

In contrast to Toano, Norge has been more impacted by recent commercial development along Richmond Road and has not been the subject of a subarea study. While Norge continues to have a unique and identifiable residential component located off Richmond Road, along with some pedestrian-oriented storefronts, the early 20th century "village" character of its business and residential areas along Richmond Road has been visually impacted by automobile-oriented development. Many original buildings from the early 1900s were demolished for the widening of Richmond Road in the 1960s. Further, newer development from the east has substantially blurred the distinction between Norge and neighboring Lightfoot. A subarea study with guidelines similar to Toano may be beneficial in providing a more comprehensive evaluation of how to minimize impacts to the historic village character of Norge. Outlined below are specific design standards intended to guide future development and redevelopment in Norge:

- The architecture, scale, materials, spacing, and color of buildings should complement the historic character of the area.
- Building setbacks should be consistent with nearby historic buildings and structures.

- Where possible, parking should be located to the rear of buildings. Parking should be screened from roadway and adjacent properties.
- Shared access and parking should be pursued before constructing new access breaks and parking facilities.
- Existing specimen trees and shrubs should be preserved to the extent possible.
- New landscaping should be of a type, size, and scale to complement and enhance the building and site design. Native plant and tree species are encouraged.
- Signage should be of a scale, size, color, and materials to complement the historic character of the area.
- Pedestrian and bicycle access and circulation should be promoted through the provision of sidewalks, bike racks, benches, crosswalks, street trees, and other design features which help accomplish this goal.
- Mixed use development which provides residential, commercial, and office uses in close proximity is encouraged.
- Efforts to maintain and reinforce the boundaries of Norge and Toano through open space and site design measures are strongly encouraged.

Community character considerations are important for development within areas of the CCA that are designated Economic Opportunity (EO) areas but present some unique considerations. Acknowledging that most EO land is at the perimeter of the Norge CCA, protecting the viewshed around the central core of the CCA and along the railroad should be a primary consideration. Outlined below are specific design standards intended to guide future development and redevelopment in the Norge EO:

- Building setbacks similar to those in central Norge should be more flexible based on the types of uses that are master planned within the CCA. For compatible uses with low impacts, smaller setbacks should be encouraged to integrate the areas. For larger, less compatible uses, attention should be paid to larger setbacks and buffering to minimize impacts.
- Building scale may be larger, but height and massing should gradually increase as development moves away from the core of Norge and closer to the perimeter of the CCA.
- Architectural features consistent with the Norge area should be included in designs for those buildings that are contained within or are clearly visible from the CCA.
- Signage facing into the CCA should also be minimized or designed in a manner consistent with the Norge character.
- Pedestrian and bicycle connections over the railroad tracks should also be promoted through the use of elevated or signalized crossings, sidewalks along roads on either side of the tracks, and bike racks to further integrate EO land with the Norge CCA.

#### Jamestown Island — Jamestown Settlement — Greensprings Road





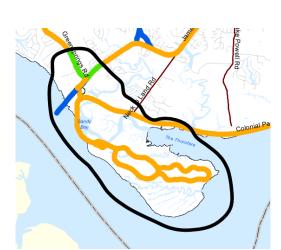


Figure CC-6. Jamestown-Greensprings Road CCA outline

Since acquiring Jamestown Beach Event Park and the James City County Marina in 2006 as greenspace purchases, the County has invested in shaping the long-term preservation and revitalization of this important corridor. With its waterfront access and close proximity to both Jamestown Settlement and Colonial National Historical Park, this area has unique opportunities for historic and environmental preservation, as well as economic development.

Jamestown Beach and the Marina, along with Chickahominy Riverfront Park on John Tyler Highway, were evaluated in a master planning project called Shaping Our Shores (SOS). Originally adopted by the Board of Supervisors on June 9, 2009, the SOS Master Plan addressed the long-range physical development, use, and stewardship of these sites over the next 20 years. It presented a vision for the physical environment that promoted and supported the values and goals of James City County citizens. The master plan proposed specific land uses and development which are compatible with specific design standards outlined below:

- The architecture, scale, materials, and color of buildings should be complementary and reflect the historic character of James City County, the City of Williamsburg, and Colonial Williamsburg.
- All development should be well screened from Jamestown Road.
- Parking should be located to the rear of buildings and should be well landscaped with shrubs and street trees.
- All utilities should be placed underground.
- Existing specimen trees and shrubs should be preserved to the extent possible.
- New landscaping should be of a type, size, and scale to complement and enhance the building and site design. Native plant and tree species are encouraged.

- Signage should be of a scale, size, color, and materials to complement the architecture and scale of buildings. Low signs with subdued colors are encouraged.
- Pedestrian and bicycle access and circulation should be promoted through the provision of sidewalks, bike racks, benches, and other design features which help accomplish this goal.
- Natural woodland, open space, and waterfront vistas should be the predominant features.
- Public access to the waterfront should be an integral feature of new development but carefully designed to limit the visual impact on views from the river.

In 2018, a review and update of the 2009 SOS Master Plan was launched by the Parks and Recreation Department to incorporate recently added amenities and adapt to changes in the community's facility needs. The purpose of the review was not to recreate or fix the old plan, but rather to update the plan with these goals:

- Evaluate and confirm where existing park amenities are successfully meeting community needs;
- Identify unmet needs or opportunities and challenges to improve upon existing amenities;
- Evaluate maintenance/conditions and longevity of park features;
- Learn from the community if facilities in the plan are no longer needed, feasible, or should be built in other parks; and
- Create an updated master plan to guide development for the next decade and beyond.

Staff from Parks and Recreation, Economic Development, Planning, General Services, and the James City Service Authority were all involved in the review to ensure the revised master plan complied with local infrastructure and easement requirements and provided enhanced revenue opportunities. Feedback from the community was also sought through public meetings, online surveys, and paper surveys. Some changes included relocation of buildings, equipment and amenities out of the flood plain, removing high-intensity uses such as condos and retail, and adding facilities such as bathrooms and offices. The SOS Master Plan update was adopted by the James City County Board of Supervisors on July 28, 2020.

#### **New Town**



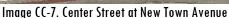




Figure CC-7. New Town CCA outline

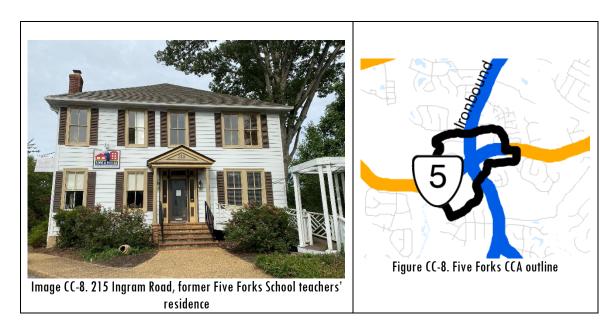
In August 1995, James City County and the C.C. Casey Limited Company sponsored parallel design competitions for a Courthouse and Town Plan, respectively, to be located on approximately 600 acres known as the "Casey" Property. The winning town plan, chosen from among 99 entries worldwide, was submitted by Michel Dionne, Paul Milana, and Christopher Stienon of New York City. The plan included several civic facilities, 600,000 square feet of regional and community retail, 400,000 square feet of office space, and 2,000 residential units of varying types. The plan locates a civic green at the southeast corner of the site where it becomes central to the larger Williamsburg region and a gateway to the town. A retail square is the focus of the mixed use town center with research and development corporations along Discovery Boulevard. The neighborhoods are composed of a simple street and block pattern that accommodates alleys and permits a variety of lot sizes and housing types. The public spaces of the plan connect to the regional system of public open space so that the new town becomes an urban extension and center for the region. Using the winning town plan as a launching pad, on December 22, 1997, the Board of Supervisors approved rezoning applications that set forth the New Town binding Master Plan and Design Review Guidelines.

Since then, the Board has amended the guidelines several times as new sections have been developed. The design guidelines were prepared by Cooper, Robertson & Partners, and the New Town Design Review Board was created to review all development plans within the New Town master plan area for compliance with the guidelines. Both the guidelines and master plan established standards for different areas of New Town. As development continues many of the original design features are now taking shape, and the New Town Design Review Board has been instrumental in adhering to the design guidelines, thus ensuring that the original concept is realized.

The area designated as the New Town CCA is mostly the same area shown on the adopted master plan for New Town; however, some parcels located within the CCA are not part of the master plan or subject to the same proffers. For the parcels that are located within the New Town Master Plan area and which were rezoned, development must follow the standards provided by the adopted design guidelines. For the parcels that are in the New

Town Master Plan area and referenced in the design guidelines but were not rezoned or bound by proffers, development is strongly encouraged to follow the design guidelines. For parcels located outside the New Town Master Plan area, development is encouraged to follow New Town's architectural and design features in order to maintain a unifying look and feel to the area.

#### **Five Forks**



Five Forks is an area that retains elements of a village character, including two original buildings dating to the early 1900s: the original Five Forks School and the neighboring teachers' residence, located near the corner of Ironbound and Ingram Roads. Both are good surviving examples of American four square construction and have influenced the design of newer buildings directly adjacent, which were designed to share a vernacular appearance.

This area has grown and changed, and as a result, the Board of Supervisors created the Five Forks Area Study Committee in June 2004 to listen to the views of County citizens, particularly those who live and work in Five Forks. The Committee's purpose was to recommend principles that preserve and build upon the many positive qualities of Five Forks, including protecting both creek watersheds and safeguarding the village character of the area. These principles addressed residential growth, commercial development, traffic concerns, and alternative transportation, and called for the creation of the Five Forks Community Character Area to incorporate design standards for future development. The Board of Supervisors adopted the Primary Principles for the Five Forks Area in August 2004.

## Other Special Places

While not all areas that contribute to the County's character have historic or distinct architecture and definable boundaries that would qualify them as Community Character Areas, they are still special to the community because of historic, aesthetic, natural, and/or cultural elements that exist in these locations. Because of this, additional consideration should be given to enhancing and building the character of these areas. Based upon citizen comments as well as a review of documents from the Historical Commission and the book, *James City County: Keystone of the Commonwealth*, three special places have been identified for their contributions to the greater community: the Grove, Croaker, and Forge Road communities.

#### Grove

Grove is a community in the southeastern portion of the County, valued for its historic, cultural, and agricultural roots. Bordered by the James River to the west and separated from the Newport News city limits by Skiffes Creek, the area was originally part of the Powhatan Confederacy before being colonized by the English. Historic sites in Grove related to Virginia's colonial past include the archaeological site of Wolstenholme Towne, the administrative center of Martin's Hundred dating to 1618, and Carter's Grove Plantation, built in 1755. The Grove community was probably named for nearby Grove Creek, which drains into the James River about six miles east of Jamestown. It may also have been named after Carter's Grove Plantation.

The southeast portion of Grove was largely agricultural through the 1990s before being developed into industrial parks. While the physical presence of Grove's agricultural roots has decreased, a small amount of agricultural land remains on the Carter's Grove property, which is currently included in the Agricultural and Forestal District program.

Grove's present day development began with African-American settlement by freedmen from Carter's Grove and other plantations following the American Civil War. Its population was fewer than 100 people until after the turn of the 20th century. The African-American population increased during the two World Wars, due in part to attracting hundreds of people displaced by federal land acquisition for military installations, including the Naval Weapons Station, Cheatham Annex, and Camp Peary. Grove eventually became the largest African-American community in the County and was commemorated with a Historical Highway Marker in 2013.

Today, Grove is an active community with increasing amenities and programs, including the Abram Frink, Jr. Community Center, the Community Garden, and Grove Community Playground, which was recently refurbished. Proposed additions by the County include a Lower County Park and a new Convenience Center, both cited in the top five priorities by the Planning Commission in the adopted 2021-25 Capital Improvements Program. Additionally, a segment of Pocahontas Trail will be widened and has undergone a VDOT corridor study with public feedback. To help protect and complement the visual character of the community, Pocahontas Trail, the main thoroughfare through Grove, is a designated Community Character Corridor. Any new development along this route must adhere to CCC buffer requirements. As the area grows and industrial development brings jobs and

new residents, it will continue to be important to identify and enhance the special character of Grove.

#### Croaker

Croaker is a community on the south bank of the York River. The name "Croaker" is believed to have derived from the abundant quantity of Atlantic Croaker, an inshore, bottom-dwelling fish. The community of Croaker was known in its early history as Taskinas Plantation, then Hollywood due to the many holly trees. "Taskinask" was designated by the Tobacco Inspection Act of 1730 as the site of the public tobacco warehouse where local planters stored their crops to be shipped to England. While much of Croaker is now within York River State Park, the remaining area is divided among residential, farming, and woodland areas, which was highlighted as a special place by citizens. The Croaker community includes many historic resources. Croaker Landing, an archaeological site listed on the National Register of Historic Places (NRHP) since 1987, contains evidence of Native American habitation throughout the Woodland Period (c. 1000 B.C. - A.D. 1600). Riverview Plantation, a historic Federal and Greek Revival home dating to the 1850s with early 20th century additions, is also listed on the NRHP. The grounds of Riverview also include contributing structures dating to the 1940s.

Riverview Road from Croaker Road to York River State Park has been designated as an open/agricultural CCC, which enhances the County's ability to preserve the special character of this area. Valued for its history as an agricultural community, the farming and natural character of the area is notable as one of the few agricultural communities left in the County. Since the opening of York River State Park much of the scenic beauty of the areas has been preserved for generations to come, but special attention should be given to acknowledging and protecting the remaining agricultural character of the area.

#### Forge Road

As colonists moved inland from Jamestown along the waterways, the land bound by the Chickahominy River and Diascund Creek was rapidly settled. By the mid-18th century a number of large farms were established in the area that would become the Forge Road corridor. In this area, troop movement occurred during both the Revolutionary and Civil Wars. The Revolutionary War-era Chickahominy Shipyard, destroyed by the British in 1781 and now included on the National Register of Historic Places, was accessed from Forge Road. Despite the activity that took place in this area during the Revolutionary and Civil Wars, a significant number of 18th and 19th century homes survive today along Forge Road. Architectural remnants which reflect the agrarian heritage of the Forge Road community include the homes of Windsor Castle, Lombardy, and Warrenton.

Today the vistas seen from Forge Road are of larger, pastoral parcels, used primarily for agricultural purposes. The relatively flat terrain along the road has mostly been cleared for residences, crops, or livestock, with denser clusters of trees located at the rear of parcels or around bodies of water. Houses and other structures tend to be set back farther from the road. Much of the land in this area has been recognized for having prime farmland soils and has been an attractive area for horse-related uses. The County has invested in various open space purchases along this corridor.

Forge Road is a two-lane road with a shoulder and is designated as an Open/Agricultural CCC. Additionally, Forge Road at the intersection of Richmond Road is within the Toano CCA. Given the area's historic significance, the agricultural value of the land and the unique and attractive viewshed, the County has been careful regarding road improvements to Forge Road for vehicular traffic. Future development proposals for Forge Road will be encouraged to preserve the agricultural economy that has defined the rural character rooted here for generations.

## **Factors that Influence Community Character**

There are many different factors that can influence community appearance and character. In James City County, factors such as architectural and design elements, the preservation of natural resources, and the area's historic and cultural heritage are important elements that contribute to the overall character of the County.

## **Neighborhood and Community Appearance**

While market conditions greatly determine the type of housing and commercial product offered to citizens, the County can influence the design and appearance of the community to meet the ideals expressed by citizens. Public input shows that many residents value the history and culture of the area, as well as the small-town and friendly atmosphere the County offers. Elements of development can reflect these characteristics that help make James City County a special place for its residents. They are addressed in many ways, from suggestions and requirements for new development to expectations for public plans and improvements.

#### **County Policy and Beautification**

The County employs development review and other techniques than for beautification. The County has designated funds toward the beautification of high profile corridors, intersections, and public areas in the County, including landscape planting and maintenance. Landscaping has been installed along Humelsine Parkway, Monticello Avenue, Richmond Road, Jamestown Road, Anderson's Corner, and many other areas. County staff also created a sound wall policy and provided feedback regarding landscaping and sound walls to the Virginia Department of Transportation (VDOT) for the I-64 widening project. In addition to landscaping, James City County funded the replacement of standard VDOT signs along Humelsine Parkway and adjacent roads with signs more complementary to the character of the area. Previous efforts included the installation a new wayfinding system in anticipation of the Jamestown 400th Anniversary Commemoration, completed in 2006. This was a regional effort to make the entire Historic Triangle more navigable, with signage that was easier to read and more aesthetically pleasing than the standard VDOT signs.

The County's Sign Ordinance also includes regulations intended to safeguard against inappropriate or excessive signage that may be incompatible with the surrounding character of the area. The Sign Ordinance was amended in 2017 in response to a Supreme Court

ruling which stripped localities of the ability to regulate signage based on content, but protections against nuisance signage remained as strong as possible through clarifications to the County's definitions and regulations. Examples include restrictions against off-site signs, illuminated signs, temporary signs, and new billboards, along with specifications for sign dimensions relative to a building façade's surface area. Colors and design of signs are further reviewed for aesthetic compatibility when located on a CCC, within a CCA, or as required by proffers and conditions. Reducing distractions, obstructions, and visual clutter helps protect the historic and natural character of the County, as well as promote traffic and pedestrian safety.

#### **Character Design Guidelines**

Historically, the County has been able to review architectural elevations and/or design guidelines when required for legislative cases. The resulting documents typically then become a binding commitment through conditions or proffers. However, design guidelines are specific to the vision of the developer and may have limited consistency in the elements addressed as compared to other development.

The James City County Engage2045 Comprehensive Plan update is grounded in the idea that County residents should steer the future of their community through clear and open engagement in the planning process. Community engagement opportunities have included a variety of surveys, forums, meetings, and other venues for input on growth, goals, appearance and other topics. Through these engagement opportunities, residents have expressed interests in preserving aspects of James City County's appearance and character that can be shaped by design guidelines.

The James City County Design Guidelines, found in Appendix [insert], are an important new tool to achieve community character goals. The Guidelines present standards and best practices for lot siting, building placement, building form, access, and landscaping across the County. The Guidelines were developed to support the goals of the James City County Comprehensive Plan and reflect the community's preferences and priorities for the County's continued growth in coming years. The Guidelines ensure that new development is contextual and reflective of James City County's unique natural, historic, and cultural resources, promotes the walkable scale and character the residents appreciate in their neighborhoods, directs new growth to embody sustainable land use practices and landscaping that preserve and protect the County's community character, and contribute to continued distinct character and economic vitality throughout the County. The Guidelines are divided into chapters covering Site and Street Design; Rural; Small Lot (one unit per lot: single-family and multi-family units); Apartments; Commercial & Industrial; and Mixed Use. The Guidelines focus on guidance for development form and placement, and are intended to complement the guidance on use and development scale/intensity found in the land use designation descriptions in the Land Use Chapter. In addition, the Guidelines are intended to complement, but not supersede, the guidance provided in this chapter for the geographically-specific Community Character Corridors and Community Character Areas. Development proposals will also still need to meet Zoning Ordinance requirements.

The new Comprehensive Plan, with the addition of strong Character Guidelines based on public input, will considerably enhance the County's ability to shape new development so that it is more sensitive to community character and design quality standards.

## **Preserving Vegetation during Development**

Landscape requirements per the Zoning Ordinance, open space requirements per the Chesapeake Bay Preservation Ordinance, and buffer preservation all play a role in retaining existing trees and vegetation during development. Listed below are some of the Zoning Ordinance requirements that help the County preserve vegetation during development.

- CCCs and Right-of-Way Landscape Requirements. When development occurs along a
  right-of-way, landscape buffers directly adjacent to the right-of-way are required to be
  preserved or installed. CCCs require a 50-foot buffer for commercial projects and a
  150-foot buffer for major subdivision projects. All other roads require a 30-foot buffer
  for commercial projects and a 75-foot buffer for major subdivision projects.
- *Transitional Screening*. When development occurs adjacent to a conflicting land use, such as a commercial development next to a residential district, an enlarged buffer is required between the two uses. The buffer is required to be preserved in its natural and undisturbed state. If the buffer is not vegetated, then screening landscaping is to be installed.
- Perimeter Buffers. The side and rear perimeters of parcels located in commercial or industrial districts that are not adjacent to a roadway or require transitional screening must have a 15-foot landscape buffer. These buffers are to be left in their natural undisturbed state, unless supplemental planting is needed.
- *Phased Clearing Plan*. A Phased Clearing Plan is required for any development that disturbs more than 25 acres. This requirement is intended to minimize the size of areas of land to be cleared at once, enabling developers to lessen the visual and environmental impacts that the clearing causes.
- Outstanding Specimen Tree Designation. The Zoning Ordinance includes an Outstanding Specimen Tree Designation. This designation allows developers to gain five credits toward fulfilling tree planting requirements. This incentive is intended to make it more economically feasible and practical for developers to preserve large healthy specimen trees.
- Tree Protection and Criteria for Removal. The Zoning Ordinance establishes criteria and standards for the protection of existing trees in accordance with specifications contained within the Virginia Erosion and Sediment Control Handbook.

These constitute a comprehensive and extensive set of County regulations to preserve vegetation. By implementing the following procedures to enforce these regulations, the County endeavors to improve the quality of tree preservation efforts and ensure the integrity of buffers:

- Concurrently conduct plan reviews by both Stormwater & Resource Protection Division and Planning Division staff.
- Enforce the language of the tree protection Landscape Ordinance.
- Emphasize tree protection measures during pre-construction meetings.

- Train the County Stormwater & Resource Protection Division inspectors on proper tree protection measures and identification of native plants.
- Strictly enforce tree protection measures during development and follow up on violations found in the field for encroachment into protected areas, as well as for damage associated with improper tree protection techniques.

## **Historic Preservation**

#### **Historic Sites**

The character of James City County is closely linked with the numerous known and unknown historic sites within its boundaries. As home to Native American settlements dating to prehistoric times, Jamestown Island, the Battle of Green Spring, and the first free black settlement, just to name a few, the County is known for its diverse wealth of nationally significant historic and archaeological resources. Currently, the County has 18 properties on the National Register of Historic Places and/or the Virginia Landmarks Register, detailed in Table CC-2. The newest addition to these registers is the Toano Commercial Historic District, approved in 2018 at the state level, and 2019 federally.

Table CC-2: Properties Listed on the Virginia Landmarks Register and/or the National Register of Historic Places

Property Name	Property Type	Virginia Landmarks Register	National Register of Historic Places
Amblers House	19th-century dwelling	X	X
Carter's Grove*	18th-century plantation	X	X
Chickahominy Shipyard Archaeological Sites	18th-century shipyard	X	Х
Colonial National Historical Park/Colonial Parkway	Collection of noncontiguous 17th-/18th-century sites and 20th-century scenic parkway		X
Croaker Landing Archaeological Site	Prehistoric archaeological site, middle-late Woodland Period	X	X
Governor's Land Archaeological District	17th-century English settlement sites	X	X
Green Spring Archaeological Site	17th-century plantation	X	X
Hickory Neck Church	18th-century church	X	X
Jamestown National Historic Site	17th-century village	X	X
Kingsmill Plantation Archaeological District	18th-century plantation	X	X
Norge Train Depot	20th-century train depot	X	X

Property Name	Property Type	Virginia Landmarks Register	National Register of Historic Places
Paspahegh Archaeological Site	Prehistoric Native American settlement	Х	X
Pinewoods (Warbuton House)	17th-century dwelling	X	Х
Powhatan	18th-century dwelling	X	X
Riverview	19th-/20th-century dwelling	X	X
Stone House	c. 17th-century structure, unknown origin	X	X
Toano Commercial Historic District	Early 20th-century commercial center	X	X
Tutter's Neck Site	18th-century dwelling	X	
White Hall	19th-century dwelling	Х	Х
Windsor Castle	18th-century dwelling	X	X

Source: Virginia Department of Historic Resources \*Also Designated a National Historic Landmark

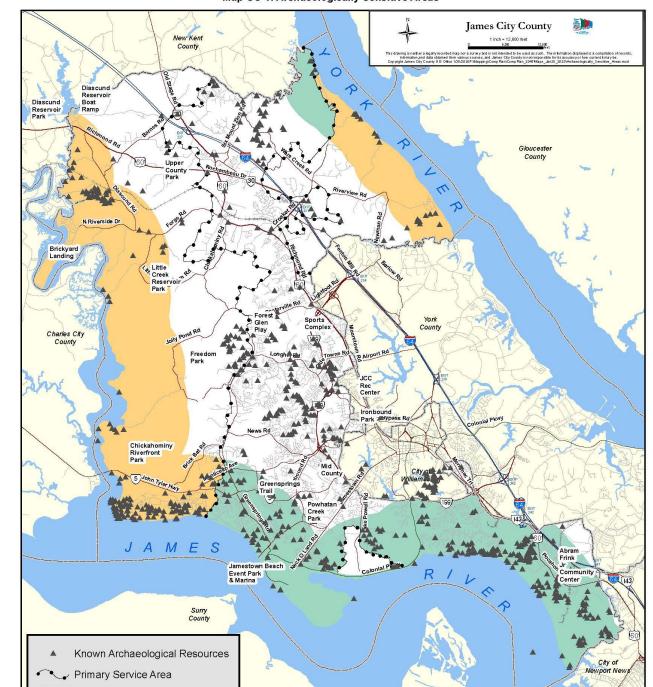
#### **Archaeological Studies and Policies**

The County's Archaeological Policy was adopted by the Board of Supervisors in 1998 and applies to legislative rezoning and SUP cases, ensuring the identification and protection of sites as new development occurs in the County. The policy recommends adding a condition to all appropriate legislative cases requiring archaeological studies within the proposed limits of disturbance. Submitted studies are reviewed by the Virginia Department of Historic Resources (DHR) for conformance with DHR's *Guidelines for Conducting Historic Resources Surveys in Virginia* and the Secretary of the Interior's *Standards for Archaeological Documentation*. Sites that are identified as potentially eligible for the National Register must conduct further studies to either preserve the site in situ or excavate and document the materials found within the site per an approved treatment plan.

In 2018, the policy was converted to an Ordinance requirement for non-legislative development projects that require a site plan. This ensured that by-right projects would be subject to the same archaeological requirements as legislative cases, and provided further assurances that unknown archaeological resources would be preserved or documented within the County.

In addition to development-related requirements, the following studies have been commissioned to identify and evaluate the archaeological and historic resources in the County, and future opportunities for updates to these studies could be explored:

- Toward a Resource Protection Process is a cultural resource preservation plan for James City County, York County, Williamsburg, and Poquoson written by the Colonial Williamsburg Foundation in 1986. It was updated (RP3) in 1992.
- Preserving Our Hidden Heritage is an archaeological assessment of historic resources in James City County written by the College of William and Mary Center for Archaeological Research in 1997. Map CC-1 illustrates moderate, high, and ultrasensitive resource areas in the County as identified by this study. An update to this plan should be considered.
- An architectural survey was begun by the County in 1999 and was expanded in 2006 to include 223 historic properties. The survey establishes historic contexts, which are guides that categorize these properties by period of time, ethnic and cultural background, and how they were influenced by historical events of the times. Each historical context has its own set of historical and architectural themes. The survey has been an important planning tool in negotiations with developers to demonstrate the importance of the structure and why it should be preserved. Some notable successes are the redevelopment in the Five Forks area of the former school building and the renovation of the Power's house on Richmond Road in Toano.



High Sensitivity Area
Ultra Sensitivity Area
Moderate Sensitivity Area

Low-sensitivity areas are limited in extent based on slope and drainage characteristics.

Map CC-1: Archaeologically Sensitive Areas

#### **Historical Commission**

In 1985 the Board of Supervisors established the Historical Commission, whose mission is to further the efforts of the County to document, commemorate, preserve, and promote public interest in the history and historic legacy of the County. The Commission meets bimonthly September through May each year, and in cooperation as appropriate with County agencies and other public or private bodies, carries out the following objectives:

- Ensure that historic buildings and archaeological sites are surveyed, identified, and documented within the County;
- Assemble, preserve, and disseminate information respecting such buildings and sites;
- Advise the County government and appropriate private parties on historical considerations relating to the use and development of land, waterways, and other resources within the County; and
- Conduct and encourage educational activities that will stimulate interest in the history and archaeology of the County.

Typical projects for the Historical Commission include funding new historic highway markers through DHR's historic highway marker program, presenting annual Historic Preservation Awards to community members or groups who have made significant local contributions, and commissioning architectural/archaeological studies of important sites.

## **Utility Lines**

Utility lines include electrical, natural gas, petroleum, water and sewer transmission, and communication lines and related facilities. Many utilities are placed underground or are substantially screened for safety reasons. Although all new utilities are required to be placed underground unless granted an exception by the Planning Commission, the visual impact of existing or proposed above-ground utilities can be substantial and can increase as lines are upgraded and expanded. Not only is undergrounding of utilities an important aspect of Community Character, it also helps to improve reliability since underground utilities are less susceptible to damage during storm events and vehicle accidents.

Placing existing utilities underground can be costly and difficult. Often the most efficient way to accomplish the burial of utility lines is in conjunction with transportation projects where the County does not have to bear all the costs. Recent and upcoming examples of burying utility lines concurrently with road projects include the widening of Longhill Road and Croaker Road, and turn lane construction along Olde Towne Road. Past examples include projects along Jamestown Road, John Tyler Highway, and Ironbound Road. Given this efficiency and broader benefits, it will continue to be the policy of the County to evaluate and pursue burial of existing utilities in conjunction with transportation projects.

### **Communications Facilities**

In 1998, the increasing need for new wireless communication facilities (WCF) prompted the County to establish a new division in the Zoning Ordinance to address them, along with the *Performance Standards for Wireless Communication Facilities* policy. Through the use of the new Ordinance and policy, the County sought to accomplish the following:

- Keep the number of WCF sites to a minimum;
- Minimize the impacts of newly approved WCF facilities; and
- Expedite the approval process for new WCF applications.

The Ordinance and performance standards strived to mitigate the impact of WCF on the viewsheds of surrounding areas. This could be achieved by constructing towers below the surrounding tree line or built as a camouflaged structure to blend in with the surrounding natural and man-made environment. The Ordinance also included protections against new towers in certain residential districts.

Amendments to the WCF Ordinance and policy were approved in 2012 and in 2016 to ensure compatibility with new technologies, promote by-right options for hidden antennas, add protections against by-right towers within residential districts, and clarify mechanisms to review certain systems that were not defined at that time. To capture the scope of these amendments, the language of the Ordinance and policy was broadened to include communication facilities, antennas, towers, and/or support structures (CATS). In addition to meeting the requirements of the Spectrum Act, the 2016 CATS updates included revisions and clarifications regarding height triggers for new towers such as:

- By-right heights for new towers were lowered in certain districts, and in other districts new towers became a specially permitted use or not allowed.
- Camouflaging of towers continued to be encouraged or required wherever possible.
- Protections for residential districts remained.

In 2020, the CATS Ordinance was again revised for compatibility with new State Code changes to support the deployment of 5G technology. These changes affect how localities can process applications for CATS and establish by-right administrative review procedures for certain new structures up to 50 feet in height. While new state and federal mandates erode local zoning authority to regulate new and modified facilities, the County has stayed firm wherever possible to continue requiring camouflaged towers and other impact-reducing measures to protect local viewsheds.

## Open Space Preservation — Community Character Aspects

The Land use Chapter describes the County's Open Space preservation goals and approaches, including the concept that proceeding in a way that integrates different categories of resources, as well as integrates different possible programs and stakeholders, will likely lead to the best results for the County. As described throughout the preceding sections, categories that are central to this chapter that are, and will continue to be, facets of the County's Open Space preservation approach include:

- Historic Preservation and Cultural Heritage Landscapes
- Scenic Properties and Scenic Viewsheds
- Agricultural and Forestal Lands
- Entrance Corridors and Road Buffers, including Community Character Corridors
- Open Spaces that complete or enhance the County's Community Character Areas, neighborhoods and other built environments

An integrated approach that considers the resources above will be one important tool in achieving community character goals.

## **Community Guidance**

### **Public Engagement**

Public input for the Community Character Chapter was received at key points of the Engage 2045 process. The 2019 Citizen Survey was conducted in the spring of 2019 and the results were reported in the summer. Responses related to the Community Character Chapter were generally consistent with the results from the 2014 Citizen Survey. When asked for their opinions regarding the preservation of the County's rural character 69.percent were satisfied with existing efforts to protect and preserve the County's rural character. Regarding the visual appearance of buildings in the County and preservation of farm land, 84 percent of respondents ranked the visual appearance of buildings within new developments in the County as very important or somewhat important and 78.5 percent of respondents strongly agreed or somewhat angered that is more important to preserve farmland in the County thank it is to have more development.

Open-ended responses from the 2019 Citizen Survey showed that respondents found that was better to have neighborhoods in which there is a mix of housing options and small scale retail and office development.

The first round of community engagement was held in the fall of 2019 during the Summit on the Future event. Ninety percent of respondents indicated that it was somewhat or very important for the County to do more to improve our efforts to protect and preserve our rural character in the County. Forty-six percent supported locating any new development inside the Primary Service Area (PSA) on empty lots in already developed areas as a top choice and 71.3 percent supported protecting as much rural and environmentally sensitive land as possible Participants were also provided an opportunity to share their "Big Ideas." Responses to this activity indicated support for preserving the "small town" character and encouraging development/redevelopment to locate inside the PSA.

The second round of community engagement was held in the fall of 2020 to evaluate the existing Comprehensive Plan goals and the future land use alternatives. The Establishing our Goals questionnaire asked respondents to compare the goal from the Community Character Chapter in the 2035 Comprehensive Plan to the Engage 2045 Public Input Priority for Community Character and to evaluate if any changes should be made. Of the

131 responses received, 75.6 percent said that the goal should remain the same and 21.5 percent said that the goal should be changed.

The third round of community engagement was held in the winter of 2021. This round solicited input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Overall, there was consistent support for enhancing quality of life amenities in James City County with a strong emphasis on walking and biking facilities. Respondents supported prioritizing County resources for enhancing quality of life amenities. They also supported prioritizing walking and biking amenities in locations that increase connectivity between neighborhoods and shopping, schools, employment areas, and greenways.

The most relevant input for the Community Character Chapter was the results from the Policies and Actions Questionnaire and the Character Design Guidelines Questionnaire.

Throughout the planning process, there has been consistent public support to prioritize protection of the County's unique community character, particularly the character of rural lands and communities in the County. In Round 3, there was strong support for styles of development that reduce development intensity supported through the expression of values for natural beauty, agricultural conservation, privacy, walkability, historical architecture, and community. Round 3 participants' primary community character concern was preserving the existing rural and low-density development patterns in James City County. Participants believed that rural residential development must be planned with farmland preservation in mind, but participant comments revealed disagreements in how to achieve this. Participants generally associated high-density development with increased traffic and a lower quality of life. However, there was evidence that middle density land uses could be supported with County-compatible designs and the incorporation of nature and green spaces. Respondents expressed support for higher densities within mixed use and employment contexts that provided walkability and opportunities for interaction.

The Character Design Guidelines questionnaire inputs will be leveraged to update the County's Character Design Guidelines. The findings from this engagement reinforce and reaffirm the direction of design standards and the preexisting standards that the County was following. Resident feedback regarding density, scale, and character in many ways echoed the feedback collected in Rounds 1 and 2, and reflected the County's ongoing efforts to encourage that any new growth be contextually appropriate and contribute to local heritage and character. This feedback can also guide priorities and preferences in the Design Guidelines.

## **Spotlight on Implementation**

Retaining and enhancing Community Character in James City County is furthered through the establishment of CCCs and CCAs and the preservation of scenic, cultural, rural, agricultural, forestal, natural, and historic qualities. The County has endeavored to be good stewards of the land by taking actions that support this goal.

Creating clear guidance for development along CCCs and working with developers to create sensitive designs in CCAs, such as the Food Lion/CVS in Norge, the redevelopment

of Lightfoot Market Place, and the new fire station in Toano have helped ensure compatibility with neighborhood character and reinforced a sense of place. Adopting new lighting Ordinances with dark sky principles as well as guidelines for sound wall design and landscape treatment have helped to preserve and enhance community appearance. Additionally, several policies including those related to street tree plantings and pedestrian/bicycle accommodations were converted to Zoning Ordinance requirements so that they now apply to all new development, including by-right development, meeting certain criteria. The Pocahontas Trail Corridor Study engaged the community to identify key transportation needs and define a vision for the future of the corridor. These regulations and guidance help ensure that future projects and private development will be mindful of the local context and the opportunities to strengthen the area's aesthetic tapestry.

The County capitalized on the opportunity to bury utilities along Longhill Road concurrently with the Phase 1 widening project, allowing efficient use of resources and promoting community character while also stabilizing utility services for residents. Other improvements planned for the Longhill Road Phase 1 corridor include improved access management strategies at several intersections, a roundabout at one intersection (Longhill Road and Williamsburg Plantation Drive), signal system wireless interconnects, construction of bus pull-off areas, and pedestrian improvements in the form of a multiuse path and crosswalks with pedestrian push buttons.

Funding was also approved for similar improvements along Croaker Road which are in the process of coming to fruition. These include a road widening from two to four lanes with a new two-lane bridge parallel to the existing bridge over the CSX line to accommodate additional travel lanes. There will also be a new multipurpose trail to connect the library, residential areas, and commercial areas, and utilities will be relocated underground.

Through a Revenue Sharing Program with VDOT approved in 2018, the Toano area will also see a variety of improvements along a 0.5-mile section of Richmond Road from Forge Road to the entrance of Toano Middle School. These include improvements to the storm drain system, pedestrian and bicycle accommodations including crosswalks, ADA upgrades, and bike lanes, and other safety improvements such as grass medians to restrict turning movements and improve traffic safety.

As stated previously, many businesses desire to locate in this area because of its unique community character. Upholding this character through careful and deliberate design is essential to attracting and retaining a viable and diverse economic base, which ensures that future generations will want to live, work, and visit the area. Looking to 2045, James City County will continue to promote policies and regulations that further the efforts of preserving community character.

## Goals, Strategies, and Actions

#### Goal

CC - The County will be a good steward of the land by preserving and enhancing the scenic, cultural, rural, farm, forestal, natural, architectural, and historic qualities that are essential to the County's distinctive character, economic vitality, and the overall health and quality of life of its residents.

#### Strategies and Actions

## ${ m CC}$ 1 - Preserve and enhance entrance corridors and roads that promote the rural, natural, or historic character of the County.

- CC 1.1 Ensure that development along Community Character Corridors (CCCs) protects the natural views of the area; promotes the historic, rural, or unique character of the area; and establishes entrance corridors that enhance the experience of residents and visitors.
- CC 1.2 Continue to explore opportunities and cost-sharing arrangements to bury overhead utilities in Community Character Corridors and Community Character Areas through transportation initiatives.
- CC 1.3 Monitor the status of billboards throughout the County and pursue action, where possible, to remove billboards using all currently available methods, and explore and pursue any new methods as they become available.
- CC 1.4. Pursue the expenditure of public funds from sources such as the Capital Improvement Program (CIP) to enhance the appearance of highly visible focal points of the County, including, but not limited to, County entrance corridors, median areas, interstate interchanges, and undeveloped parcels fronting on thoroughfares. Entrance corridors and roads in the proximity of historic landmarks should be prioritized for improvements. Improvements include, but are not limited to, placement of existing utilities underground, beautification through sustainable landscaping or buildings changes, and the acquisitions of easements and properties. The County shall continue to coordinate corridor enhancement efforts within the County and surrounding localities to achieve compatible, attractive corridors.
- CC 1.5 Preserve the character of rural roads by identifying roads that should be preserved and work with the Virginia Department of Transportation (VDOT) to maintain their rural character while providing an acceptable level of safety.
- CC 1.6 Carefully monitor development along roads that are important to maintain community character so that the build-out of surrounding areas will not require improvements such as road widening that disrupt the community character of the areas.

## $CC\ 2$ - Maintain the unique heritage and identity of designated Community Character Areas (CCAs) within the County.

- CC 2.1 Ensure that development in CCAs protects the natural views of the area; promotes the historic, rural, or unique character of the area; and establishes entrance corridors that enhance the experience of residents and visitors.
- CC 2.2 Within the CCA boundaries, continue to establish development management and
  preservation techniques to meet specific historic preservation and community character
  needs. Encourage development patterns and building designs that maintain and reinforce
  the visual separation of CCAs.
- CC 2.3 In New Town, continue to support the design review process by working closely with the New Town Design Review Board and supporting the implementation of New Town's design guidelines.
  - CC 2.3.1 For areas within the New Town CCA but not subject to the New Town Master Plan and/or proffers, ensure that new development is consistent with existing adjacent development and the New Town design guidelines.
- CC 2.4 In Toano, ensure that developers apply the adopted design guidelines to projects within the Toano CCA.
  - CC 2.4.1 Consider updates to the Toano CCA Design guidelines to complement the Toano Commercial Historic District.
- CC 2.5 In Five Forks, ensure that developers apply the adopted Primary Principles to projects within the Five Forks CCA.
- CC 2.6 In Norge, consider development and adoption of formal design guidelines.
- CC 2.7 In the Jamestown/Greensprings area, consider development and adoption of formal design guidelines, and/or guidance on maintaining the historic and rural/wooded character of that area.

#### CC 3 - Preserve and enhance neighborhood and community appearance.

- CC 3.1 Protect vistas and other scenic resources and encourage building, site, and road designs that enhance the natural landscape and preserve valued vistas. These designs should also minimize any potential negative impacts with regard to noise and light pollution and other quality of life concerns.
- CC 3.2 Require illustrative drawings, including streetscapes, architecture, and perspectives as a binding component for appropriate rezoning and special use permit applications.
- CC 3.3 Continue to improve and protect the character of the County through use of the Character Design Guidelines.

- CC 3.3.1 Further the use of the Character Design Guidelines in legislative review processes and encourage private developers to familiarize themselves with these guidelines as part of educational materials and pre-application meetings.
- CC 3.3.2 Incorporate the Character Design Guidelines in appropriate portions of the Zoning and Subdivision Ordinances, policies, and other regulations.
- CC 3.3.3 Incorporate elements of the Character Design Guidelines in other County policy documents and explore if any of the elements could be converted into regulations within the zoning and subdivision ordinance.
- CC 3.3.4 Continue to evaluate the Character Design Guidelines and update, revise, and enhance the Guidelines regularly.
- CC 3.3.5 Consider developing Character Design Guidelines for rural areas in the County.
- CC 3.3.6 Consider incorporating elements of the Character Design Guidelines into the future land use guidelines in the Land Use chapter to ensure consistency between the Community Character and Land Use guidelines.

#### CC 4 - Integrate community character considerations in open space planning and programs.

- CC 4.1 Continue to gather and gain technical knowledge on data that is available to help the County identify and map its archaeological, historic, and cultural assets, and, where appropriate, use such data as an information tool to help guide decisions during the creation of regulations and policies, to provide guidance to property owners and development proposal applicants on lands best suited for development, and to inform open space preservation efforts.
- CC 4.2 Devote resources to and operate programs to preserve or enhance components of the County that significantly contribute to community character, including historic properties and cultural heritage landscapes, scenic properties and viewsheds, agricultural and forestal lands, and entrance corridors, community character corridors, community character areas, and other special places. Integrate these considerations with others found in the Parks and Recreation, Environment and Land Use chapters. In addition, collaborate with other entities, the private sector, and landowners in these efforts.

#### CC 5 - Preserve existing vegetation as possible and appropriate during development.

- CC 5.1 Use County Ordinances and/or policies as enabled by the Code of Virginia to require a more detailed phased clearing plan that minimizes the removal of existing trees and ensures tree preservation requirements are implemented during the site plan review and pre-construction phase of development. Consider developing requirements for County staff to inspect projects pre-and-post construction specifically to ensure compliance with the tree protection requirement of the Zoning Ordinance.
- CC 5.2 Promote the Optional Specimen Tree Designation to enable more developers to preserve specimen trees that are not within required tree save areas.

- CC 5.3 Continue to enforce existing methods/requirements the County uses during planning, pre-construction, construction, and post-construction phases to make sure tree preservation measures are properly performed, resulting in healthier trees, buffers, and proper maintenance.
- CC 5.4 Evaluate the appropriateness of street trees along narrow streets or located in neighborhoods with reduced setbacks and update the Streetscape Policy Guidelines accordingly.

#### CC 6 - Identify and protect archaeological and historic sites.

- CC 6.1 Require that archaeological studies for development proposals are conducted and require their recommendations to be implemented.
- CC 6.2 Update the document *Preserving Our Hidden Heritage*, an assessment of the archaeological resources in James City County. Review the document prior to each Comprehensive Plan revision and perform a complete revision every 10 years to include new site surveys.
- CC 6.3 Pursue the preservation of historic and archaeological sites of the County by:
  - CC 6.3.1 Enlisting the assistance of the County's Historical Commission in updating the County's inventory of historic places.
  - CC 6.3.2 Promoting voluntary techniques for preservation of these properties.
  - CC 6.3.3 Considering designating areas of the County as historic districts or historic corridors with architectural review.
  - CC 6.3.4 Discouraging the demolition or inappropriate use of cultural and historic resources through regulatory and voluntary techniques.
  - CC 6.3.5 Integrating the results of the architectural survey into the planning process.
  - CC 6.3.6 Exploring opportunities to preserve and enhance Community Character Areas such as those found in Five Forks, Norge and Toano through use of partnerships, pattern books, and design guidelines.

## CC 7 - Keep pace with the changes in wireless communication technology to better enable providers to preserve existing community character while providing quality service.

• CC 7.1 - Update the Communications Facilities section of the Zoning Ordinance as necessary to accommodate the use of new and emerging wireless communication services while preserving community character.

#### PARKS AND RECREATION CHAPTER

The following materials represent the draft Parks and Recreation chapter as discussed by the Planning Commission Working Group (PCWG) as of April 5, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

#### Chapter Text: Requested Revisions from Final PCWG Review on April 5, 2021

1. No requested changes.

## Parks and Recreation

#### Introduction

Parks and recreation programs and facilities are integral parts of James City County's public service system. The outlook on parks and recreation has dramatically changed from the 1970s when the County contributed funding to the City of Williamsburg in order to secure access to recreational services for County residents. A pilot summer playground program in 1980 led to the creation of the James City County Parks & Recreation Office in 1981. In 1982, the Board of Supervisors adopted a parks and recreation system master plan that resulted in the development of Upper County Park, Veterans Park (formerly Mid County Park), and the James City County Recreation Center in the 1980s. The plan also laid the groundwork for construction of the Abram Frink Jr. Community Center, which opened in 1994 in the same building as the James River Elementary School, and for the purchase of Chickahominy Riverfront Park in 2001.

A revised master plan was adopted in 1993. Community input to the plan confirmed that well-planned parks, offering a variety of recreational opportunities and quality programs for all ages and incomes, are essential for maintaining the high quality of life enjoyed by County residents. The 1993 plan set forth an ambitious proposal for property acquisition and development to augment the County's 147 acres of existing parks. Subsequent major developments included the 1995 purchase of the land that became Freedom Park, the 1996 expansion of the James City County Recreation Center, and the opening of the Warhill Sports Complex in 1999. The 1993 plan also emphasized the importance of water access and the need to develop trails, bikeways, and greenways. These objectives took longer to implement - the Greensprings Interpretive Trail was completed in 2001 and the Powhatan Creek Trail opened in 2012. In 2006, the County acquired the properties now known as Jamestown Beach Event Park and the James City County Marina. Both of these popular waterfront County parks continue to be improved, along with Chickahominy Riverfront Park; the Shaping Our Shores Master Plan, which was adopted in 2009 and updated in 2020, guides their development.



Figure 1 - Construction of the Greensprings Interpretive Trail, January 1999

An update to the County's 1993 Parks & Recreation system master plan was adopted by the Board of Supervisors in 2009. By that time, the County owned nearly 1,500 acres of park land, 29 miles of trails, two recreation centers, and many athletic fields and sports courts. In addition to operating these facilities, Parks & Recreation staff offered thousands of programs annually, yet struggled to meet the increasing demand for recreation services caused by spikes in population growth during the 1990s and 2000s. The 2009 system master plan recommended a shift in focus, emphasizing the importance of partnerships, contractual agreements and leases, and redefining Parks & Recreation's role from direct service provider facilitator. program The subsequently arranged for contractors to

operate Little Creek Reservoir Park and the James City County Marina. Go Ape USA built a zip-

line course at Freedom Park, with a revenue-sharing arrangement, and additional land was leased to the Williamsburg Indoor Sports Complex to allow them to build an indoor pool. Parks & Recreation streamlined its youth sports offerings, focusing on introductory sports classes, and encouraged community sports leagues to use County facilities such as the Warhill Sports Complex for specialized sports instruction.

The most recent system master plan, adopted in 2017, found that trails and water access continued to be County residents' most frequently requested recreational amenities. The plan also noted a lack of recreational facilities in the lower portion of the County, which prompted the 2018 Grove Community Recreation Analysis. In response to community input received during both processes, Parks & Recreation proposed the future construction of a park in southeastern James City County, to include a pool and walking trail, which is tentatively scheduled to be constructed in 2024. A smaller project requested by many residents during the master plan process, a primitive camping area for youth groups, was created at Upper County Park in 2018.

The Parks and Recreation Chapter Goal, and the Strategies and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language as written in the 2035 Comprehensive Plan has been re-affirmed and is much the same, with some additional emphasis on the geographic dispersion of recreational facilities and activities throughout the community. The Goal now states: "Provide a range of recreational facilities and activities desired by the community that are affordable, accessible, and adequate in number, size, type and geographic dispersion to accommodate the needs of all County residents and that promote personal growth, social development and healthy lifestyles." Many important Parks and Recreation Chapter implementation activities have been achieved in the last five years, as detailed in the Spotlight on Implementation section. However, as the information in this chapter explains, further action through the revised and updated Strategies and Actions will be needed. The establishment of parks and recreational opportunities is vital to the creation of a sustainable and healthy community. The availability of parks and recreation programs spurs economic growth, enhances the social fabric, preserves connections to nature, protects environmental resources, and creates a sense of ownership and belonging for residents.

## **Key Planning Influences**

## Parks and Recreation Facilities Inventory

Today, the Parks & Recreation Department administers an annual budget of approximately \$6.6 million. A staff of 54 full-time employees oversees the department's functions with the assistance of up to 235 part-time and seasonal employees, depending on the time of year. In 2019, volunteers contributed 9,572 hours to Parks & Recreation's programs, events, and parks. The Facilities and Grounds Division of the General Services' Department assists Parks & Recreation in providing the extensive maintenance necessary to keep parks, playing fields, and open areas maintained.

The County now operates 17 parks spanning 1,711 acres. These parks contain two recreation centers, 41 miles of trails, a sports complex featuring a synthetic turf stadium, and numerous opportunities for water access for fishing, boating, and swimming. During Fiscal Year 2019, these parks and recreation centers were visited more than 4,428,000 times. Map PR-1 shows the public recreation facilities in James City County.



Figure 2 - Kidsburg Playground at Veterans Park

County park amenities include 10 playgrounds, nine basketball courts, eight pickleball courts, four volleyball courts, five baseball fields, two softball fields, four tee-ball fields, 11 multipurpose grass rectangular fields, and seven synthetic multipurpose rectangular fields. Williamsburg-James City County (WJCC) School properties also provide outdoor recreation/athletic areas to the public. The Schools have 26 playgrounds, 13 basketball courts, 18 tennis courts (six of the tennis courts are also lined for pickleball), eight volleyball courts, nine baseball fields, eight softball fields, 23 multipurpose rectangular fields and three running tracks. Parks & Recreation and WJCC Schools maintain a joint facility use agreement to promote effective sharing of both outdoor and indoor space. To foster the safety of children in the County, licensed playground inspectors on Parks & Recreation's staff regularly inspect both park and school playgrounds.

In addition to its public facilities, James City County contains a wealth of private recreation facilities, including tennis courts, golf courses, trails, and swimming pools within many of its neighborhoods. The development of these amenities is designed to and does in fact relieve some pressure for County provision of public facilities. It is important to acknowledge the positive contribution these facilities make to overall community quality of life and how they help make amenities accessible to individuals, reducing vehicle miles traveled. While these facilities provide invaluable services and should be promoted, the goal of the County is to provide a quality park system with facilities available to all citizens.

James City County is a part of a regional effort to encourage the development of a comprehensive system of bikeways primarily as a mode of transportation but also for increased recreational opportunities. The original plan was adopted in 1993, and the Board of Supervisors approved the most recent update in 2013. The Regional Bikeways Map provides a framework to identify bikeway connections and joint bicycle/pedestrian facility opportunities, and bicycle parking needs. Logical corridors were identified that could be used by cyclists of all ability levels for both recreational and commuting purposes. These bikeway amenities not only can enhance the area's appeal, but also improve the health and fitness of its residents.

Map #1 - Parks and Trails James City County New Kent County Gloucester County York River State Park JAMES Parks Parks

1 Abram Frink Jr Community Center Park
2 Brickyard Landing
3 Chickahominy Riverfront Park
4 Diascund Reservoir Park
5 Forest Glen Playground
6 Freedom Park
7 Greensprings Interpretive Trail
8 Ironbound Park
9 James City County Marina
10 James City County Recreation Center Park
11 Jamestown Beach Event Park
12 Little Creek Reservoir Park
13 Powhatan Creek Park
14 Powhatan Creek Trail
15 Upper County Park
16 Veterans Park
17 Warhill Sports Complex Parks with Trails York River Water Trail Primary Service Line

PR-4

County residents also have access to many recreational opportunities in the adjacent localities of the City of Williamsburg, the City of Newport News, and York County. Several nearby state and federally operated park facilities also offer excellent recreational facilities, including boating, bicycling, hiking, passive recreation, and sightseeing. These include York River State Park, the Captain John Smith Chesapeake National Historic Trail (blueway), and portions of the Colonial National Historical Park, which includes Historic Jamestowne.

### **Programming**

The Parks & Recreation Department currently offers more than 2,000 programs annually with active and passive recreation opportunities for all ages, interests and abilities. Parks & Recreation's 12 core program areas are Aquatics, Club 55+, Health & Wellness, Inclusion/Therapeutic Recreation, Neighborhood Outreach, Outdoor, Special Events, Special Interest, Sports & Athletics, Teens, Volunteer Services, and Youth. The Department continually seeks creative partnerships with public, private and nonprofit providers, and coordinates with adjacent localities to avoid duplication of services and maximize opportunities for citizens.

To assist residents in accessing recreation opportunities and improving health and wellness, Parks



Figure 3 - Zumba Class at the James City County Recreation Center

& Recreation offers a Discount Assistance Program to residents of both James City County and the City of Williamsburg. Discounts are offered to qualifying household on many programs including passes to the County's recreation centers and Parks & Recreation's before and after school programs. Discounts can also be used at Williamsburg's Quarterpath Park facility.

As the County's population changes, the types of programs that are in demand and barriers to serving the youth, senior, and lower-income populations change as well. As noted in the Population Needs section, it continues to be important for the Parks & Recreation Department to regularly assess residents' needs and be flexible and creative in developing programs that meet the changing needs of the population.

Teens On Point (TOP) is a prime example of a recent programming adjustment that staff undertook to address changing family needs. Parks & Recreation has offered state-licensed

before and after school care under the name REC Connect for more than 30 years. REC Connect is offered on site at WJCC Schools, a convenient arrangement for many parents. Over time, enrollment in REC Connect at the middle schools declined, due to many middle-school students having other after-school commitments such as sports or club activities. To avoid inefficient allocation of staff, in 2020 Parks & Recreation introduced TOP, a centralized after school program for middle-school students that includes transportation from the four WJCC middle schools to the James City County Recreation Center. REC Connect continues to operate in all nine WJCC elementary schools.

In accordance with the County's Strategic Plan, Parks & Recreation embraces modern technology as a means to offer new opportunities and expand programming to new audiences. Recent innovations include classes taught via Zoom, online gaming tournaments, on demand fitness videos

and virtual trivia nights. A new twist on an old favorite that has proven very popular is scavenger hunts in which participants track their progress at finding objects hidden in parks by using their phones to scan QR codes.

### Greenways

According to the Sports and Fitness Industry Association, the most popular recreational activities for adults in the United States are fitness walking, treadmill use, and running/jogging. The 2017 Virginia Outdoors Demand Survey found that residents of the Hampton Roads Recreational Planning Region, which includes James City County and 21 other municipalities, believe the region's most-needed outdoor recreation opportunities are parks, natural areas, water access, trails, and historic areas. Respondents' top outdoor recreation activities are visiting natural areas, walking for pleasure, driving for pleasure, visiting parks, swimming and sunbathing. Planning for greenways can help accommodate these preferences.



Figure 4 - Powhatan Creek Trail

Greenways are linear open spaces that are managed for conservation, recreation and/or alternative transportation uses. Most are networks of natural open space that corridors connect neighborhoods, parks and schools to areas of natural, cultural, recreational, scenic and historical significance.

Recognizing the importance of greenways, the Board of Supervisors adopted the

Greenway Master Plan in 2002. The Greenway Master Plan establishes a framework for a County-wide system of interconnected greenways and trails with the goal of balancing environmental protection with the need for recreational amenities. Elements included in the plan are greenway planning and design, maintenance and management, and implementation and funding strategies. The plan is intended to be part of a new, broader green infrastructure plan, which would identify a network of parks or conservation areas connected by linear greenway corridors. Green infrastructure planning is often seen as a way to protect environmentally sensitive areas and wildlife corridors, but can also contribute significant opportunities for outdoor recreation. This is especially true in our area, where many facilities are open to users living in other jurisdictions; sidewalk, bikeway, and greenway connections across locality borders would facilitate access to these facilities.

## Blueways and Shoreline Recreation

43% of Hampton Roads residents consider water access a most-needed recreation opportunity, according to the 2017 Virginia Outdoors Demand Survey. Three of respondents' top 10 outdoor activities require water access (sunbathing on a beach, viewing the water, and swimming in open water). Not only does water access provide for excellent recreational opportunities, but also residents' personal interactions with local rivers that feed into the Chesapeake Bay can help them become aware of the connection between the value of the Bay and their interests in protecting it.

James City County recently took advantage of an opportunity to enhance Brickyard Landing, a 0.33-acre boat launch site on the Chickahominy River that has been operated by the County since

1999. With the assistance of a \$687,500 grant from the Virginia Department of Conservation and Recreation, the County purchased 119 acres adjacent to the boat ramp in 2020. This will allow for future expansion of Brickyard Landing's very small parking lot to support citizen access to the river. Use of the parcel is limited to recreation by the terms of the grant.

Two capital improvement projects currently underway address erosion at the County's waterfront parks. Both the Chickahominy Riverfront Park and the James City County Marina have experienced significant erosion and require shoreline stabilization. Living shorelines will be installed, and boat ramps will be repaired. Chickahominy Riverfront Park's fishing pier and the Marina's boat slips will also be replaced. Longer-term plans call for the replacement of buildings in both parks. Both sites generate significant revenue and have the potential to be more profitable after aging infrastructure and deferred maintenance issues are addressed. A grant of \$781,900 from the Virginia Environmental Endowment will cover approximately half of the cost of the Chickahominy Riverfront Park shoreline stabilization project.



Figure 5 - Jamestown Beach Event Park

Several phases of improvements at Jamestown Beach Event Park have transformed a private waterfront with significant environmental and infrastructure need into a popular beach venue that attracts nearly 300,000 people annually. The most recent improvements include construction of restrooms and showers in 2015, relocation of the park entrance to reduce congestion near the ferry in 2016, walkway construction in 2017 and 2018, and regular sand replenishment.

Parks & Recreation employees working at waterfront parks seek to follow best practices to preserve fragile ecosystems. In 2017, the James City County Marina was designated a Virginia Clean Marina by the Virginia Institute of Marine Science. The program recognizes marinas that meet all legal and regulatory standards, and voluntarily adopt measures to prevent or reduce pollution in Virginia waterways. Marina staff continue to work with the Marina Technical and Environmental Advisory Committee, which conducts annual reviews of Clean Marinas and offers educational workshops.

There are currently 10 private and 10 public water access facilities. More detail is available in Tables PR-1 and PR-2 and Map PR-2. Numerous private developments also allow property owners to maintain docks and piers on their lots.

Table PR-1: Private Water Access Areas

	Water Body	Parking	Boat Launch Ramp	Wet Slips	Dockside Pumpout Station	Restrooms	Private Resident Docks
Kingsmill Marina	James River	X	Χ	X	Х	X	Х
The Marina at Two Rivers (Governor's Land)	James River	Х	Х	Х		Х	
Chickahominy Haven Marina	Chickahominy River	X	Χ	X		X	
Chickahominy Haven Boat Ramp	Chickahominy River	X	Χ				Х
Riverview Plantation	York River	X	X				Х
First Colony	James River	X	X	X			Х
Jamestown 4-H Educational Center	James River	Χ	Χ			Χ	
Powhatan Shores	Powhatan Creek	X	Х				Х
Kingspoint	Powhatan Creek	X	Х				
Jamestown Marina	Powhatan Creek	X	Х	X		Χ	

Sources: James City County Comprehensive Plan Shoreline and Ground Water Element, James City County Parks and Recreation, James City County Geographic Information System, 2019 aerial photography, and site visits.

Table PR-2: Public Water Access Areas

	Tuble I K 2. I oblic Walk															
	Water Body	Day Use	Seasonal Use	Fee or Permit to Launch	Parking	Boat Launch Ramp	Wet Slips	Dockside Pump-out Station	Fishing	Swimming Beach	Hiking	Camping	Picnicking	Restrooms	ADA Accessible	Cultural Resources
Brickyard Landing Park	Chickahominy River	X			Χ	X			X							
Chickahominy Riverfront Park	Chickahominy River	Χ		X	Χ	Χ			X			Χ	Χ	X	Χ	
Colonial National Historical Park (Jamestowne Island) and Parkway	James River	X			Х				X##	Χ#	Х		X	X		Х
Diascund Reservoir Park	Diascund Reservoir	Χ			Χ	X**			X				X		Χ	
James City County Marina	James River	Χ		X	Χ	Χ	Χ	Χ					X	X	Χ	X
Jamestown Beach Event Park	James River	Χ			Χ				X	Χ			Χ	X	X	Χ
Little Creek Reservoir Park	Little Creek Reservoir	Χ		X	Χ	X**			X		Χ		Χ	X	Χ	
Powhatan Creek Park & Blueway	Powhatan Creek	Χ			Χ	Х*			X		Χ		X	X	Χ	Χ
York River State Park - Croaker	York River	Χ		X	Χ	X			X		Χ				X***	
York River State Park - Taskinas Creek National Estuarine Research	York River/ Taskinas	Х			Х	Х*					Х		X	X	X***	

<sup>#</sup> Swimming is permitted at College Creek and Archer's Hope; however, it is strongly discouraged due to dangerous currents (Mike Litterst, National Park Service)

Service

<sup>##</sup> Permitted along Parkway, restrictions on Jamestowne Island

<sup>\*</sup> Launch restricted to non-motorized boats \*\* Launch restricted to non-motorized boats and electric trolling motors (no gas motors)

\*\*\* Portions of park are handicap accessible:-<a href="https://www.dcr.virginia.gov/state-parks/york-river#other-info">https://www.dcr.virginia.gov/state-parks/york-river#other-info</a>

Sources: The Chesapeake Bay Program, James City County Comprehensive Plan Shoreline and Ground Water Element, Stormwater and Resource Protection Division, Parks & Recreation Department, and the Virginia Department of Wildlife Resources, National Park

#### Map PR-2: Public and Private Water Access Areas

James City County JAMES color 10 10 Public Private City of Diascund Reservoir Park
York River State Park - Croaker Landing
York River State Park - Taskins Creek
Astional Estuarine Research Reserve
Brickyard Landing Park
Little Creek Reservoir Park
Chickahominy Riverfront Park
Jamestown Beach Event Park
Jamestown Beach Event Park
Jamestown Beach Event Park
(Jamestowned) and Park
(Jamestowned) and Parkway
Colonial National Historical Park
(Jamestowned) and Parkway 11 Chickahominy Haven Boat Ramp 12 Chickahominy Haven Marina 13 Riverview Plantation The Marina at Two Rivers (Governor's Land) 15 First Colony 16 Jamestown 4-H Educational Center 17 Powhatan Shores 18 Jamestown Marina Kingspoint Kingsmill Marina → Primary Service Area

Map 2: Private and Public - Water Access Areas

#### **Recreation Needs**

Several techniques are used to identify the County's recreation needs, including inventorying existing public facilities, analyzing population trends, benchmarking against other jurisdictions, and collecting public input. The Parks & Recreation Department reviews recreation needs as part of its system master plan, as mandated by the Commission for Accreditation of Park and Recreation Agencies. Chapter 4 of the 2017 system master plan contains a community inventory, including school, government, and select nonprofit and private facilities; a level of service analysis for three scenarios, 14 equity maps (discussed below), and a discussion of most-needed amenities.

An important component of a recreation needs assessment is level of service (LOS) standards, which are guidelines that define park and facility service areas. LOS standards are typically expressed in terms of a designated travel time or the number of facilities per 1,000 residents. A commonly cited LOS standard in urban areas is the ability for residents of all neighborhoods to access a park by walking 10 minutes or less. Another widespread LOS standard is for a county or other governmental unit to have at least 10 acres of park land per 1,000 residents.

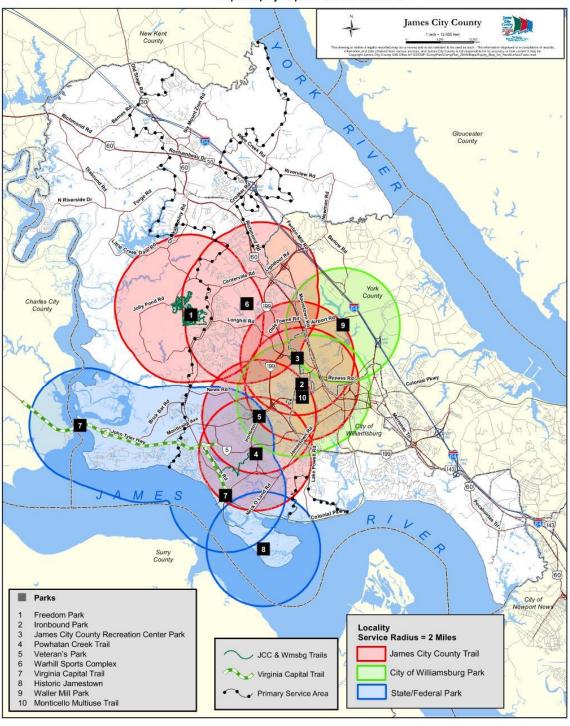
During the 1970s and 80s, the National Recreation and Park Association (NRPA) published LOS standards to guide the development of park and recreation systems. Recognizing that one size does not fit all, NRPA later moved to a benchmarking system and encouraged member agencies to take into account their citizens' unique preferences. During the development of James City County Parks & Recreation's 2009 system master plan, a consultant assisted the Department in creating custom LOS standards. Their analysis concluded that the County fell short in many categories, but it did not take into account the fact that Parks & Recreation is not the only provider of recreation amenities in James City County. The County benefits from several state and federal parks within its borders and recreation facilities are also provided by WJCC Schools, nonprofits, and the private sector. The 2017 system master plan applied the 2009 LOS standards to updated inventory and population numbers, and expanded the analysis to include recreation amenities from other providers. School, nonprofit, and private recreation facilities were counted at 10-50% since their availability for public use may be limited.

At the time of the 2017 system master plan, which used 2015 population counts, James City County's park acreage per 1,000 residents was 21.8, far exceeding both the national average of 9.5 and the consultant's 2009 recommendation of minimum 12 acres/1,000 people. However, trail miles and bike lanes remained short of the recommended LOS standard, as did various other amenities detailed in Figure 20 of the 2017 system master plan. Since then, both the County's population and park acreage have increased, yielding a current figure of 22.4 acres per 1,000 people. If state and federal parks located within the County are included, acreage per 1,000 people swells to 87.3.

While the quantity of parks may exceed standards, the location of parks and recreation amenities also must be considered. Equity maps provide a visual representation of which areas of the County are served by existing recreational facilities, how equitable service delivery is across the County, and where land should be acquired for the construction of new parks or facilities. Equity maps prepared for the 2017 Parks & Recreation system master plan show that many of the County's recreation facilities are clustered in the central portion of James City County; the most underserved areas for several types of facilities are in the north (Stonehouse District) and south (Roberts District). One example is hard surface trails - Map PR-3 depicts the location of paved trails in or near the County, with a two-mile service radius drawn around each trail. The map includes trails provided by James City County, the City of Williamsburg, Virginia Department of Transportation, and Historic Jamestown. Additional maps can be viewed in Chapter 4 of the system master plan.

### Map PR-3: Hard Surfaced Trails

Map 3: Equity Map for Hard Surface Trails



## Open Space Preservation - Parks and Recreation Aspects

The Land Use Chapter describes the County's Open Space preservation goals and approaches, including the concept that proceeding in a way that integrates different categories of resources, as well as integrates different possible programs and stakeholders, will likely lead to the best results for the County. As described throughout the preceding sections, categories of resources that are central to this chapter that are, and will continue to be, facets of the County's Open Space preservation approach include:

- Park and Recreational Purposes (including recreation fields, passive recreation areas, trails, and ecotourism)
- **Green Infrastructure and Greenways** (including trails, buffers, and wildlife corridors, see Greenways section above)

An integrated approach that includes the resources above will be one important tool in achieving parks and recreation planning goals.

#### **Action Plan**

The adopted Parks & Recreation Master Plan reaffirms the goals, strategies, and actions set forth in the County's Comprehensive Plan and Strategic Plan, and includes a list of future capital improvements. Each year the Parks & Recreation Department develops written action plans for all full-time employees that describe the specific actions staff will take to meet the County's current recreation needs and to prepare for future recreation needs.

In order to offset the cost of the construction and operation of new facilities, the County's Parks & Recreation Department continues to explore revenue-generating programs and facilities and seek additional funding through alternative sources. The adopted Parks & Recreation Master Plan also contains guidelines that are used by the Planning Division, Planning Commission, and Board of Supervisors to address provision of neighborhood recreational facilities when considering Special Use Permit (SUP) and rezoning applications. In addition, the Planning Division works to consider and incorporate the Parks and Recreation Master Plan vision into appropriate transportation projects.

As described above in the Blueways and Shoreline Recreation section, in 2020 Parks & Recreation received a \$687,500 grant to purchase waterfront property at Brickyard Landing. Another example of alternative funding is the 2020 expansion of a County-owned playground in Forest Glen; the developer of new affordable homes in Forest Glen provided equipment and labor to improve the existing neighborhood park, and construct a short walking trail to enhance access and safety. Finally, one example of tying the Parks and Recreation Master Plan into transportation projects is the Clara Byrd Baker Safe Routes to School project, which links new sidewalk connectivity to the Powhatan Creek Trail, an existing multi-use trail.

## **Community Guidance**

#### **Public Engagement**

One of the public engagement themes identified during this Comprehensive Plan update that most directly relates to this chapter is: "Respondents desire additional quality of life amenities including parks, public water access, expanded recreational facilities, trails for walking and bicycling, transit connections, and other enhancements to existing public facilities." Respondents to the 2019 Citizen Survey generally rated the County's parks and recreation offerings very favorably. Approximately 94% of respondents considered the

County's parks and recreation facilities, programs, and services overall to be "very important" or "important". Another item worth noting is that residents inside the PSA were more likely than those outside it to be satisfied with the parks and recreation facilities overall. While respondents enjoy the recreation center, the various parks and open areas, and the access to waterways, they would like to see more trails, boat launches, and space for music and food festivals. Comments from the open ended questions included that the County should encourage community gardens, provide more opportunities for safe biking and improve connectivity between subdivisions with bike and walking trails.

As a follow-up to the survey, the County hosted the Engage 2045 Summit on the Future in the fall of 2019 to engage with citizens to determine their vision for the future of the County. During the preserve/change exercise of the Summit, respondents indicated the following:

- Preserve Chickahominy Riverfront Park as an important place of recreation
- Preserve and enhance Upper County Park
- Keep James City County Marina as a wonderful community asset
- Add public facilities such as multi-use trails and docks for public access

Participants were also provided an opportunity to share their "Big Ideas." These responses included the following:

- More parks to include dog parks
- More bike and walking trails to support connectivity to places where people want to go
- Add a bike share program
- Provide parks and open spaces in order to keep pace with the County's growth

The second round of public engagement included questionnaires on the Goal statements for each chapter, and feedback on alternative futures. The results of the Goals Questionnaire for the Parks and Recreation chapter's goal showed that slightly more than 83% of respondents did not want to change the goal, just under 13% wanted to change the goal, and just under 4% had no opinion. Of those preferring change, 6 commenters emphasized the need to provide more affordable, accessible, equitable and geographically dispersed recreation facilities to accommodate all County residents, 3 respondents suggested concrete objectives be developed, and 4 respondents want more bike and walking trails. It should also be reflected that many respondents to the goals questionnaire for other chapters of the Comprehensive Plan stated the need for more walking and bike paths.

The third round of community engagement was held in the winter of 2021. This round solicited input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Overall, there was consistent support for enhancing quality of life amenities in James City County with a strong emphasis on walking and biking facilities. Respondents supported prioritizing County resources for enhancing quality of life amenities. They also supported prioritizing walking and biking amenities in locations that increase connectivity between neighborhoods and shopping, schools, employment areas, and greenways.

#### Scenario Planning - Key Policy Guidance

The results of the Scenario testing phase of community engagement yielded several key principals that relate to Parks and Recreation:

 Protect sufficient open space and important natural areas that can provide passive public recreation opportunities;

- Support growth into infill and redevelopment sites near existing communities that can improve recreational and transportation connections between neighborhoods and community destinations;
- Maximize access to and use of existing public recreational facilities and programs by locating new development within the PSA;
- Create more mixed-use Complete Communities that integrate within them access to recreation, parks, schools, and other quality of life needs; and
- Foster development of walkable environments that increase the health outcomes of residents, including the mental health benefits of experiencing nature and more opportunities to interact with fellow citizens.

## Spotlight on Implementation

James City County Parks & Recreation has long been a member of the National Recreation and Park Association (NRPA), whose three pillars are conservation, health and wellness, and social equity. In 2017, as the culmination of an 18-month department-wide effort, Parks & Recreation achieved national accreditation from NRPA's Commission for Accreditation of Park and Recreation Agencies. The process of becoming accredited gave staff new tools and knowledge that enhances their ability to manage successful programs and facilities and serve our community.

The Parks & Recreation Department has been recognized nationally and statewide for its achievements in programming and facility development. Highlights from Parks & Recreation's substantial portfolio of awards include:

- Project 547: Longest Day of Play, a program offering a packed schedule of free indoor and outdoor classes and events on the solstice, was awarded "Best New Program" by the Virginia Recreation and Park Society in 2019. Project 547 aims to entice participants to try new activities; sessions begin at 5:47 a.m. and continue past sunset.
- Wildflower Beautification Project, a planting of native flowers at Freedom Park and the Warhill Sports Complex, won a Virginia Association of Counties Achievement Award in 2019. The project was led by Keep James City County

Figure 6 - Wildflower Planting at the Warhill Sports
Complex

Beautiful and involved several County departments including Parks & Recreation. The wildflowers reduce soil erosion, provide pollinator habitat, reduce mowing, deter littering, and beautify the County.

- Capital Color Ride, a family-friendly biking event along the Virginia Capital Trail, received "Best New Special Event" from the Virginia Recreation and Park Society in 2018. Riders mark milestones along the trail by being sprayed with colored powder.
- Freedom Park's Multiuse Trail 3 won a Governor's Environmental Excellence Award in 2017. The paved trail connects Freedom Park to two local schools and is ADA accessible. The trail was built with the assistance of a grant from the Virginia Department of Conservation and Recreation and features a recycled 70-foot bridge. Multiuse Trail 3 was also designated a Virginia Treasure by the Commonwealth of Virginia.

- Following extensive renovations, Jamestown Beach Event Park was awarded "Best New Facility" by
  the Virginia Recreation and Park Society in 2016. The beach has become a popular recreation venue,
  with the recently expanded parking lot often reaching capacity during the summer months.
  Concessions, rentals, and other fees generate considerable revenue from Memorial Day through Labor
  Day.
- RECn' It Out, a neighborhood outreach program, received a National Association of Counties
  Achievement Award in 2015 and was awarded "Best New Program" by the Virginia Recreation and
  Park Society in 2014. RECn' It Out promotes resilient, active, healthy, and fun lifestyles, and seeks to
  break down transportation, financial, and cultural barriers that hinder recreation participation by
  citizens living in low-income County neighborhoods.
- The Parks & Recreation Department won a Gold Medal Award from the NRPA and the American Academy for Park and Recreation Administration in 2012. The award recognizes the best-managed park and recreation systems in the nation, and honors communities that demonstrate excellence in long-range planning, resource management, volunteerism, environmental stewardship, program development, and professional development.

Attendance statistics attest to the popularity of Parks & Recreation's parks, facilities and programs. Total attendance increased 54% from Fiscal Year (FY) 2014 to FY2019, with 4.69 million visits in FY2019. Breaking down visitation by category:

- County parks were visited 4 million times in FY2019. The Warhill Sports Complex accounted for more than half of park attendance, with 2.15 million visits in FY2019. Chickahominy Riverfront Park, Veterans Park, and James City County Marina each had more than 300,000 visits in FY2019, with Jamestown Beach Event Park just short of 300,000 visits and Freedom Park at 180,000 visits. Park attendance has grown faster than program participation and facility attendance, increasing 64.5% from FY2014 to FY2019.
- The James City County Recreation Center was visited more than 415,000 times in FY2019, up 13.7% from FY2014.
- Attendance at the Abram Frink Jr. Community Center grew 61.8% from 10,200 in FY2014 to 16,500 in FY2019. In response to citizen requests, hours of operation were expanded in July 2020 to include weekends.
- Program participation was 234,900 in FY2019, up 10.5% from FY2014. Program participation includes activities such as before and after-school programs, camps, classes, group fitness, special events, sports, swim lessons, and workshops. As detailed in the introductory section of this chapter, beginning around 2009, Parks & Recreation intentionally shifted its involvement in youth sports from direct instruction to provision of facilities. The Department partners with more than 30 community organizations, mostly youth sports leagues, which pay a small fee to use the County's athletic fields and indoor pool. These community organizations' overall visits to County facilities increased 25.2% from FY2014 to FY2019; their half-million visits in FY2019 are captured within park attendance and Centers attendance.

Meeting a diverse community's recreation needs requires access to safe, well-maintained parks and recreation facilities that offer a variety of amenities and opportunities for neighbors to connect. Five recent projects highlight the County's commitment to residents of varied ages and interests:

- As detailed in the Blueways and Shoreline Recreation section, shoreline stabilization is in progress at Chickahominy Riverfront Park and the James City County Marina. Installation of living shorelines will reduce erosion and sedimentation, improve safety, and enhance water access.
- Following discussions with community leaders and the City of Williamsburg, in 2020 the County demolished aging tennis courts at Veterans Park and replaced them with pickleball courts. Over the past decade, pickleball has become a very popular racquet sport, primarily among seniors. Both the County and City received requests from residents to convert tennis courts to pickleball; since the County's Veterans Park tennis courts were in poor condition, they were switched over; the City's nearby Kiwanis Park will continue to focus on tennis.
- The synthetic turf at the Warhill Sports Complex was replaced in 2019; this \$3.1 million update renovated six multipurpose rectangular fields and Wanner Stadium and ensures that the sports complex
  - continues to meet the needs of local athletes as well as remaining a revenue-generating sports tourism destination.
- A wing of the James City County Recreation Center was renovated in 2019, expanding the square footage of the second-floor fitness area. Vacant office space formerly occupied by a medical provider was converted into a cardio room, personal training room, group fitness studio, and stretching area.
- A splash pad was added to the pool and concession area at Chickahominy Riverfront Park in 2018.
   While the camping-themed spray elements are an entertaining way to cool off for patrons of all ages, the splash pad is especially appreciated by families with young children and non-swimmers.



Figure 7 - Splash Pad at Chickahominy Riverfront Park

In order to continue to reap the benefits that parks and recreation have to offer, the County should continue to support both the maintenance of existing facilities and development of new facilities. Significant opportunities, partnerships, and amenities are already provided, but as County demographics change and growth continues, it becomes increasingly important to plan the location for amenities, connections to neighborhoods, and explore alternative funding and partnership strategies.

The following goals, strategies, and actions serve the desire of residents to maintain a high-quality community through the provision of a wide variety of indoor, outdoor, active, and passive recreation opportunities.

## Goals, Strategies, and Actions

#### Goal

PR - Provide a range of recreational facilities and activities desired by the community that are affordable, accessible, and adequate in number, size, type and geographic dispersion to accommodate the needs of all County residents and that promote personal growth, social development and healthy lifestyles.

#### Strategies and Actions

- PR 1 Ensure that the number and type of facilities and programs meets citizen needs for recreation and open space.
- PR 1.1 Implement the specific strategies and tactics approved in the current James City County Parks & Recreation Master Plan.
- PR 1.2 Prioritize potential property acquisition for parks in underserved areas of the County, as identified in the needs analysis in the current Parks and Recreation Master Plan or the outdoor recreation category of the ConserveVirginia model.
- PR 1.3 Update and develop master plans for County-owned parks to coordinate construction phasing and validate capital improvement requests.
- PR 1.4 Continue to develop County owned parks based upon approved master plans as funds become available.
- PR 1.5 Develop parks and fields in conjunction with new school development whenever possible
  and continue to collaborate with Williamsburg-James City County Schools during the site design
  process.
- PR 1.6 Enhance and implement partnerships with Williamsburg-James City County Schools to offer joint programming opportunities and efficiently and fully utilize all athletic fields and gymnasiums to serve both school and community needs.
- PR 1.7 Support programs that promote healthy lifestyles, such as fitness, aerobics, and wellness education.
- PR 2 Continue to develop an integrated network of linear parks, trails, bikeways, sidewalks, and greenways with connections to a regional greenway system that allow foot or bike access to destinations and that preserve the diverse natural, cultural, scenic, and environmental resources of the community that contribute to recreation activities.
- PR 2.1 Continue to coordinate with the Virginia Department of Transportation (VDOT), the Historic Triangle Bicycle Advisory Committee, and local running, hiking and bicycling clubs to develop a bikeway network consistent with the adopted Regional Bikeways Map.
  - PR 2.2 Update the Greenway Master Plan and develop a new strategic Action Plan based on the current needs, conditions, objectives and funding resources in order to continue to improve bike and pedestrian connectivity in the community.

- PR 2.2.1 Continue to seek funding in the Capital Improvements Program (CIP) for the acquisition and use of open space areas and greenways to preserve the scenic, natural and historic character of the area and to promote public access to these sites.
- PR-2.2.2 Collaborate with adjacent localities, developers and other interested organizations to align and integrate plans so as to increase bike/pedestrian connectivity.
- PR 2.3 Continue to collaborate regionally to improve connectivity of open space, including but not limited to working with Hampton Roads Planning District Commission (HRPDC) and County staff to develop a local level green infrastructure map, which identifies critical natural, cultural and recreational networks, and develop a plan for implementation.
- PR 2.4 Work with the National Park Service to realize the recreational and cultural potential of national park sites within James City County.
- PR 3 Research and pursue available funding sources for parks and recreation programs and facilities programs that create offsetting expenditures and creating positive cash flows, including through private sector partnerships, the establishment of a park foundation, the use of citizen volunteers, grants and revenue producing facilities.
- PR 3.1 Coordinate outdoor recreation, greenway, Purchase of Development Rights, greenspace, community character and environmental protection programs in order to maximize utility of shared resources and funding.
- PR 3.2 Submit grant applications to secure funds for new parks and recreation programs, services, facilities and related transportation services.
- PR 3.3 Support the public provision of bicycle facilities by seeking County funding whenever feasible and by seeking non-County funding sources.
- PR 3.4 Emphasize the maintenance of existing facilities as a way to make efficient use of limited financial and physical resources.

## PR 4 - Continue to provide access to major water bodies for expansion of water recreation opportunities.

- PR 4.1 Seek additional waterfront access on the James, York and Chickahominy rivers to improve and expand water access and blueway trail development, especially in areas currently lacking water access, such as the lower James River.
- PR 4.2 Develop recreational components of Jamestown Beach Event Park, James City County Marina, Chickahominy Riverfront Park and Brickyard Landing in accordance with approved master plans
- PR 4.3 Collaborate with the National Park Service to continue to provide trail information at designated Chesapeake Bay Gateways and for the Captain John Smith water trail.
- PR 4.4 Provide more public access to waterways for recreation and as part of a collaborative ecotourism/agritourism strategy.

- PR 5 Maintain up-to-date regulations and policies for new development that address neighborhood park facilities, sidewalks, bikeways and trails as outlined in the Parks and Recreation, Greenway, and Pedestrian Accommodations master plans and that protect open space and natural resources.
- PR 5.1 Continue to encourage new development proposals to identify on-site natural resources
  and design the development layout in a manner that places the natural resources within protected
  open space parcels.
- PR 5.2 Encourage new developments to dedicate right-of-way and to construct sidewalks, bikeways, and greenway trails for transportation and recreation purposes, and to construct such facilities concurrent with road improvements and other public projects in accordance with the Pedestrian Accommodation Master Plan, the Regional Bikeways Map, and the Greenway Master Plan.
- PR 5.3 Encourage new developments requiring legislative review to provide public recreation facilities consistent with standards in the Parks and Recreation Master Plan. New developments should have neighborhood parks with trails, bikeways, playgrounds, practice fields, sports courts, and open spaces.
- PR 5.4 Amend Zoning Ordinance regulations to facilitate development of recreational facilities, including but not limited to neighborhood parks, playgrounds, sport courts, fields and trails within by-right residential developments in accordance with design standards as enabled by the Code of Virginia.
- PR 5.5 Maintain a comprehensive inventory of privately-owned recreation facilities within the County and apply a percentage of these facilities towards meeting the overall Parks and Recreation Facility and Service Standards.
- PR 6 Incorporate the particular needs of the County's diverse population, including but not limited to teens, at-risk youth, seniors, and persons with disabilities when planning for recreational facilities, programs, and greenways.
- PR 6.1 Include input from teens, at-risk youth, seniors and persons with disabilities in all master plans for new parks.
- PR 6.2 Re-evaluate the types of programs offered based on changing County demographics and citizen desires.
- PR 6.3 Continue to offer Inclusion services and conduct assessments with persons with disabilities to ensure necessary accessibility for participation in recreation programs.
- PR 6.4 Establish and maintain program performance measures (including goals, objectives, and essential eligibility guidelines) to incorporate consistent standards in program design.
- PR 6.5 Incorporate leadership and volunteerism in teen programs in an effort to increase skill building and employability within the County.
- PR 6.6 Include programs and services that build resiliency in at-risk youth and their families.
- PR 6.7 Continue to maintain the certification of a Nationally Accredited Agency through the Commission for Accreditation of Park and Recreation Agencies.

#### PR 7 - Address issues of affordability and accessibility in planning recreation programs.

- PR 7.1 Work with Williamsburg Area Transit Authority to improve the public transportation service to County parks and facilities.
- PR 7.2 Plan for multiple points of access for vehicles, pedestrians and bicyclists to improve connectivity between Parks and Recreation Department facilities and surrounding neighborhoods.
- PR 7.3 Continue to evaluate and provide financial assistance to qualifying families and individuals, and continue to offer free access to youth at the Abram Frink Jr. Community Center.
- PR 7.4 Conduct a comparative market analysis to review fees biennially to ensure that programs are offered at fair market value.
- PR 7.5 Identify potential partnerships with neighborhoods to develop neighborhood programming.
- PR 7.6 Work collaboratively with lower-income neighborhoods to facilitate improvements to neighborhood parks and recreation facilities.
- PR 7.7 Plan for better access to recreation programs and facilities for all through equitable geographic dispersion of facilities.

## PR 8 - Continue to promote awareness of the recreational opportunities available to County residents and visitors.

- PR 8.1 Continue to distribute brochures and ensure timely, accurate information on the County's website and social media platforms to inform residents and visitors about parks, facilities and recreational opportunities in accordance with approved public information plans.
- PR 8.2 Provide information at community events regarding Parks and Recreation Department programs and services.

# PR 9 - Sponsor educational opportunities that emphasize the connections between parks and recreation and economic development, as well as environmental, conservation, and historical preservation.

- PR 9.1 Enhance existing facilities and marketing efforts to fully promote an ecotourism program that promotes passive recreational opportunities within natural open spaces and special environmental and historical areas, and identify and designate public lands in support of this purpose.
- PR 9.2 Continue to promote interpretive signage and programs that provide educational opportunities in cultural and natural resources.

#### PR 10 - Design, construct, and operate facilities in a sustainable manner.

• PR 10.1 - Develop sustainable strategies similar to LEED (Leadership in Energy and Environmental Design) for the design and location of parks and incorporate the strategies into park development guidelines, where feasible.

#### PUBLIC FACILITIES CHAPTER

The following materials represent the draft Public Facilities chapter as discussed by the Planning Commission Working Group (PCWG) as of May 3, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

#### Chapter Text: Requested Revisions from Final PCWG Review on May 3, 2021

1. Requested editorial changes to address typos or increase the clarity of the language.

## **Public Facilities**

### Introduction

Public facilities are required to support the services and functions provided by James City County and its associated public and private agencies. These facilities support the development of the community and help to ensure quality of life for its citizens. James City County currently provides high quality facilities and services, and it is the County's intention to maintain and improve them. Public facilities are divided into five major categories: public education, public safety, public health, general County government, and public utilities. A sixth category, parks and recreation, is discussed in the Parks and Recreation section of the Comprehensive Plan, while a seventh category, public transit, is included in the Transportation section of the Comprehensive Plan.

The Public Facilities Chapter Goal, and the Strategies and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language as written in the 2035 Comprehensive Plan has been substantially revised, to specifically note and recognize school facilities, and to give direction that facilities and services should be provided in a manner that is balanced with fiscal impacts. The Goal now states "Provide high quality public facilities, including schools, and public services in a manner that balances demand for facilities and services with fiscal impacts." Many important Public Facilities Chapter implementation activities have been achieved in the last five years, as detailed in the Spotlight on Implementation section. However, as the information in this chapter explains, further action through the revised and updated Strategies and Actions will be needed.

## **Key Planning Influences**

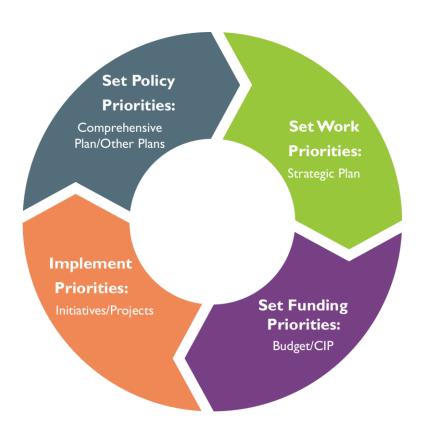
The existing public facilities owned by James City County are a source of pride for citizens and County staff members alike. New and renovated facilities should continue this tradition and be held to high standards of cost-effectiveness, functional and operational efficiency, energy efficiency, green building design, durability, and where applicable, aesthetic appeal, so that they complement existing facilities and serve the long-term needs of the County.

Since the last update of the Comprehensive Plan, the County's Board of Supervisors has adopted a Strategic Plan. The Strategic Plan is the County's guidebook for future investment, provision of public services and facilities, and the County's work plans for the next 20 years. The Strategic Plan sets out priorities to be incorporated into future County budgets and Capital Improvements Programs (CIPs) based on the long-range planning guidance set out in the County's adopted Comprehensive Plan and other long-range planning documents.

Two of the priorities of the Strategic Plan are to modernize the County's infrastructure, facilities, and technology system and to provide exceptional public services. By modernizing infrastructure, community facilities, public education, and technology, the County improves the quality of life for County residents and addresses the changing needs of the population. The County provides

exceptional public services by improving services to its aging population, enhancing parks and recreational offerings, and improving the County's communication systems.

The Strategic Plan acts as an inventory of projects for the responsible departments to use to generate CIP requests, and the requests are then evaluated for and prioritized by consistency with the Strategic Plan, Comprehensive Plan, and current capital needs. Each year the County Administrator proposes a capital projects budget and five-year CIP based on this evaluation and prioritization process for the Board to review and approve based on available funding.



## **Assessing Capital and Service Needs**

The County's divisions and departments are continually assessing the facility and service needs of the community based on anticipated demographic and growth trends. As guides in this process, departments use the level of service guidelines within this chapter, as well as separate studies and analyses, to determine future needs for public facilities. A facility space needs analysis completed in 2020 found that staff growth, which has already occurred as a result of past population increases, as well as the increasing complexity and sophistication of the County's government, have created space shortages and inefficiencies in numerous County facilities. Efforts are underway to accommodate the space needs of the growing departments and agencies, and the space needs analysis will help to guide the development of future facilities.

In addition to the facility space needs analysis completed in 2020, a broader analysis conducted during this Comprehensive Plan update examined facility needs in 2045 and fiscal impact to the County based upon the land use pattern shown on the Future Land Use Map recommended by the Planning Commission Working Group in April 2021. This information is shown in Appendix [see separate attachment]. The results are shown for both the County overall and for four Fiscal Analysis Zones (FAZ): North, Central, South and Outside the PSA. The results cover Streets, Parks and Recreation, Fire and Emergency Services, Police, Library, General Government, General Services, Courts, and Schools. The fiscal model developed during this Comprehensive Plan will continue to be used to analyze fiscal, facility and land use considerations on an on-going basis.

The guidelines below in the Facilities and Services Standards by Category section are intended to be used to help direct the development and operation of public facilities both now and into the future. They provide thresholds for measuring the impacts of growth with respect to creating new facilities; maintaining, and improving the quality of service delivery to the public; and providing a practical way for citizens to balance performance against fiscal limitations. Ultimately, facility and service guidelines are a statement of the expectations residents have for their government services.

James City County endeavors to operate its public facilities as outlined in these guidelines to achieve the following goals:

- The provision of public facilities will reflect what citizens need, desire, and are willing to financially support.
- The quantity and quality of facilities will be correlated with the size and demographic characteristics of the population, as well as demand.
- Public facilities will be located in close proximity to the greatest possible number of people and are provided proportionally to the number of people served.
- The development of public facilities and provision of public services will be focused within the Primary Service Area (PSA) as defined on the Comprehensive Plan Land Use Map.
- New facilities or facility expansions will be located where most needed or required.
- Local community objectives and activities will be supported by encouraging the full utilization
  of all public facilities, including the development of joint and multi-use facilities for use by
  different County agencies, the development of shared facilities, and the development of
  public/private partnerships.

The public facility and service guidelines are derived from a combination of sources. Many of the guidelines were established after reviewing standards set by federal, state, and other local plans. Some reflect the limits established by other independent agencies and boards such as the State Library Board. Each individual County department and public agency directly affected by these standards was consulted regarding the relevance and effectiveness of the existing service guidelines. These community guidelines are unique to James City County and are a product of research and analysis by the department heads, Planning Division staff, and administration.

## Facilities and Services by Category

#### **Public Education**

This category of facilities includes public schools, adult education, career and technical education, and library services. The locations of the major public education facilities are shown on Map PF-1. Partnerships within the public education category include joint operation of the school system with the City of Williamsburg, joint operation of the New Horizons Regional Education Center with the school divisions of Gloucester County, York County, City of Hampton, City of Newport News, and the City of Poquoson, and operation of the libraries by contract between the County, City of Williamsburg, and York County. Thomas Nelson Community College is operated by the Virginia Community College System. Facility and service standards for public education are listed below.

#### Education Facilities and the Adequate Public School Facilities Test Policy

In 1998, the Board of Supervisors adopted a policy creating an adequate public schools facilities test. The policy applies to new residential developments requiring a special use permit and/or rezoning application. These applications will considered to have passed the test if the schools which would serve the future development currently have adequate design capacity (not to exceed 100% of the design captivity) to accommodate the existing student population plus the additional schoolchildren generated by the development.

#### Education Facilities and Service Standards: Public Schools

WJCC Schools' consultant, FutureThink, produces several 10-year projections for planning purposes. Low, moderate, and high enrollment projections are developed using the cohort survival method. This method uses previous live birth data and historical student enrollments to "age" a known population. A ratio is then developed to track how this population grew or reduce in number as they move through the grade levels. Patterns emerge and these are folded into the projections. WJCC uses the "moderate" projection. Below are the enrollment numbers for each school by type:

Schools - High Schools	Effective Capacity	Current Enrollment 2020-2021	Projected Enrollment 2021-2022	Projected Enrollment 2025-2026	Projected Enrollment 2030-2031
Lafayette	1,314	1,123	1,131	1,120	1,120
Jamestown	1,208	1,257	1,266	1,253	1,253
Warhill	1,441	1,340	1,349	1,336	1,336
Total	3,963	3,720	3,746	3,709	3,709

Schools - Middle Schools	Effective Capacity	Current Enrollment 2020-2021	Projected Enrollment 2021-2022	Projected Enrollment 2025-2026	Projected Enrollment 2030-2031
Berkeley	779	599	587	583	646
Toano	790	628	617	612	677
James Blair	608	533	523	519	575
Hornsby	952	795	781	774	858
Total	3,129	2,555	2,508	2,488	2,756

Schools - Elementary Schools	Effective Capacity	Current PreK-5 Enrollment 2020-2021	Projected Enrollment 2021-2022	Projected Enrollment 2025-2026	Projected Enrollment 2030-2031	
Clara Byrd Baker*	599	519	527 557		564	
Laurel Lane*	574	506	515	543	570	
DJ Montague*	578	494	504	534	561	
Norge*	725	660	671	707	742	
Matthew Whaley	449	429	438	466	493	
James River	528	428	438	464	491	
Stonehouse	747	718	732	780	824	
Matoaka	747	674	687	732	774	
Blayton*	609	550	558	588	636	
Total	5,556	4978	5,070	5,371	5,655	

(Source: FutureThink Report Enrollment Projections Update dated October 27, 2020) \*Indicates Pre-K site, includes assumption that Pre-K enrollment will remain constant at 395.

The facility and service standards for schools are listed below. When developing and implementing these standards, the following factors are taken into consideration:

- For all measures of performance, the effective capacity rather than the design capacity of each specific school should be used.
- For new school sites, factors such as close proximity to neighborhoods, location within the PSA, ability to minimize transportation costs, availability of land, cost of improvements, and accommodation of multiple users (school, recreation, and community) may translate into smaller urban/neighborhood sites or larger suburban sites as needs dictate. The acreage recommendations for schools listed below may not be appropriate for urban/neighborhood sites as available and developable potential school sites are fewer and smaller. A tradeoff for the neighborhood school design is the availability of sports fields. Availability of off-site or shared sporting locations should be taken into account for any future school sites. The design of new/revitalized schools should be a public process where the needs of students, parents, and school administration are realized. Efficiencies may be realized by reducing the school's footprint by building multiple stories on smaller building pads.
- When designing new educational facilities, the square feet per student standard for elementary, middle, and high schools should be considered to ensure efficient and appropriate use and size of design space during planning.
- The following standards were used in constructing the most recent County school sites and include space allowances for recreation (both school and community needs including sports fields) and other community activities. They may be adjusted as needed to take into account the factors listed above. Multi-story structures, shared parking, and regional stormwater facilities may help reduce the amount of developable acres ultimately needed.

### **Elementary School Facilities and Service Standards:**

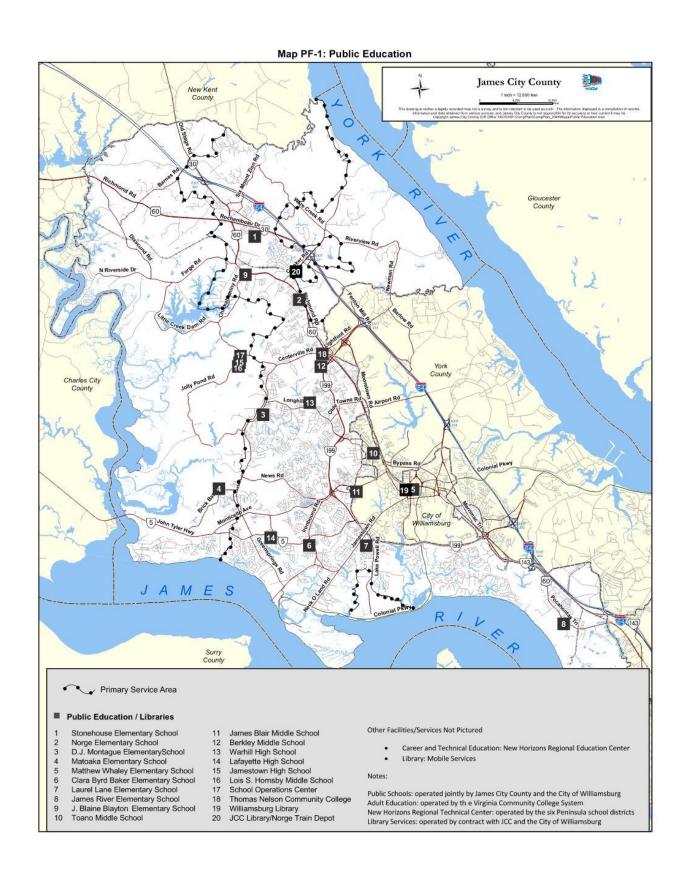
- At least 27 developable acres\* for a school with a 500-700 student design capacity;
- Optimally located within a two-mile radius of least 80% of the students.

#### Middle School Facilities and Service Standards:

- At least 38 developable acres\* for a school with a 700-900 student design capacity;
- Optimally located within an eight-mile radius of at least 80% of the students.

### **High School Facilities and Service Standards:**

- At least 52 developable acres\* for a school with a 1,200-1,400 student design capacity;
- Optimally located within a 10-mile radius of at least 80% of the students.



#### Education Facilities and Service Standards: Adult and Vocational Education

To help ensure the County has a well-educated workforce, the County in conjunction with WJCC Schools is committed to providing vocational and adult education services. For example, the County regularly provides funding to the Peninsula Workforce Development Center and the Thomas Nelson Workforce Center. The County also provided funding for the Thomas Nelson Community College Historic Triangle Campus.

## **Education Facilities and Service Standards: Library Services**

Libraries serve as community hubs where residents can come and learn on their own or in collaboration. The Williamsburg Regional Library consists of the Williamsburg Library, the James City County Library, the Stryker Center in the City of Williamsburg, and the mobile library service vehicles. Listed below are the facility and service standards:

- No more than 15-minute drive time to a library location;
- Five books per capita;
- 1.0 square feet of library space per capita.

Though digital media resources are becoming more prevalent, book circulation in the buildings is holding steady, even increasing in some areas. DVD and CD circulation has been steadily decreasing with the introduction of streaming and on-demand TV services.

# **Public Safety**

This category of facilities includes fire protection and emergency medical services, law enforcement, and corrections. The locations of the major public safety facilities are shown on Map PF-2. Partnerships within the public safety category include the Fire Department partnership with the James City-Bruton Volunteer Fire Department; regional operation of the jail and juvenile detention center, and joint operation of the Courthouse between the County and the City of Williamsburg. Facility and service standards for public safety are listed below.

## Public Safety Facilities and Service Standards: Fire Protection and Emergency Medical Services

- Provide response times of six minutes or less within service areas that generate 365 or more emergency incidents per year.
- Provide a fire station for areas that generate 365 or more emergency incidents per year in order to provide six minute or less response time in areas not currently meeting the response time standard.
- Provide an additional response unit for any existing unit that is not available for more than five hours per day (on an annual average).

Map PF-2: Public Safety James City County New Kent County York County Charles City County 9 City of JAMES ■ Public Safety Fire Station #1 Fire Station #2 Fire Station #3 Fire Station #4 Fire Station #5 Fire Training Center
VA Peninsula Regional Jail
Law Enforcement Center City of Newport Ne Wmsbg/JCC Courthouse 10 ECC/EOC 11 Merrimac Juvenile Detention Center Other Facilities/Services Not Pictured Crossroad Community Youth Home

Primary Service Area

Facilities regionally operated:

VA Peninsula Regional Jail

Wmsbg/JCC Courthouse

Merrimac Juvenile Detention Center Crossroads Community Youth Home The recently completed Space Needs Analysis found that the current square footage of existing Fire Protection and Emergency Medical Services facilities totals 88,275 square feet. By 2040, the total space needs for Fire Protection and Emergency Medical Services are expected to total 144,353 square feet.

## Public Safety Facilities and Service Standards: Law Enforcement

- Provide a police field office in all future fire stations. Field offices should be at least 250 square feet.
- Maintain an average response time of seven minutes for high priority calls.
- Maintain a clearance rate for crimes that exceeds national averages for similar localities.

The recently completed Space Needs Analysis found that the current square footage of existing Law Enforcement facilities totals 49,925 square feet. By 2040, the space needs for Law Enforcement are expected to total 52,480 square feet.

## Public Safety Facilities and Service Standards: Corrections

- Juvenile Detention Facilities 14 bed spaces per 70,000 population and 28,000 square feet per 70,000 population.
- Regional Jails operated per Board of Corrections standards.

The Merrimac Juvenile Detention Center, located in James City County, is operated by the Middle Peninsula Juvenile Detention Commission and serves the 9th and 15th General District Court Services Units. Each unit consists of 11 different localities.

The Virginia Peninsula Regional Jail, also located in James City County, services four localities: the cities of Williamsburg and Poquoson, and the counties of York and James City.

#### **Public Health**

This category of facilities includes refuse collection and disposal, mental and physical health services, and animal care facilities. The locations of the major public health facilities are shown on Map PF-3. Partnerships within the public health category include public/private partnerships for the Olde Towne Medical and Dental Center and the Heritage Humane Society Animal Shelter, and regional funding of the Peninsula Health Department and Colonial Behavioral Health.

For refuse collection and disposal, the County has a transfer station and three convenience centers, but does not maintain any waste disposal facilities. Refuse collection is handled through private companies. The waste is ultimately disposed in two landfills located in Charles City County and the City of Hampton.

The County provides residential curbside recycling services to residents and transitioned to a feebased program in July 2019. The goal was to continue to provide curbside recycling, create a program that was both affordable and based on user fees instead of tax revenue, and verify that the materials collected were indeed being recycled. Recycling increases the useful life of landfills, such as two where County residents' waste is disposed. Recycling decreases litter, pollution, water contamination, impacts to wildlife, energy consumption, water usage, and the need for mining raw materials. Currently, there are 15,000 households recycling in James City County.

# Public Health Facilities and Service Standards: Refuse Collection and Disposal

- All County facilities should be equipped with appropriate recycling receptacles and mechanisms to reduce the solid waste stream produced in day-to-day operations.
- Provide residential curbside recycling at a reasonable cost.

The recently completed Space Needs Analysis found that the current square footage of existing Solid Waste and Recycling facilities totals 1,440 square feet. By 2040, the space needs for Solid Waste and Recycling are expected to total 1,924 square feet.

James City County New Kent County York County Charles City County 1 2 City of 2 JAMES City of wport Ne ■ Public Health Services/Operations Heritage Humane Society Animal Shelter (public -private partnership) Heritage Humane Society Animal Shelter (public -private partnership)
Colonial Behavioral Health (regionally funded)
Olde Town Medical and Dental Center (public -private agency, regionally funded)
Solid Waste Transfer Station
Peninsula Health Department (regi onally funded)
Jolly Pond Rd Convenience Center
Tewning Rd Convenience Center
Teans Convenience Center 3 4 5 6 7 → Primary Service Area Toano Convenience Center

Map PF-3: Public Health

# **General County Government**

This category of facilities primarily consists of the office and maintenance buildings housing the County's departments. The locations of the major general County government facilities are shown on Map PF-4. Facility and service standards for general County government are listed below.

## General County Government Facilities and Service Standards

• 90% of residents will live within 10 miles of a County office for paying taxes, tags, licenses, etc.

The County sponsored a Facility Space Needs Analysis in 2019-2020, which included County Administration, the WJCC School Board and Central Office, and the WJCC Courthouse functions. Identified in the Strategic Plan as a Board Initiative (Goal No. 2 - Operational Initiative), the analysis examined the facility needs of the County's various administrative functions and established specific planning and design criteria in the form of detailed space requirements. Specifically, the study developed metrics to determine the amount of space needed by job function, evaluated utilization of existing space, identified efficiencies, and applied metrics and best practices to achieve a baseline assessment of space needs. The analysis can be used in the future to develop a comprehensive facility master planning study as well as facility master planning study to examine alternative concepts of renovation, expansions, and/or new construction to meet the County's needs for space.

The analysis projected five-year, 10-year, and 20-year planning horizons to identify the current, 2025, 2030, and 2040 personnel and support space needs for each department within the County. Population growth projections for the County, based on Hampton Roads Planning District Commission (HRPDC) data, along with the corresponding departmental personnel to serve citizens were taken into account. A benchmarking analysis of two similarly sized Virginia localities, at the County's milestone 20-year population projection, was completed to confirm that the personnel and facility goals established today align with those the County strives to reach in the future.

The recently completed Space Needs Analysis found that the current square footage of existing General County Government facilities totals 143,763 square feet. By 2040, the space needs for General County Government are expected to total 280,338 square feet.

## **Public Utilities**

This category of facilities includes water and sewer facilities. Examples of water and sewer facilities include well facilities, water treatment plants, water transmission lines, wastewater treatment plants, and wastewater collection lines. The locations of the major public utilities are shown on Maps PF-5 and PF-6. The James City Service Authority (JCSA) manages the County's public water system except for the areas served by Newport News Waterworks in the southern part of the County. The source of all water provided by the JCSA comes from the aquifers. JCSA also manages the public sewer system, and the sewage is treated at the Hampton Roads Sanitation District (HRSD) Williamsburg Wastewater Treatment Plant. As of April 2020, the JCSA served 23,064 water customers, 24,812 sewer customers, and managed over 860 miles of service lines.

One component of the central water system for the JCSA is the Five Forks Water Treatment Facility which consists of five on-site wells drawing brackish groundwater from the Middle and Lower Potomac Aquifers. A reverse osmosis treatment process is used to extract salts and other minerals to make the water potable. Five million gallons of water of potable water are produced daily using this method.

JCSA, like any other public water supplier, must obtain a permit from the Virginia Department of Environmental Quality (DEQ) to withdraw 300,000 gallons or more per month of groundwater from the aquifers. In 2012, JCSA requested a renewed groundwater withdrawal permit for 8.4 million gallons per day. In 2014, DEQ informed JCSA that it intended to renew its groundwater permit at the rate of 3.8-4.0 million gallons per day, well below current demand, due to concerns about the long-term viability of the aquifers. In 2017, DEQ ultimately renewed the permit for 6.0 million gallons per day, with the ability to increase it up to 8.4 million gallons per day. The purpose of this permit was to allow additional time to find an alternative water source. DEQ emphasized, however, that it was still its intent to reduce the amount available to withdraw to 3.8-4.0 million gallons per day in 2027, when the permit expires. In 2020, the average daily demand for water was 4.5 million gallons per day, with a peak day demand of 9.0 gallons per day.

The JCSA has evaluated a number of options for a long-term water supply, and three remain under consideration. The first is to purchase water from Newport News Waterworks (NNWW). In 2008, the JCSA Board of Directors approved a Project Development Agreement with NNWW. Under the terms of the existing agreement, JCSA pays a fee for the right to purchase only two million gallons per day from NNWW. The JCSA has not purchased any water from NNWW since the agreement was executed. JCSA and NNWW are currently in discussions about renegotiating the 2008 agreement, or simply negotiating a new agreement, to allow for JCSA to purchase water from NNWW.

Another option for JCSA is to construct a surface water treatment plant. A feasibility study was conducted on the three rivers that surround James City County: the James River, Chickahominy River, and York River. The JCSA ultimately decided to submit a Joint Permit Application for an eight million gallon per day water treatment plant on the Chickahominy River, due to better water quality and the fact that the County already owns land on the Chickahominy that is suitable for a water treatment plant. The JCSA has received most of the permits needed to construct this plant, including a DEQ permit to withdraw up to 16.95 million gallons per day from the Chickahominy River, but still needs to obtain a permit from the Corps of Engineers. When considering the distribution system improvements that would accompany the construction of a water treatment plant, this is an expensive option.

The third option is to continue to rely on groundwater. The Hampton Roads Sanitation District is currently implementing a project known as the Sustainable Water Initiative for Tomorrow (SWIFT). In this initiative, wastewater is treated to drinking water quality standards, and instead of discharging into the area's waterways, the treated wastewater is injected into the aquifers. If successful, this project would reduce land subsidence and salt-water intrusion, and would make more groundwater available for withdrawal. However, DEQ would still need to approve JCSA's withdrawal of additional groundwater. While this could be a viable and cost effective option, its viability and regulatory approval are uncertain at this time. Recent reports from DEQ indicate that conservation efforts associated with recent withdrawal permit renewals in the Eastern Virginia Groundwater Management Area have resulted in improvements in the aquifer levels in the region. However, DEQ has stated that they will need more data before amending any reductions to the groundwater permit.

In addition to identifying viable long-term water supplies for the County, JCSA must look for ways to reduce the County's demand for water. JCSA promotes conservation through its water usage fee structure for single-family residential customers, initiatives such as water conservation guidelines (often proffered or conditioned for legislative cases), rebate programs, conservation education, and restrictions on outdoor watering.

Facility and service standards for public utilities are listed below.

## Public Utilities Facilities and Service Standards: Water and Sewer

- The provision of all water and sewer system facilities should be consistent with the following:
  - 1. JCSAs Regulations Governing Utility Service <u>Regulations</u>. (https://www.jamescitycountyva.gov/1375/Regulations-Governing-Utility-Service)
  - 2. Design and Acceptance Criteria for Water and Sanitary Sewer Systems <u>Design and Acceptance Criteria</u>. (https://en.calameo.com/read/00452964275e12ac3995d?page=1)
  - 3. Standards and Specifications for Pump Stations, (available hard copy only)
  - 4. Hampton Roads Planning District Commission Regional Construction Standards <u>Regional Construction Standards</u>. (<a href="https://www.hrrcs.com/">https://www.hrrcs.com/</a>)

The recently completed Space Needs Analysis found that the current square footage of existing JCSA facilities totals 30,603 square feet. By 2040, the space needs for JCSA are expected to total 42,780 square feet.

## Communication Infrastructure

The Commonwealth of Virginia encourages localities to consider opportunities to provide broadband (high-speed internet) access that can meet the current and future needs of its residents and businesses. The need for this access was highlighted during the COVID-19 pandemic. Children in households with broadband access have more opportunities educationally and in obtaining career success. This access is also important to the local economy. Full broadband service is important to explore with the understanding that there are challenges, financially and logistically.

Some indications of the coverage of broadband service in the County can be determined based on data from the 2018 American Community Survey (ACS), and the Center for Innovative Technology (CIT). The ACS data indicates the following:

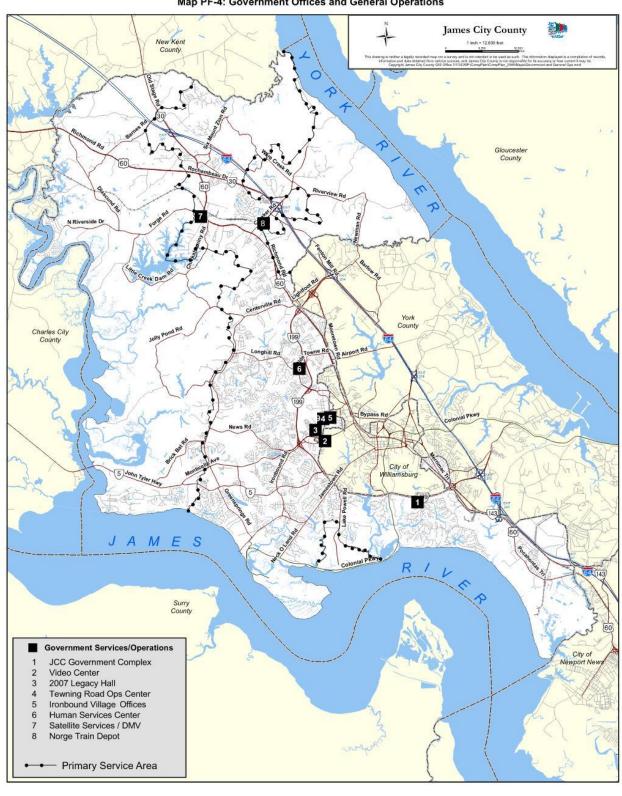
- 93.7% of households in the County had a computer, and 85.9% had a broadband internet subscription.
- Among all households, 61% had a cellular data plan; 79.9% had a broadband subscription such as cable, fiber optic, or DSL; 3.7% had a satellite internet subscription; 0.3% had dialup alone; and less than 1% had some other service alone.

The CIT has a toolkit, which includes mapping of broadband coverage, based on best available data, in Virginia localities. The maps from the CIT toolkit appear to show broad coverage, with some gap areas, primarily in the rural west and northern portions of the County.

Most broadband service is provided by private companies rather than by the public sector. However, local governments can play indirect or direct roles in encouraging broadband service through actions such as the following:

- In discussions of cable franchise agreements, encourage private providers to extend service, or improve terms of service, to areas lacking service.
- Pursue grant funds to partner with a private company to fund installation of infrastructure, with the company then providing the ongoing service.
- Monitor new technologies and update regulations pertaining to wireless communication facilities in the Zoning Ordinance as appropriate.

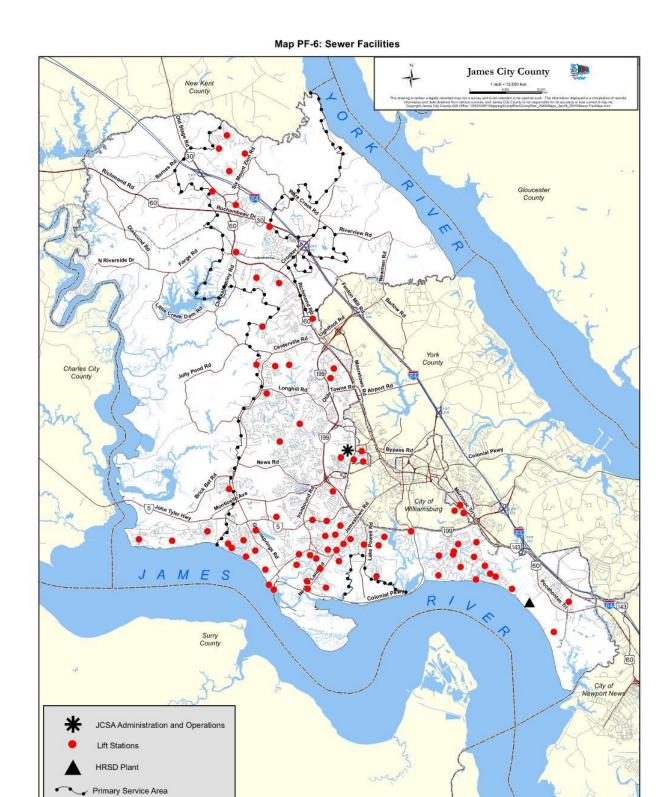
The County also has a role to play in ensuring broadband service to critical public infrastructure. The County already has in place a looped fiber optic cable system and is now in the process of expanding fiber optic cabling in support of County and School operations. This expansion will replace currently leased fiber connections, provide redundant fiber paths to improve reliability and availability and allow County and School technology groups to move to the next level of high-speed communication in support of citizens. Barring any funding constraints, this project should be completed by 2024.



Map PF-4: Government Offices and General Operations

James City County New Kent County Gloucester County Charles City County JAMES JCSA Administration JCSA provides water service for the majority of citizens in the County through its central and Operations and Independent water systems. **Booster Tank** Newport News Waterworks provides water service  $\,$  for approximately 3,230 residents in the southern end of the County. Elevated Storage Tank **Ground Tank** Reservoirs Diascund Creek Reservoir Little Creek Reservoir Skiffe's Creek Reservoir D **Desalination Treatment Plant** Primary Service Area

Map PF-5: Water Facilities



# **Community Guidance**

# **Public Engagement**

One of the public engagement themes identified during this Comprehensive Plan update that most directly relates to this chapter is "Respondents desire additional quality of life amenities including parks, public water access, expanded recreational facilities, trails for walking and bicycling, transit connections, and other enhancements to existing public facilities." Respondents to the 2019 Citizen Survey generally rated the County's public facilities very favorably. Approximately 85% of respondents rated the County's public schools facilities as "excellent" or "good", and 94% of respondents ranked the Williamsburg Regional Library as "excellent" or "good". The Public Safety portion of the survey found that 99% of respondents stated they feel "very safe" or somewhat safe" during daylight hours, with 90% of respondents feeling "very safe" or somewhat safe" after dark. In response to taxation, most citizens thought the level of taxation was "about right" (71%), with an equal amount indicating that the level of services in relation to the taxes paid was either "excellent" or "good".

Comments from the open-ended questions included the following:

- Preserve the small town feel with great schools, parks, trails and libraries;
- Continue to improve waterfront amenities;
- While the County provides great amenities, such as parks, trails and libraries, there is always room for improvement;
- Pursue opportunities for sports facilities and school facilities that can be utilized for sporting events/tournaments/travel programs that could bring in additional revenue to the County; and
- Provide more opportunities for safe biking.

As a follow-up to the survey, the County hosted the Engage 2045 Summit on the Future in the fall of 2019 to engage with citizens to determine their vision for the future of the County. During the polling portion of the Summit and online polling that continued weeks after, respondents were asked to indicate their biggest concern for the County's future, and 11.5% answered that the future water supply of the County was their biggest concern. While "managing growth" was the most frequent response to a separate question of what is most important to accomplish, ensuring the County can manage the quality of public services was the second.

Participants were also provided an opportunity to share their "Big Ideas." Open-ended responses included the County should secure its own affordable water sources, libraries should continue to expand with branches where people reside, the County should meet the technology needs for the 21st century, and the County must plan for schools that accommodate a growing population.

The second round of public engagement included questionnaires on the Goal statements for each chapter, and feedback on alternative futures. The results of the Goals Questionnaire for the Public Facilities chapter's goal showed that slightly more than 80% of respondents did not want to change the goal, 12.5% wanted to change the goal. Of those preferring change:

- Five comments focused on addressing water supply, solar power initiatives and the need to include school needs as an important component of the Comprehensive Plan;
- Four commenters said the goal needed more specificity to clarify the intention; and
- Two commenters added that funding for public facilities should be reduced or replaced by services provided by private business.

The third round of community engagement was held in the winter of 2021. This round solicited input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Overall, there was consistent support for enhancing quality of life amenities in James City County with a strong emphasis on walking and biking facilities. Respondents supported prioritizing County resources for enhancing quality of life amenities. They also supported prioritizing walking and biking amenities in locations that increase connectivity between neighborhoods and shopping, schools, employment areas, and greenways.

## Scenario Planning - Key Policy Guidance

The results of the Scenario testing phase of community engagement yielded several key principals that relate to Public Facilities:

- Reduce public costs by locating new development within the PSA;
- Support infill redevelopment and adaptive reuse development efforts that maximize use of existing public infrastructure;
- Create more mixed-use areas that include and provide greater access to recreation, parks, schools, and other public facilities;
- Foster development of walkable environments potentially provided as part of new private developments that increase recreational opportunities in a cost-efficient manner; and
- Locate new growth closer to existing population centers to reduce sprawl and provide greater efficiency of access to existing and planned public facilities.

# Spotlight on Implementation

James City County's commitment to providing a high level and quality of public facilities and services has been challenged over the past five years by both a growing population and the difficult economic climate, with particular challenges during the 2020-2021 pandemic. The County's capital focus over the past five years has been on improvements in the areas of education, public safety, and maintenance.

In June 2015, WJCC Schools completed a comprehensive facility condition and educational adequacy assessment of the 15 schools and the Operations Building within the division. The objectives were to:

- 1. Identify and document the present condition and risks at each school.
- 2. Identify the risk of deficiencies and consequences of not correcting them.

- 3. Recommend corrections for all deficiencies.
- 4. Provide cost estimates for the needed corrective actions.
- 5. Calculate the Facilities Condition Needs Index (FCNI) to illustrate the relative condition of each facility.

Using this information, WJCC reconfigured and redesigned the entrances to all of its schools to provide better security.

Many County facilities have undergone renovations/expansions or opened since 2009. Such facilities include the renovations of James Blair Middle School into administrative offices, the County's Administration building (Building D), and the Fire Administration building, the completion of Lois S. Hornsby Middle School, which can accommodate approximately 900 students, J. Blaine Blayton Elementary School, which can accommodate approximately 500 students, and the new Law Enforcement Center. Another accomplishment in the last five years is the installation of JCC Alert, which is a new way to communicate with County residents about emergencies by notifications and updates via text message, voice message, and email.

In light of the County's projected growth and changing demographics through 2045, future public facilities and services will need to be efficiently designed, located, and utilized, as well as adequately funded and paced with growth. By minimizing impacts and investing in high quality, secure facilities, the County can ensure that they will add value to the community for years to come.

# Goals, Strategies, and Actions

#### Goal

PF - Provide high quality public facilities, including schools, and public services in a manner that balances demand for facilities and services with fiscal impacts.

## Strategies and Actions

#### PF 1 - Design, locate, and utilize public facilities and services more efficiently.

- PF 1.1 Encourage full utilization of all public facilities, including joint use by different County agencies, to support local community objectives and activities.
- PF 1.2 Acquire land for, efficiently locate and design, and construct new public facilities in a manner that facilitates future expansion and promotes the maximum utility of resources to meet future capacity needs.
- PF 1.3 Design facilities and services for efficient and cost-effective operations over their expected lives.
- PF 1.4 Develop public facilities as components of regional programs where feasible.
- PF 1.5 Construct and maintain new facilities consistent with anticipated needs and County fiscal constraints by:
  - PF 1.5.1 Review and update the long-term maintenance program that has been developed which utilizes strategies that result in an overall reduction of energy costs. The goal is to ensure adequate maintenance of existing and proposed facilities.
  - PF 1.5.2 Acquire public facility sites that will be required by future growth and development.
  - PF 1.5.3 Research and use best practices for public facility and service plans in Virginia.
  - PF 1.5.4 Pursuant to the strategic planning process that began in Fiscal Year (FY) 2015-16, and in accordance with the Space Needs Assessment that was completed in 2020, develop a service and facility master plan to strengthen the linkage between the Comprehensive Plan, the Capital Improvements Program (CIP) and operating budgets.
  - PF 1.5.5 Design and construct County facilities consistent with the Space Needs Assessment for County Administration, Williamsburg-James City County (WJCC) Courts, and WJCC School Administration for 5-year, 10-year, and 20-year (2040) population growth projections.
- PF 1.6 Apply appropriate zoning, land use, and other adopted County criteria when evaluating public facility sites and uses.

- PF 1.7 Assist with public education and promotion of existing public services, including career and technical education opportunities. Explore locating technical education and other programs within James City County.
- PF 1.8 Explore ways to integrate the various data resources, programs, and systems of the County such that data may be more readily shared and accessed between departments and divisions. Develop minimum standards for data storage that ensure that data is produced and securely stored in compatible formats.
- PF 1.9 Encourage the provision and location of preschool programs and classrooms throughout the County utilizing government sponsored programs, public schools, private schools, private businesses, churches, non-profits, and where appropriate, home-based preschools.
- PF 1.10 Include public transit stops at new public facility sites.
- PF 1.11 Continue to use technology, including broadband service, to improve the delivery of public services to the County.
- PF 1.12 Locate new public facilities and the provision of public services near existing and planned population centers, within the existing Primary Service Area (PSA), as defined on the Comprehensive Plan Future Land Use Map so as to provide convenient service to the greatest number of County residents or service consumers.
- PF 1.13 Encourage and support ways for private companies to expand broadband service. Broadband service initiatives could include but are not limited to updating the Zoning Ordinance when changes occur to wireless communication facilities standards, pursuing grant funds when available, and encouraging broader service areas when cable franchise agreements are negotiated.
- PF 1.14 Collaborate with WJCC Schools to develop a long-range facilities plan.
- PF 1.15 Support initiatives to collaborate with WJCC Schools to implement the WJCC Strategic Plan.
- PF 1.16 Develop a long-range plan for future land needs for future schools and other public facilities.

# PF 2 - Seek to adequately fund or finance public facilities and efficiently utilize available funding resources.

- PF 2.1 Review annually the adequacy of existing public and private resources to finance needed qualifying public facilities through the County's CIP and annual budget process.
- PF 2.2 Identify specific public/private partnership opportunities to provide funding for new and existing public facilities.
- PF 2.3 Evaluate methods for private development to help defray the costs of public infrastructure investments.
- PF 2.4 Maintain and use the fiscal impact model to inform development reviews and

facility planning in the County.

- PF 2.5 Strive to maintain the AAA bond rating for James City County and the James City Service Authority from all three major rating agencies.
- PF 2.6 Utilize tools such as life-cycle costing and value engineering (as applicable) to develop the most cost-effective facilities.
- PF 2.7 Evaluate the possible use of impact fees to help defray the capital costs of public facilities related to residential development.

# PF 3 - Locate and provide public facilities in a manner consistent with County wide growth management policies.

- PF 3.1 Evaluate the accessibility, capacity and adequacy of new facilities to absorb new
  development and ensure that development recommendations take this information into
  account.
- PF 3.2 Continue to use the Adequate Public Schools Facilities Test Policy consistent with the WJCC Schools capacity projection methodology. Consider revising the Policy to incorporate the new leave-behind models.
- PF 3.3 Maintain and construct facilities in accordance with service standards and fiscal limitations.
- PF 3.4 Apply public facility standards to define facility requirements associated with level of need, appropriate quantity, size, and relationship to population and growth areas.
- PF 3.5 Develop policies that support the conservation of water through education and awareness, higher water rates for greater usage, restricting irrigation, and, when financially feasible, rebate programs that reward conservation efforts.
- PF 3.6 Support alternative water supply and conservation projects, such as collection and use of stormwater, reuse of gray water, and reclamation of wastewater, where practical and financially feasible. Identify projects that might benefit from such applications, such as golf course irrigation or new residential, commercial, or industrial uses.
- PF 3.7 Explore opportunities to develop regional reclamation and reuse technologies and infrastructure in conjunction with neighboring jurisdictions and the Hampton Roads Sanitation District (HRSD).
- PF 3.8 Continue to explore alternative sources of a long-term water supply in accordance with the adopted Strategic Plan.
- PF 3.9 Support initiatives to refine the fiscal impact model to assess development impacts on fiscal health.

# PF 4 - Design, construct, and operate public facilities in an efficient and environmentally sustainable manner and complementary of local community character.

- PF 4.1 Utilize energy efficient heating, cooling, ventilation, lighting, and similar systems and designs for newly constructed County facilities, and where feasible, for renovations of existing County facilities. Innovation and technology (such as that found in geothermal heating and cooling systems, green roofs, and solar panels) should similarly be employed where feasible, and where life cycle considerations of cost savings, efficiency, and durability can be clearly expected or demonstrated.
  - P.F 4.1.1 Continue to utilize and update as necessary the building automation system that tracks and monitors the indoor environment of most County facilities.
  - P.F. 4.1.2 Develop a comprehensive long-range technology plan to keep pace with the building automation industry.
- PF 4.2 Review and update as necessary the County's Sustainable Building Policy in accordance with the County's Strategic Plan goals.
  - PF 4.2.1 Construct new County facilities in accordance with the County's Sustainable Building Policy.
- PF 4.3 Utilize Low-Impact Development (LID) designs for newly constructed facilities, and where practical, for renovations of existing County facilities.
- PF 4.4 Utilize energy efficient vehicles and equipment when they are available and when not otherwise limited by fiscal or functionality considerations.
- PF 4.5 Evaluate all proposed public facilities for potential impacts and provide buffering and mitigation equal to, or greater than (when practical), that required under County Ordinances.
- PF 4.6 Incorporate architectural design features in buildings and structures erected by the County, which support quality design and appearance that enhances local community character.
- PF 4.7 Support the Commonwealth of Virginia's commitment to achieve 100% carbon free power by 2045.
- PF 4.8 Consider adopting and using the Virginia C-PACE (Commercial Property Assessed Clean Energy) program to pursue energy retrofit projects for public buildings. Consider setting up the program for use by private property owners as well.
- PF 4.9 Identify public facilities (including trails and recreational amenities) that would be impacted by sea level rise, flooding or other natural hazards, and consider mitigation strategies for these facilities.
- PF 4.10 Consider mitigation strategies for impacts due to sea level rise, flooding and other natural hazards when locating and designing new facilities.

## PF 5 - Ensure the safety and security of public facilities and buildings.

- PF 5.1 Evaluate the security of public schools and other County facilities from internal and external threats to better ensure the safety of citizens, visitors, and County staff, and to better protect County assets, sensitive data and data systems, the public water supply, and property.
- PF 5.2 During renovation or new construction, structurally improve public facilities and buildings to better withstand physical perils (such as high wind, explosion, flooding, etc.) and to enable them to serve as shelters or otherwise continue operating in times of crisis, emergency, or severe weather.
- PF 5.3 Locate and design new public facilities with consideration of Crime Prevention Through Environmental Design (CPTED) principles to protect both County facilities and the people utilizing them. Use CPTED principles when renovating facilities wherever applicable and practical.
- PF 5.4 Strive to complete fire and emergency service accreditation through the Center for Public Safety Excellence.
- PF 5.5 Prepare and maintain detailed emergency preparedness plans to protect the County's citizens, facilities, and infrastructure.

PF 5.5.1 - Implement measures in County facilities to ensure safe working environments for County staff and citizens such as barriers, physical distancing, personal protective equipment (PPE) provision, and ionization and filtration for air purification in accordance with Center for Disease Control (CDC) and Virginia Department of Health (VDH) guidelines and recommendations during a pandemic.

#### TRANSPORTATION CHAPTER

The following materials represent the draft Transportation chapter as discussed by the Planning Commission Working Group (PCWG) as of May 3, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

## Chapter Text: Requested Revisions from Final PCWG Review on May 3, 2021

- 1. The PCWG voted 4-2 to remove the Mooretown Road Extension from the Transportation Chapter and from the Future Land Use Map. Below is the text to be removed from the chapter text:
  - a. T-25 From Table T-4:

2045-	Mooretown Road Extension	LRTP Candidate	TBD	\$95,400,000
111		Project		

b. T-32 – From the Croaker Road Corridor Vision

The section of Croaker Road extending from Richmond Road to Point O'Woods Road is scheduled to be widened based on future traffic projections. The project proposes widening from two lanes to four lanes and realigning the intersection with Rose Lane. Additionally, the project includes undergrounding utilities and constructing a new two-lane bridge parallel to the existing bridge over the CSX line. This project is to address the expected capacity deficiency as well as anticipated traffic from **the** *Mooretown Road extension* and Economic Opportunity area.

#### c. T-34: Mooretown Road Extension

The Mooretown Road Corridor Study recommended extending Mooretown Road from its current terminus in York County to Croaker Road or Rochambeau Drive. Development within the vicinity of the proposed Mooretown Road extension should be discouraged until master plans are approved and infrastructure is planned to handle intensive development that does not solely rely on Richmond Road. Private funding is expected to pay for the extension, although public and private efforts may be beneficial in master planning the surrounding land uses. The Corridor Study examined three alternative routes, as well as the associated environmental impacts, utility relocation, and cost estimates. On December 8, 2015, the Board of Supervisors voted to support the three alignments outlined in the study. A final route would be determined once a future development is proposed for the corridor.

# Transportation

# Introduction

Transportation provides individual mobility and shapes activity patterns. It affects the sense of community, the environment, the economic base, and the manner in which visitors perceive the community. The County's transportation facilities include interstate highways; state primary and secondary roads; private neighborhood streets; public transportation services; intra- and interregional facilities such as air, rail, bus, and trucking services; as well as sidewalk, bicycle, and greenway facilities. Efforts are made to improve and enhance these facilities through the County's policies and Ordinances, Comprehensive Plan, Six-Year Improvement Program (SYIP), sidewalk and bikeway programs, and cooperation with neighboring localities, the state and the Hampton Roads Transportation Planning Organization (HRTPO).

The Transportation Chapter Goal, and the Strategies and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language as written in the 2035 Comprehensive Plan has been substantially re-affirmed as written, with added language to encourage the use of non-automotive forms of transportation. The Goal now states: "Provide citizens, businesses, and visitors of James City County with an efficient, safe, attractive, and resilient multimodal transportation system that encourages use of non-automotive forms of transportation and reinforces or is consistent with the goals and land use patterns of the Comprehensive Plan." Many important Transportation Chapter implementation activities have been achieved in the last five years, as detailed in the Spotlight on Implementation section. However, as the information in this chapter explains, further action through the revised and updated Strategies and Actions will be needed.

# **Key Planning Influences**

# **Consideration of Transportation Issues**

Transportation issues focus largely on roads. While important, a well-functioning transportation system requires incorporation of other elements. The most significant include making other modes viable through supportive land use patterns, increased safety for pedestrians and cyclists, and increased transit options. Specifically, when incorporated into transportation planning, the following elements can also help improve efficiency by dispersing vehicle traffic across the local and regional road networks and reducing travel distances to make walking or biking more viable: centralizing rather than spreading out commercial development along roads and managing access thereto; increasing interconnectivity; and increasing affordable housing in proximity to job opportunities to reduce in and out commuting and congestion on major regional roadways such as Interstate 64, Route 143, and Route 60.

Policy developed in this Comprehensive Plan emphasizes the need to establish and maintain an efficient transportation network that reinforces the overall goals of the Comprehensive Plan,

including consideration and development of all transportation modes available in the County. Emphasis is placed on coordinating land use development with transportation capacity. Recognition is given to aligning the infrastructure and facilities for the various transportation modes with affordable, accessible housing and community services to meet the needs of all residents and to allow seniors, youth, and persons with disabilities to participate more fully in the community. Future roadway improvements are based upon projected traffic volumes and road capacities, anticipated development, and the County's vision for specific roadways. Recommendations seek to preserve roadway mobility, capacity, and the overall character of the County.

# **Multimodal Transportation**

For decades, roads were designed solely for use by motor vehicles with little consideration for the needs of other types of users. National, regional, and local transportation decisions are typically focused on accommodating motor vehicles and efficient traffic flow, measured as Level of Service (LOS). Essentially, the thinking was that the only way to solve congestion was to build our way out of it through continual road widening and new roads. Roadway improvements are still necessary to improve safety and address congestion, but an exclusive focus on moving automobiles rather than moving people with multimodal travel options carries with it significant financial, environmental, and social costs that need to be considered. Accommodating and planning for automobiles is still essential and vehicles will continue to remain a primary mode of transportation for most; however, transportation planning in the 21st century must also focus on providing additional transportation choices. More specifically, transportation decisions will need to be made on the basis of improved mobility and accessibility for all users, including the youth, the elderly, the disabled, those who cannot afford to own and maintain an automobile, or those who simply choose not to do so.

Since 2004, it has been the Virginia Department of Transportation's (VDOT) policy that bicycle and pedestrian accommodations be integrated into the development of any roadway project. In many instances, receiving state and federal funds is dependent upon providing bicycle and pedestrian accommodations as part of the overall plan. In conjunction with VDOT's expectations, this Comprehensive Plan encourages the development of new or retrofitted "complete streets," which are roadways designed to accommodate all users, drivers, pedestrians, bicyclists, motorists, transit, and the disabled in safety and comfort.

To meet this need, VDOT has incorporated the Department of Rail and Public Transportation's (DRPT) Multimodal Design Guidelines into their Road Design Manual. These design guidelines encourage bicycle, pedestrian, and transit modes.

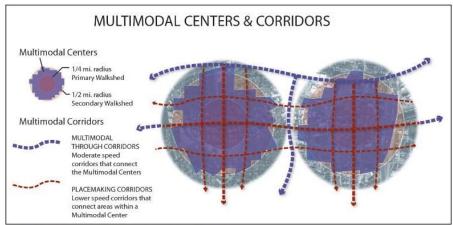


Figure T-1. Multimodal Centers and Corridors

Courtesy of DRPT, this diagram distinguishes Placemaking Corridors from Multimodal Through Corridors - the two general categories of multimodal corridors that together comprise a true multimodal transportation system in a region.

There are a number of techniques used to design complete streets, many of which have the following characteristics:

- Reduced lane widths:
- Sidewalks and multiuse paths;
- Consolidated driveways;
- Raised medians with pedestrian refuges;
- Enhanced pedestrian crossings with continental-style crosswalk markings and countdown timers;
- On-street parking;
- Intersections with small turning radii (to reduce vehicle speeds); and
- Bike lanes separated from travel lanes by physical barriers or striping.

In addition to increased attractiveness, this type of design encourages pedestrian and bicycle use, increases safety, and can ease congestion. Complete streets can also be great public places that encourage people to linger on foot, meet with neighbors, and engage in public life. They can yield a positive return on investment by creating a sense of place that attracts development and encourages local economic activity. They can improve public health by encouraging physical activity, reducing crashes through safety improvements, and reducing air pollution.

Figures T-2 and T-3 are examples of complete streets for new developments. Figure T-4 is an example of a suburban arterial complete street retrofit. Discovery Park Boulevard in New Town is an example of a new complete street in James City County, and the Ironbound Road widening project completed in 2013 is an example of a complete street retrofit. Planned projects such as the Pocahontas Trail multimodal project from Fire Station 2 to James River Elementary School and the

widening of Longhill Road from Humelsine Parkway to Centerville Road are consistent with the concept of a complete street retrofit.

Figure T-2. Urban Complete Street Intersection Design

Courtesy of Renaissance Planning Group

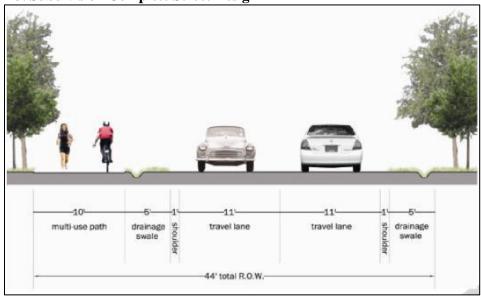


Figure T-3. Subdivision Complete Street Design

Courtesy of Renaissance Planning Group

Figure T-4. Before and After of a Suburban-Style Complete Street Retrofit





Courtesy of Renaissance Planning Group

## Connectivity

Connectivity is a term used to describe interconnection between developments. This interconnection can refer to the streets within a single development, streets within separate developments, or access for pedestrians and cyclists to neighboring properties. Connectivity is an essential part of comprehensive transportation planning because it provides roadway users with more options to get to a destination and often reduces travel distances. Connectivity does not only apply to vehicles. It is important to a multimodal network that provides safe options for residents to get to and from their destinations. VDOT utilizes the Multimodal System Plan described in the Multimodal Design Guidelines. This plan ensures that there is connectivity within a modal network and between travel modes.

VDOT has adopted Secondary Street Acceptance Requirements (SSARs), which are the minimum standards for new streets to be accepted for state maintenance. The 2011 SSARs, which were last updated in December 2018, usually require interconnectivity between new developments. For connectivity to be an effective tool to mitigate congestion and shorten trip distances, the County and VDOT must work together to ensure newly developed properties offer logical connections between neighboring properties.

Multimodal improvements should also be used to connect between existing developments. Many areas of the County were developed prior to bicycle, pedestrian, and transit requirements. Additional projects should be pursued to connect citizens living in existing developments with multimodal options, including biking, walking and transit to parks, schools, and other existing neighborhoods.

New Town is a local example of connectivity within a development, and provides connectivity opportunities to nearby neighborhoods, shopping, and recreational resources for motorists, pedestrians, and bicyclists. Individual sections of New Town are linked by streets, sidewalks, and trail systems, providing multiple ways to navigate between residential and commercial areas. Exterior access points from New Town to Ironbound Road tie into a multiuse path suitable for bicyclists and pedestrians, linking to the James City County Recreation Center and residential neighborhoods along the way. Along Monticello Avenue, a system of sidewalks, multiuse paths, and bike lanes connect New Town's entrances to the corridor ranging from the Williamsburg-James Center County Courthouse to Monticello Marketplace and Veteran's Park. New Town is also served by Williamsburg Area Transit Authority (WATA) Routes 4, 5, and 14.

#### **Access Management**

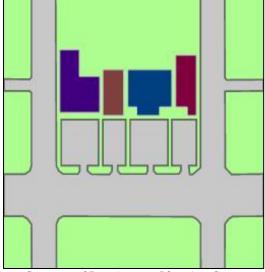
Access management is the planning, design, and implementation of land use and transportation strategies to maintain a safe flow of traffic while accommodating the access needs of adjacent development. Good access management accomplishes the following:

- Reduces the number of crashes, injuries, and fatalities;
- Provides greater mobility that enhances the economic vitality of an area;
- Reduces the need for additional road capacity; and
- Increases the traffic carrying capacity of existing roads.

Access management works by regulating the amount and location of intersections, particularly those for commercial development.

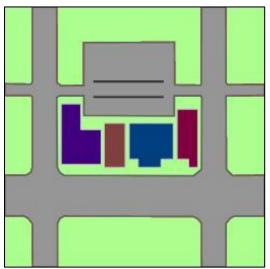
Figure T-5 represents a typical arterial street with four businesses, each with its own parking lot. Note that ingress and egress into the center is done from the principal arterial. This design reduces the capacity of the roadway and increases the likelihood of vehicular collisions. However, Figure T-6 represents what happens if access to the development is managed. In this case, access would no longer be from the principal arterial and parking is shared with multiple businesses. Also, note that the storefronts are closer to the street. This increases store visibility, improves access for pedestrians, and helps promote a sense of place.

Figure T-5. Unregulated Access Management



Courtesy of Renaissance Planning Group

Figure T-6. Regulated Access Management



Courtesy of Renaissance Planning Group

The vast majority of roads in the County are state-maintained. Property access from a state-maintained road is guaranteed, but must also be in accordance with VDOT's Access Management Design Standards. Through these standards, VDOT regulates the number of entrances a new development may have and where they may be placed. VDOT can also require new developments to seek access through a neighboring development's curb cut. Additionally, the County has the ability to pursue access management goals through proffers and Special Use Permit (SUP) conditions in cases requiring legislative approval.

One example of access management is the 7-Eleven at the intersection of Longhill and Centerville Roads. Barriers at the entrance to the 7-Eleven restrict certain turning movements, resulting in improved safety and traffic flow at the adjacent intersection. An example of access management on a development-wide scale is New Town, which contains only a few controlled connections off

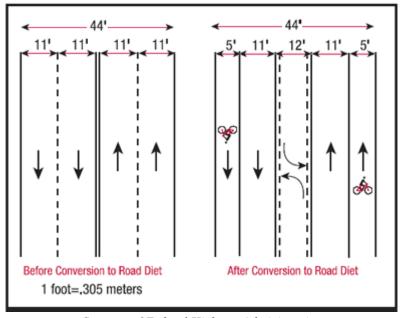
Monticello Avenue and Ironbound Road, thereby increasing mobility and the carrying capacity of the road.

If new developments adhere to complete street, connectivity, and access management principles, these strategies can help mitigate the development's contribution to traffic congestion on major arterials and increase the viability of traveling by bicycle or foot.

## **Road Diets**

A road diet, as defined by VDOT, is a specific type of roadway configuration generally described as removing one or more travel lanes from a roadway and utilizing the space for other uses or travel modes. For example, a road diet can be applied to a road that has excess capacity for vehicular traffic to reduce the number of travel lanes and repurpose that space for on-street parking, bike lanes, or multiuse paths. Road diets are typically a low cost solution, and the cost can potentially be lowered further if implemented during a maintenance repaying project.

Figure T-7. Road Diet Design



Courtesy of Federal Highway Administration

In July 2018, HRTPO released the study *Candidate Segments for Road Diets in Hampton Roads* to help localities identify areas for a possible road diet reconfiguration. As part of this study, HRTPO staff determined criteria defining situations in which road diets may be desirable, and then prepared a database of roadways in Hampton Roads that met the criteria:

- Road segments having a four-lane, undivided cross-section;
- Road segments having less than 15,000 vehicles per day; and
- Segments with a high crash rate; or
- Areas in need of bicycle, bus transit, and walking accommodations; or

• Road segments along street-oriented land uses (e.g. townhomes, apartments, and shops on street).

Based on these criteria, two roadway segments in James City County were identified for a possible road diet approach. Further analysis of these roadway segments could examine the feasibility of a road diet in more detail.

- Merrimac Trail, from York/James City County Corporate Limit to James City County/Newport News Corporate Limit (entire segment goes to I-64 exit 247).
- Pocahontas Trail, from the Fort Magruder Hotel to Route 199.

#### Merrimac Trail

This segment of Merrimac Trail from the York/James City County Corporate Limit to I-64 exit 247 was identified by the study as an eligible segment for a road diet, with the James City County portion ending at the Newport News Corporate Limit. The study shows this segment as having a low crash rate, no bike/pedestrian facilities, and no existing bus route. Potential factors against a road diet reconfiguration for this segment include few alternative transportation commuters living nearby and low potential for street-oriented land use. The Skiffes Creek Connector between Route 60 and Merrimac Trail may potentially add more truck traffic to Merrimac Trail, which could also be considered a factor against it.

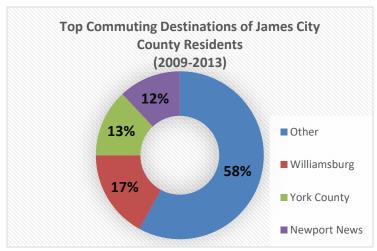
#### Pocahontas Trail

Pocahontas Trail from the Fort Magruder Hotel to Route 199 was also identified by the study as an eligible segment for a road diet. This segment of Pocahontas Trail has a low crash rate, some bike/pedestrian facilities, few alternative transportation commuters living nearby, is along an existing bus route, and has the potential for street-oriented land use. Changes to this segment may impact access to interstate ramps and other state maintained facilities.

#### **Commuting Patterns**

James City County's roadways are part of a larger interconnected system, with many journeys within the County originating elsewhere. As traffic increases or decreases in surrounding localities, it can impact roadways within the County. The *Historic Triangle Comprehensive Transportation Study* provides data illustrating commuting patterns between localities in the period between 2009 and 2013. In James City County, 30,100 residents commuted to work, and nearly 57% of these residents commuted to work outside of the County borders.

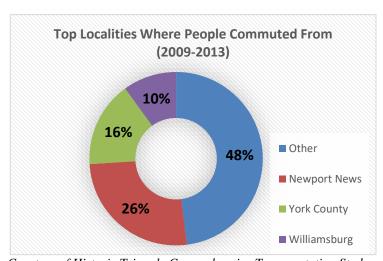
**Chart T-1. Commuting Destinations** 



Courtesy of Historic Triangle Comprehensive Transportation Study

In the same timeframe, 26,212 people commuted to work within the County and nearly 51% of them came from outside of the County.

**Chart T-12. Commuting Destinations** 



Courtesy of Historic Triangle Comprehensive Transportation Study

Commuting to and from James City County for work will likely continue as there is a lack of affordable housing in the County to support service sector employees and employees with seasonal work at places like Busch Gardens and Colonial Williamsburg. Development patterns should provide a balance of jobs and housing to reduce commuting patterns. Different programs such as TRAFFIX reward citizens who carpool, ride transit, bike or walk, or telework as an alternative to commuting. TRAFFIX was established in 1995 and is a Transportation Demand Management program that looks to reduce congestion caused by commuting in all of Hampton Roads in partnership with WATA, Hampton Roads Transit, and Suffolk Transit. This program helps

employees find carpools and park and ride lots, and rewards those that find alternative ways to commute to work or telework with discounts from local area businesses.

# **Transportation Funding**

In James City County, the state has overall responsibility for the construction, operation, and maintenance of public streets and highways. Funding for road improvement projects has been increasingly limited over recent years as federal and state transportation resources continue to decline and VDOT shifts its focus to maintenance of existing roads and emergency response needs. Federal and state program dollars often need to be matched with local resources in order to fund projects. Constant review of transportation funding programs is vital as programs change and new programs are introduced with different administrations at the state and federal level.

Therefore, it is important for the County, along with input from residents, to establish clear prioritization of road improvements that ensure the most important projects receive funding and that funding is concentrated where it is most needed and desired. Emphasis should be placed on roads within the Primary Service Area (PSA), with efforts outside the PSA focused on safety projects rather than on projects that add capacity. The County should strategically pursue any funding opportunities available for transportation projects. As funds for new roads and widening are limited, less expensive projects, such as bike lanes, multiuse trails, and sidewalks, could help alleviate congestion on road segments where money for widening is unavailable. This will help ensure that the future transportation network is both efficient and effective without negatively impacting the County's character and development patterns.

When prioritizing projects, the County should base their priority list on the following criteria:

- Demonstration of need
- Filling in gaps in the existing network
- Funding
  - How well will the project fit funding program criteria?
  - Are there multiple funding sources available to complete the project that can be leveraged?
- Location
  - o Inside PSA
  - Within a half mile of a school
  - Within a Community Character Corridor (CCC) or within a Community Character Area (CCA) or Urban Development Area (UDA)

Although it is important for the County to continue to pursue funding to address roadway needs, the impact of any new corridor improvement should be carefully studied to ensure that the new improvements will solve the transportation issue without inducing new demand for the roadway that will undermine the congestion relief benefit of the improvement. Travel demand modeling should be conducted for any major improvement proposal are sensitive to understand the potential impacts of travel patterns shifting based on the improvement. Innovative roadway and intersection designs, such as roundabouts or Restricted Crossing U-Turns (RCUTS) that have been shown to reduce congestion and improve safety with comparatively lower costs, can sometimes be used in place of adding lanes or a signal or more lanes to a corridor.

**Table T-1. Transportation Funding Sources** 

Project Type	Project Cost Amounts*	Funding Source*		
	Greater than \$10	Federal Funding: RSTP, CMAQ		
Large Size Projects	Million	State Funding: SMART SCALE		
		Federal Funding: RSTP, CMAQ		
		State Funding: SMART SCALE +		
Medium Size Road Projects	\$1-10 Million	Revenue Sharing/Local		
		Federal Funding: RSTP, CMAQ		
Small Size Projects	\$1 Million or Less	State Funding: Revenue Sharing/Local		
		Federal Funding: CMAQ		
Medium Size Bicycle and		State Funding: SMART SCALE, Revenue		
Pedestrian Improvements	\$1-5 Million	Sharing/Local		
		Federal Funding: Transportation		
Small Size Bicycle and		Alternatives		
Pedestrian Improvements	\$1 Million or Less	State Funding: Local		
Intersection				
Improvements, including		Federal Funding: RSTP and CMAQ		
signalization	\$1-2 Million	State Funding: Revenue Sharing/Local		
Safety Improvements	\$1 Million or Less	Federal Funding: HSIP		
*Projects can be funded using multiple funding sources to create a more competitive application.				

# Federal Funding

The Hampton Roads Transportation Planning Organization (HRTPO) is a transportation policy-making body comprised of representatives from local governments and transportation agencies in the Hampton Roads region. The HRTPO acts as the metropolitan planning organization (MPO) for the region, ensuring that existing and future federal expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. All federal funding for transportation projects and programs is channeled through the HRTPO and funneled to priority projects first identified in the Long Range Transportation Plan and then in the Transportation Improvement Program. To help with these decisions, HRTPO uses a scoring system to sort the projects submitted by Hampton Roads localities into those with the highest need and greatest benefit.

#### CMAQ/RSTP (Congestion Mitigation and Air Quality/Regional Surface Transportation Program)

CMAQ funds must be allocated to transportation projects and programs that help improve air quality and reduce traffic congestion. This funding is intended for areas not meeting the National Ambient Air Quality Standards (NAAQS), referred to as nonattainment areas, and for areas that previously did not meet the standards, but now do, referred to as maintenance areas. The Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2016, and made CMAQ funding available for maintaining standards in attainment areas. Hampton Roads has been designated as an attainment area for the current ozone standard.

The FAST Act converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP). The STBGP promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation

needs. Regional Surface Transportation Program (RSTP) funds are STBGP funds that are apportioned to specific regions within the State.

#### TA Set-Aside

Within the STBGP, funding is a set-aside amount called the Transportation Alternatives or "TA" Set-Aside, as set forth in 23 U.S.C. 133(h). These set-aside encompass a variety of smaller-scale, non-traditional transportation projects. Projects funded under TA Set-Aside must comply with all applicable federal requirements.

TA Set-Aside eligible activities include on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities, such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

#### Highway Safety Improvement Program (HSIP)

The HSIP is a federal-aid program that focuses on reducing fatalities and injuries on all public roads. VDOT identifies intersections and highway segments with above average total and injury crashes for existing traffic. Once identified, the crash trends and existing conditions are analyzed to determine proposed safety needs. There is a 10% local match for safety projects. Engineering improvements should be partnered with local agencies to reduce crashes through education, enforcement, and emergency response.

#### State Funding

The Virginia Commonwealth Transportation Board (CTB), appointed by the Governor, oversees transportation projects and initiatives for the Commonwealth of Virginia. This includes deciding on state transportation priorities in the Virginia Surface Transportation Plan (VTSP) and allocating funds for state projects through the Statewide Transportation Improvement Program (STIP) and the Six-Year Improvement Plan (SYIP). Much of the state funding is through competitive grant programs designed to measure which projects will produce the greatest benefit using the least amount of state funding. Projects include improvements to the interstate, primary, secondary and urban highway systems, public transit, ports and airports, and other programs.

In 2013, Virginia enacted a new transportation funding bill that changed the way it pays for and allocates funding for new transportation projects. The Hampton Roads Transportation Accountability Commission (HRTAC) was created in 2014 to manage the Hampton Roads Transportation Fund (HRTF) revenues for the Hampton Roads Region. Comprised primarily of state and locally elected officials, HRTAC set its focus toward funding regionally significant megaprojects to include new construction on new or existing roads, bridges, and tunnels in the localities comprising Planning District 23. Examples include widening Interstate 64 on the Peninsula and the Hampton Roads Bridge Tunnel expansion. The HRTAC gives priority to those projects that are expected to provide the greatest impact on reducing congestion and ensures that the funding is used for construction projects in all Planning District 23 localities.

#### **SMART SCALE**

Virginia House Bill 2 (HB2), signed into law in 2014, directed the Commonwealth Transportation Board (CTB) to develop and use a prioritization process to select transportation projects. The legislation was intended to improve the transparency and accountability of project selection, as well as improve stability in the SYIP. The new process scores projects based on an objective analysis across five evaluation factors and provides guidance to the CTB for project selection and funding. The CTB approved the Smart Scale prioritization process on June 17, 2015. Smart Scale is currently in its third round of funding projects statewide. Prior experience in earlier Smart Scale rounds has shown that a wide variety of projects have been funded including bike, pedestrian, transit, and trail projects in addition to roadway improvements. Localities such as James City County and regional agencies such as HRTPO are eligible to nominate projects for consideration under Smart Scale but the number of projects that can be submitted in any two-year funding cycle is limited. Projects must be included in one of three geographies to be eligible for Smart Scale: Regional Networks, Corridors of Statewide Significance or Urban Development Areas. While the first two are determined by the State, the third (UDAs) are locally designated. The transportation needs of a UDA are also determined by the locality.

#### Revenue Sharing

VDOT administers this program, in cooperation with participating localities, under the authority of Section 33.2-357 of the Code of Virginia. The Revenue Sharing Program provides additional funding for use by a county, city, or town to construct or improve the highway systems within such locality, with statutory limitations on the amount of state funds authorized per locality. Funds can also be requested for eligible additions in certain counties of the Commonwealth. Locality funds are matched with state funds for qualifying projects. An annual allocation of funds for this program is designated by the CTB. Application for program funding must be made online by accessing the CTB's Smart Portal, where localities may make requests for VDOT funding programs electronically. Additional supporting documentation, including a resolution in support of the application for the Revenue Sharing funding by the locality's governing body, as outlined in the Revenue Sharing guidelines, will be required. Towns not maintaining their own streets must have their requests included in their county's application. Project administration may be done by VDOT or by the locality under an agreement with the Department.

#### **VTrans**

The Commonwealth of Virginia has a statewide long-range multimodal transportation plan called VTrans. The plan is prepared by Virginia's Office of Intermodal Planning and Investment in cooperation with a variety of stakeholders to identify overarching vision and goals for transportation in the state. VTrans focuses on three transportation needs:

- 1. Interregional travel through Corridors of Statewide Significance (e.g., I-64)
- 2. Intraregional travel through Regional Networks (e.g., Hampton Roads Network)
- 3. Travel in local activity centers through UDAs (e.g., New Town)

Legislation passed by the General Assembly mandated that the transportation section of each locality's comprehensive plan must be consistent with VTrans. Each comprehensive plan must include corridors of statewide significance and UDAs and be reviewed by VDOT.

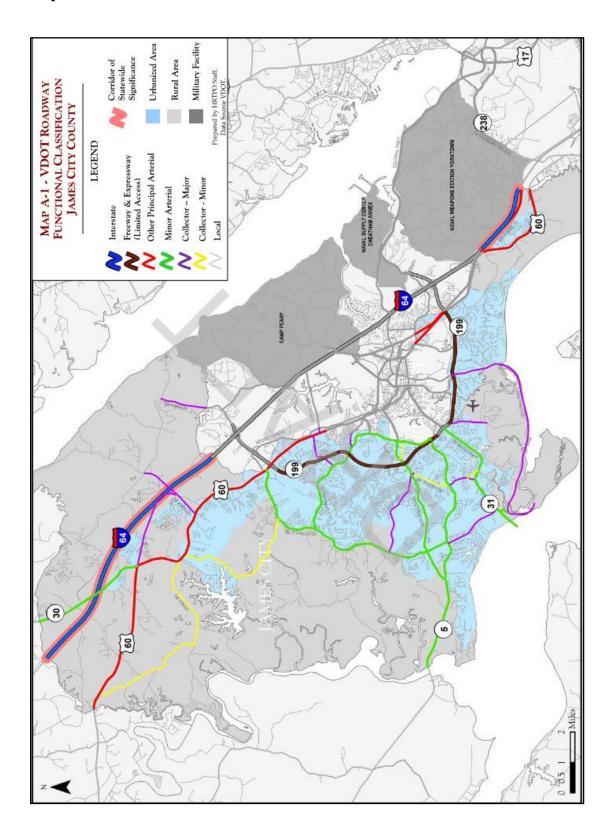
# Roadway Components of the County's Transportation System: Inventory and Planning

#### Roads

James City County has 406.88 miles of public roads maintained by VDOT, of which 11.04 are interstate, 67.37 miles are primary roads, and 328.47 are secondary roads. These roads are organized into a hierarchy based on their function. Arterial roadways (which include interstates, freeways and expressways, other principal arterials and minor arterials) provide the highest level of mobility, or the lowest time required for traffic to pass through a defined area within a set time. Local roadways provide more accessibility, which is measured in the roadway's capacity to provide access to and between land uses within a defined area. Collector roadways offer a mix of mobility and accessibility. Map T-1 below shows the VDOT functional classifications for roadways in James City County. The Historic Triangle Comprehensive Plan (Appendix A) includes maps for all three localities.

New roads are constructed by either VDOT or private developers. Roads are added to the state system only if a developer constructs them to VDOT standards and the County petitions the state for their acceptance in the maintenance system. Private roads exist in a number of areas throughout the County where permitted by Ordinances and where private agreements are in place to ensure their continued maintenance.

Map T-1.



#### Road Capacity and Level of Service

Two terms which are often used to describe the performance of roads and intersections are "capacity" and "level of service (LOS)." Road capacity is the rate at which vehicles can reasonably be expected to traverse a section of roadway under ideal conditions. Ideal conditions include adequate roadway geometric design and the free flow of traffic. For arterial roadways, the ideal capacity is usually set at 1,900 vehicles per lane per hour. It is adjusted downward at intersections, where conflicts occur, and where roadway geometry reduces the speed at which vehicles can move safely. While capacity is a static metric independent of volumes, LOS indicates the deterioration of the vehicle flow rates as increasing volumes approach the capacity of the roadway. With increasing volumes and decreasing maneuvering space, the ability of motorists to maintain free flow speeds is compromised, average vehicle speeds decline, and the flow rate along the arterial roadway decreases. LOS is represented by a letter from A to F with LOS "A" being the highest flow and LOS "F" being the lowest flow. In the Historic Triangle Comprehensive Transportation Study, the LOS levels have been grouped into low, moderate, and severe levels.

**Table T-2. Congestion Levels** 

Congestion Level	LOS Comparison	
Low	LOW	A-C
Moderate	MOD	D
Severe	SEV	E-F

Courtesy of Historic Triangle Comprehensive Transportation Study

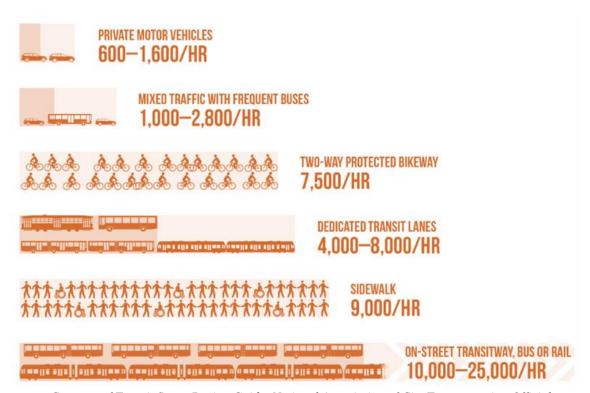
As an operational measurement, LOS is determined by the amount of delay at an intersection or by the density of vehicles on a road segment. An LOS can be determined at both a micro and macro level from individual turning movements to intersections and roadways. LOS can also be affected by traffic conditions at different times of day.

James City County uses both capacity and LOS measurements during transportation planning and development review. For instance, per Ordinance requirements and policy guidelines, if a development proposal is projected to generate 100 or more weekday peak hour vehicular trips, or has an exit or entrance on a roadway with a LOS "D" or lower (Moderate/Severe) as determined by the Institute of Transportation Engineers standards, the applicant must submit a Traffic Impact Analysis (TIA) per the Traffic Impact Analysis Submittal Requirements Policy, demonstrating the effect of the development proposal on the road network and any recommended improvements. During consideration of a rezoning or SUP application, the Board of Supervisors considers the results of the TIA as one factor in its decision-making process. When weighing previous development proposals, the County has generally been supportive of projects that do not degrade surrounding streets and intersections below a LOS "C." In practical terms, this means that a signalized intersection providing access to the development cannot cause more than 35 seconds of delay and development-generated traffic does not destabilize the traffic flow on the surrounding streets.

As discussed in the beginning of this chapter, streets are increasingly being considered as more than just "pipelines to move cars." They are being redesigned as multimodal corridors that carry people in a variety of travel modes, including cars, trucks, buses, bicycles, and pedestrians. Multimodal streets ultimately have a capacity to move more people than streets that only serve cars. Figure T-7 shows how repurposing some street space for additional travel modes can increase the total street capacity while reducing sole dependence on personal motorized vehicles. A multimodal

street network allows people to tailor their trip by their preferred mode of travel. Multimodal streets can also provide better accessibility to locations within the countywide transit and cycling networks, which can enhance the quality of life. Increasing the person throughput of a corridor can sometimes be done within the existing right-of-way and increase the multimodal capacity. By planning for a multimodal corridor, all transportation modes become more reliable to all users instead of focusing on a single travel mode. This can help invite new businesses and services and improve overall health by providing more active transportation options.

Figure T-8. Designing to Move People



Courtesy of Transit Street Design Guide, National Association of City Transportation Officials

## **Future Planning**

To monitor the ability of state-maintained roads to continue meeting the needs of residents, businesses, and visitors, VDOT regularly counts traffic on many arterial and collector streets. These counts are closely monitored to evaluate growth trends and to see if and where capacity improvements may be needed in the future.

Beyond the immediate timeframe, HRTPO produces long-range transportation planning information for James City County. Using a computerized modeling tool (travel model), the HRTPO assigns projected future traffic to the regional transportation network and determines what transportation infrastructure will be needed to handle the future traffic. Currently HRTPO has published traffic projections for James City County for 2040, which have been adopted by the HRTPO in the 2040 Long-Range Transportation Plan (LRTP). The County uses the HRTPO results to plan for large-scale improvements that may take many years to finance and construct. Preparations are now underway for the 2045 traffic projections and updated LRTP.

The travel model serves to estimate changes in traffic volumes and transit usage according to various assumptions connected to the Comprehensive Plan, primarily the intensity and location of land use development. The travel model is also sensitive to changes in the roadway system, such as the addition of capacity through the widening of existing roadways or the addition of roadways. The travel model used in the Comprehensive Plan update is a refined version of the HRTPO travel model. These refinements focused on improving the description of roadways serving James City County and surrounding jurisdictions, and enabling the model to better account for travel patterns within, to, and from James City County.

The future traffic forecasting process used in the development of the Comprehensive Plan benefited from a scenario planning approach to determine the intensity and location of land use development. The alternative scenarios that were developed and examined during the process presented potential future growth with respect to the location, density, and type of development. Each alternative land use scenario was tested with the travel model to understand the impacts to economic, transportation and other performance measures. At the end of the process, the travel model was run using data that reflected the land use pattern shown on the Future Land Use Map as recommended by the Planning Commission Working Group in April 2021. The results are shown in Map T-2 and Table T-3. The travel model developed during this Comprehensive Plan will continue to be used to analyze transportation and land use considerations on an on-going basis.

Identification of Congested Locations (Freeways & Arterials)
PM Peak Period (3 - 6 PM)

New Kent

Cloucester

Cloucester

Cloucester

Charles City

Vork

James Reer

Map T-2. Future Roadway Congested Levels

Courtesy of Michael Baker International

**Table T-3. Future Roadway Congested Levels** 

Table 1	3. Future Roadway Cong	gesieu Leveis				
Facility	Segment From	Segment To	2017 Weekday Volume	2045 Weekday Volume	2017 PM Peak Period LOS	2045 PM Peak Period LOS
Barhamsville Rd	I-64	US 60 - Richmond Rd	19,004	32,280	Low	Low
Centerville Rd	SR 5 - John Tyler Hwy	Rte 5000 - Monticello Ave	2,645	4,782	Low	Low
Centerville Rd	Rte 5000 - Monticello Ave	Rte 613 - News Road	2,745	4,962	Low	Low
Centerville Rd	Rte 613 - News Road	Rte 612 - Longhill Rd	2,701	5,530	Low	Low
Centerville Rd	Rte 612 - Longhill Rd	US 60 - Richmond Rd	7,881	14,374	Low	Moderate
Colonial Pkwy	Jamestown Visitor Center	Williamsburg CL	1,804	7,268	Low	Low
Croaker Rd	US 60 - Richmond Rd	Rte 760 - Maxton Ln	7,134	15,768	Low	Low
Croaker Rd	Rte 760 - Maxton Ln	I-64	9,455	20,161	Low	Low
Croaker Rd	I-64	Rte 602 - Fenton Mill Rd	6,004	15,783	Low	Low
Croaker Rd	Rte 602 - Fenton Mill Rd	Rte 606 - Riverview Rd	3,616	8,400	Low	Low
Depue Dr	Rte 615 - Ironbound Rd	Rte 612 - Longhill Rd	12,225	21,884	Low	Low
I-64 EB	New Kent CL	SR 30 - Old Stage Rd	25,141	41,343	Low	Low
I-64 WB	New Kent CL	SR 30 - Old Stage Rd	25,140	41,342	Low	Low
I-64 EB	SR 30 - Old Stage Rd	Rte 607 - Croaker Rd	29,586	44,888	Low	Moderate
I-64 WB	SR 30 - Old Stage Rd	Rte 607 - Croaker Rd	30,828	45,416	Low	Moderate
I-64 EB	Rte 607 - Croaker Rd	York CL	32,266	53,965	Low	Severe
I-64 WB	Rte 607 - Croaker Rd	York CL	33,555	54,836	Low	Severe
I-64 EB	York CL	SR 143 Merrimac Trail/NN CL	49,147	76,975	Severe	Severe
I-64 WB	York CL	SR 143 Merrimac Trail/NN CL	51,163	78,962	Severe	Severe
Ironbound Rd/Sandy Bay Rd	SR 31 - Jamestown Rd	SR 5 - John Tyler Hwy	1,819	4,664	Low	Low
Ironbound Rd/News Rd	SR 5 - John Tyler Hwy	SR 321 - Monticello Ave	13,737	18,436	Low	Severe
Ironbound Rd	Rte 616 - Strawberry Plains Rd	SR 321 - Monticello Ave	1,571	2,314	Low	Low
Ironbound Rd	SR 321 - Monticello Ave	Williamsburg CL	5,526	2,721	Low	Low
Jamestown Rd	Jamestown Ferry	Rte 614 - Greensprings Rd	1,725	3,686	Low	Low
Jamestown Rd	Rte 614 - Greensprings Rd	Rte 681 - Sandy Bay Rd	5,040	7,495	Low	Low
Jamestown Rd	Rte 681 - Sandy Bay Rd	Rte 682 - Neck-O-Land Rd	5,124	7,532	Low	Low
Jamestown Rd	Rte 682 - Neck-O-Land Rd	CL	6,751	11,466	Low	Low
John Tyler Memorial Hwy	Charles City CL	Rte 5000 - Monticello Ave	4,894	5,186	Low	Low
John Tyler Memorial Hwy	Rte 5000 - Monticello Ave	Rte 614 - Centerville Rd	2,793	4,183	Low	Low
John Tyler Memorial Hwy	Rte 614 - Centerville Rd	Rte 615 - Ironbound Rd	6,023	8,744	Low	Low

Facility	Segment From	From Segment To		2045 Weekday Volume	2017 PM Peak Period LOS	2045 PM Peak Period LOS
John Tyler Memorial Hwy	Rte 615 - Ironbound Rd	Rte 652 - Stanley Dr	13,802	16,511	Low	Severe
John Tyler Memorial Hwy	Rte 652 - Stanley Dr	SR 199	22,814	27,627	Low	Low
Longhill Rd	Rte 614 - Centerville Rd	Rte 658 - Olde Towne Rd	5,634	8,736	Low	Low
Longhill Rd	Rte 658 - Olde Towne Rd	SR 199	14,115	21,362	Low	Low
Longhill Rd	SR 199	R e 615 - Depue Dr	17,314	28,489	Low	Moderate
Merrimac Trail	Newport News CL	York CL (South of Busch Gardens)	31,306	39,734	Severe	Severe
Merrimac Trail	SR 199/York CL	Rte 641 - Penniman Rd/York CL	14,338	25,434	Low	Moderate
Monticello Ave	SR 5 - John Tyler Hwy	Rte 614 - Centerville Rd	3,838	2,645	Low	Low
Monticello Ave	Rte 614 - Centerville Rd	Rte 613 - News Road	7,044	8,548	Low	Severe
Monticello Ave	Rte 613 - News Road	SR 199	21,934	27,881	Severe	Severe
Monticello Ave	SR 199	Rte 615 - Ironbound Rd	21,320	41,257	Low	Severe
Old Stage Hwy	New Kent CL	Rte 601 - Barnes Rd	14,943	19,225	Low	Low
Old Stage Hwy	Rte 601 - Barnes Rd	I-64	8,315	13,680	Low	Low
Olde Towne Rd	Rte 612 - Longhill Rd	US 60 - Richmond Rd	6,222	6,963	Low	Low
Pocahontas Trail	Williamsburg CL	SR 199/York CL	19,402	26,810	Low	Low
Pocahontas Trail	York CL	BASF Rd	12,490	18,934	Moderate	Severe
Pocahontas Trail	BASF Rd	Newport News CL	9,875	18,151	Low	Severe
Richmond Rd	New Kent CL	SR 30 - Barhamsville Rd	7,382	7,597	Low	Low
Richmond Rd	SR 30 - Barhamsville Rd	Rte 607 - Croaker Rd	9,257	22,735	Low	Low
Richmond Rd	Rte 607 - Croaker Rd	Rte 646 - Lightfoot Rd	20,120	40,336	Low	Moderate
Richmond Rd	Rte 646 - Lightfoot Rd	Rte 614 - Centerville Rd	17,544	39,925	Low	Severe
Richmond Rd	Rte 614 - Centerville Rd	SR 199	11,278	22,989	Low	Moderate
Richmond Rd	SR 199	Rte 658 - Olde Towne Rd	14,854	20,627	Low	Low
Richmond Rd	Rte 658 - Olde Towne Rd	Williamsburg CL	17,837	24,044	Low	Low
Rochambeau Dr	US 60 - Richmond Rd	0.7 mi east of Ashington Way	2,845	10,128	Low	Low
Rochambeau Dr	0.7 mi east of Ashington Way	Rte 607 - Croaker Rd	4,353	12,457	Low	Low
SR 199 EB	US 60 - Richmond Rd/York CL	Rte 612 - Longhill Rd	9,977	16,527	Low	Low
SR 199 WB	US 60 - Richmond Rd/York CL	Rte 612 - Longhill Rd	10,372	16,175	Low	Low
SR 199 EB	Rte 612 - Longhill Rd	SR 321 - Monticello Ave	13,260	16,932	Low	Low
SR 199 WB	Rte 612 - Longhill Rd	SR 321 - Monticello Ave	13,091	16,447	Low	Low

Facility	Segment From	Segment To	2017 Weekday Volume	2045 Weekday Volume	2017 PM Peak Period LOS	2045 PM Peak Period LOS
SR 199 EB	SR 321 - Monticello	SR 5 - John Tyler Hwy	18,363	25,244	Low	Moderate
SR 199 WB	Ave SR 321 - Monticello Ave	SR 5 - John Tyler Hwy	16,890	22,812	Low	Low
SR 199	SR 5 - John Tyler Hwy	Williamsburg CL	23,821	30,913	Moderate	Severe
SR 199	SR 132 - Henry St	Mounts Bay Rd	55,762	69,178	Severe	Severe
SR 199	Mounts Bay Rd	US 60 - Pocahontas Tr./York CL	47,507	71,148	Moderate	Severe
Strawberry Plains Rd	SR 5 - John Tyler Hwy	Rte 615 - Ironbound Rd	2,807	4,331	Low	Low

Courtesy of Michael Baker International

In June 2020, the HRTPO finalized the Historic Triangle Transportation Study for James City County, the City of Williamsburg, and York County. The purpose of the study was to look at key issues related to transportation and to assist the localities with the transportation sections of their respective comprehensive plan updates. The study looks at current and future conditions of the following topics:

- Highways
- Roadway Safety
- Commuting Patterns
- Bridges
- Freight

- Air Travel
- Resiliency/Sea Level Rise
- Rail
- Public Transportation
- Active Transportation

Roadway improvements such as additional through and turn lanes, improved intersections, and traffic signals are potential solutions to managing future congestion. Alternatively, managing the amount of traffic growth is another means of reducing future congestion. This can be accomplished by carefully managing growth and development in the area of the roadway segment. These studies do not presume any particular solution for any specific roadway segments. They merely point out those roadway segments that are likely to incur congested conditions in 2045 under the given assumptions and employment growth.

Another component of future planning is considering the impacts of sea level rise on the road network. In 2019, the Virginia Institute of Marine Science (VIMS) began a study to project flooding inundation due to sea level rise on the existing road network at the years 2050 and 2100. Roads that could be affected by flooding inundation were categorized by the total hours they are projected to be impassible due to recurrent flooding:

- 0-5 hours/year
- 5-100 hours/year
- 100-200 hours/year
- 200+ hours/year

The study also takes into account road accessibility when impacted by 0.5 to 3.0 meters of flooding. By understanding future inundation threats to existing roads, appropriate policies can be developed now to guide land uses and development patterns. For example, if land that is currently developable

is located on a road that could be impassible 100 hours/year by 2100, new policies and regulations can deter growth in such an area, thus protecting future property owner investments and reducing direct risks to residents. This also helps direct emergency response infrastructure efficiently and reduces the risk of building new homes in areas that may not be reachable by first responders in a timely manner in the future.

In addition to the VIMS study, the National Oceanic and Atmospheric Administration established a program called Mid-Atlantic Regional Integrated Sciences and Assessments (MARISA) program. This program focuses on the Chesapeake Bay Watershed and the diverse settings of the Mid-Atlantic Region. Since November 2018, the MARISA has released a seasonal outlook for the Chesapeake Bay Watershed. It looks at the past quarter's temperatures and weather, potential risks of severe weather, and upcoming impacts of below or above average temperatures to the region.

The latest Community Climate Outlook for James City County, released in November 2020, showed that the County has experienced a one-foot sea level rise since 1950. By 2070, the County can experience another two to six feet of sea level rise. The report also looks at precipitation as another impact to the County's watershed and roadways. Per the report, heavy downpours have increased in frequency and intensity, resulting in property damage, sewage backups, and negative impacts to roadways and watersheds leading into the Chesapeake Bay. Heavy rainfalls are defined as ≥2 inches per rainfall event. By 2070, James City County can expect up to 35% more days of heavy rainfalls.

As roadways become more vulnerable to flooding, roadway, and bridge designs should continue to adapt. Per the report titled *Review of Recent Research on Climate Projections for the Chesapeake Bay Watershed* released in October 2020 by David Wood, of the Chesapeake Stormwater Network, VDOT has revised its Bridge Design Manual accordingly. The changes took into account climate change, increased the amount of expected annual rainfall by 20%, and a 25% increase in the bridge drainage design. Jamestown Road is a primary road that will see much of the future effects of sea level rise and increased rainfall, but further analysis should be done to identify additional secondary and rural roads that will be affected to mitigate future impacts.

#### **Corridor Visions**

The following is a summary of major roadways in the County and improvement recommendations that will help ensure these roads remain functional and attractive in future years. In addition to the corridor visions below, the Community Character section of the Comprehensive Plan should be considered during the development of any proposed transportation improvement projects. Together, this information will help the County and VDOT to work collaboratively to ensure that improvements to roadways are in keeping with the community's vision. Table T-4 below and Map T-3 below provide a complete list of all programmed County projects based upon their listing in VDOT's current SYIP.

Projects included in the SYIP are based upon goals and priorities established in VTrans2040. The state is in the process of updating the VTrans2040 plan with the VTrans2045 plan to be adopted in 2021. VTrans2040 represents Virginia's multimodal transportation plan for highways, transit, rail, air, pedestrian, port, and bicycle facilities. Specific recommendations from the plans for James City County include the following:

• Corridors of Statewide Significance - Identifies the East-West Corridor, which runs along I-64 and the CSX rail line, as one of 11 Corridors of Statewide Significance. Recommendations

focus on highway and rail capacity improvements as well as implementation of various strategies pertaining to transit, park-and-ride lots, intelligent transportation systems (ITS), freight, and access to airport facilities.

- **Public Transportation** Recommends ITS investments in transit operations, customer amenities, service planning, security, and maintenance/management for Williamsburg Area Transport.
- **Highway** Recommends expansion of I-64 in two segments through York/James City County/Newport News:
  - O New Kent County Line to Route 199 6 lanes
  - o Route 199 to Jefferson Avenue 8 lanes

## **Urban Development Areas**

UDAs are areas designated by localities that are appropriate for higher density due to their proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area. Some areas may incorporate redevelopment or infill development if feasible.

James City County has 11 UDAs with various characteristics. Each UDA has a VTrans2040 Transportation Needs Assessment that identifies location, socioeconomic characteristics, the current and planned place type, and gaps in the transportation system.

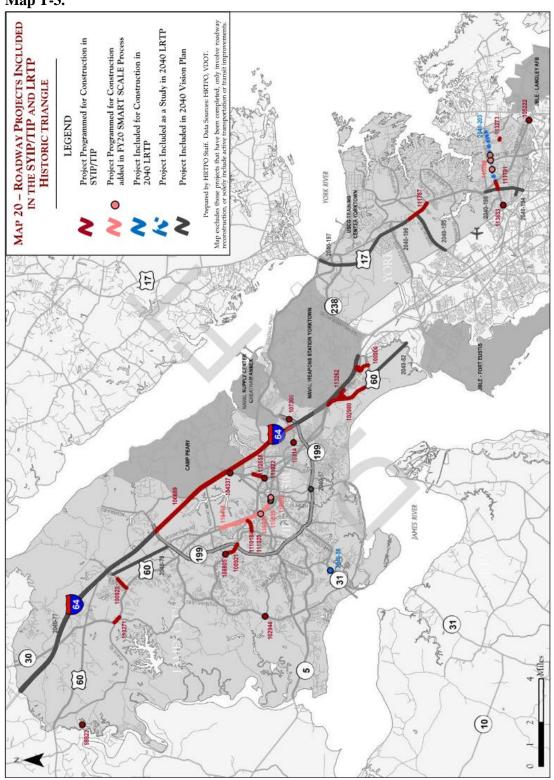
James City County should actively continue to submit SMART SCALE applications during each funding cycle to compete for transportation funding opportunities. These applications will need to address needs identified by VTrans for Corridors of Statewide Significance, regional networks, and UDAs.

**Table T-4. Recently Completed, Current and Future Projects** 

	Current and Future	Projects		
UPC/ Candidate Project ID	Project Name	Project Construction Start	Funding Source	Project Cost
100920	Croaker Road (Rt 607) - Widening to 4 lanes between Route 60 and James City County Library	2023 CMAQ		\$20,039,195
113262	Grove Subdivision Streets - Reconstruction	2020	Revenue Sharing	\$1,895,300
100921	Longhill Road (Rt 612) - Widening to 4 lanes between Olde Towne Road (Rt 658) and Rt 199	2019	Secondary; RSTP	\$19,795,300
108805	Longhill Road (Rt 612) at Olde Towne Road (Rt 658) - Turn Lane Improvements	2021	Revenue Sharing	\$635,500
102980	Pocahontas Trail (US Rt 60) - Multi-modal Improvements	2026	RSTP; CMAQ; Smart Scale	\$30,681,000
113271	Richmond Road (US Rt 60) in Toano - Reconstruction	2021	Revenue Sharing	\$1,665,600
17633	Richmond Road (US Rt 60) in Toano – Bicycle and Pedestrian Improvements	Active	Revenue Sharing	\$2,700,000
100200	Skiffes Creek Connector - New Facility	Active	RSTP; Smart Scale	\$50,503,700
101871	Airport Access Road to the Williamsburg-Jamestown Airport	Completed	Access	\$987,000
113534	Clara Byrd Baker Sidewalk Improvements	Active	TA - SRTS	\$480,113
98823	Bridge Replacement - Route 601 (Hicks Island Road) over Diascund Creek	Active	Bridge Funds	\$1,672,631
2045-160	I-64 Peninsula Widening Segment 4	TBD	N/A	N/A
2045-161	Longhill Road - Phase II	LRTP Candidate Project	TBD	\$54,900,000
2045-111	Mooretown Road Extension	LRTP Candidate Project	TBD	\$95,400,000
2045-725	Bike Lanes on Centerville Road	LRTP Candidate Project	TBD	\$100,000
2045-704	Birthplace of America Trail (Portions)	LRTP Candidate Project	TBD	\$25,000,000
106195	Jamestown Road Over Powhatan Creek Bridge Replacement	LRTP Candidate Project	Bridge Funds	\$2,260,000
N/A	Lightfoot Road/Richmond Road - Intersection Improvements	LRTP Candidate Project	N/A	N/A
2040-57	Rt 199 at Colonial Parkway - Bridge Replacement	LRTP Candidate Project	N/A	\$14,000,000
N/A	Rt 199/Mounts Bay Road - Intersection Improvements	LRTP Candidate Project	N/A	N/A
2040-82	Green Mount Parkway Extension from Pocahontas Trail to Newport News CL	LRTP Candidate Project	N/A	\$59,000,000
2045-113	Rt 199 from Richmond Road to Pocahontas Trail – Congestion Relief	LRTP Candidate Project	N/A	TBD
99571	Longhill Road Bike/Pedestrian Improvements Over Rt 199	Active	Smart Scale	\$4,400,000
112111	Peach Street Rural Rustic Improvements	Active	Unpaved Road Funding Program	\$165,000

	Completed Projects						
82961	Intersection Improvements - Monticello Avenue at News Road	Complete	Secondary; Primary	\$3,814,517			
102948	Intersection Improvements - Rt 199 (Humelsine Pkwy) and Brookwood Road	Complete	CMAQ	\$275,000			
102947	Intersection Improvements - Rt 199 (Humelsine Pkwy) Ramp at Richmond Road	Complete	CMAQ; Secondary	\$729,915			
105781	Roadway Reconstruction - Neighbors Drive	Complete	Revenue Sharing	\$930,000			
104327	Trail Access - Virginia Capital Trail at Monticello Avenue/John Tyler Hwy	Complete	Revenue Sharing	\$33,000			
67134	Racefield Drive Paving	Complete	Rural Rustic; Secondary	\$156,694			
97214	James River Safe Routes to School	Complete	SRTS	\$167,664			
104356	Roadway reconstruction - Williamsburg West Subdivision	Complete	Revenue Sharing	\$573,000			
102944	Centerville Road (Rt 614) at News Road (Rt 613) - Intersection Improvements	Complete	CMAQ; Secondary	\$4,071,500			

**Map T-3.** 



#### Interstate Roads

#### Interstate 64 (I-64)

For some time, traffic volumes have warranted the expansion of Interstate 64 from Newport News to Richmond from four to six lanes. The region's plan has been to widen I-64 with one additional travel lane in each direction in phases over time.

- The first phase of the widening, from Jefferson Avenue (Exit 255) to Lee Hall/Yorktown (Exit 247), was completed in December 2017 with a budget of \$122 million.
- The second phase, from Exit 247 to Humelsine Parkway East of Williamsburg (Exit 242) was completed in April 2019 with a budget of \$176 million.
- The third phase, started in August 2018, will widen the roadway from Exit 242 to Humelsine Parkway West of Williamsburg (Exit 234) and has an expected completion date in late 2021 or early 2022 with a budget of \$178.3 million.
- As part of the 2045 Long Range Transportation Plan, a fourth phase of widening, from Humelsine Parkway West of Williamsburg (Exit 234) to the James City/New Kent County Line is a candidate project.

Federal and state funding opportunities will be pursued for this project. The need to widen I-64 is reflected in Map T-3 of the VTrans2045 Mid-term Needs Report for the Hampton Roads District, which calls for congestion mitigation along these segments in the Williamsburg region.

As the interstate serves as the primary gateway to the Historic Triangle, the state needs to take great care to ensure the design of any expansion guarantees the highway will maintain its aesthetic character. The expansion should be built around the idea of corridor preservation and landscaping as the core design issue. It is recommended in that in weighing various design proposals, VDOT explore opportunities to implement future widening projects in a way that preserves the natural topography and existing vegetation along the right-of-way before any final plans are adopted.

#### **Primary Roads**

#### Humelsine Parkway (Route 199)

Humelsine Parkway will remain a very heavily traveled roadway and congestion is projected to worsen over the next 20 years. Another travel lane in each direction from John Tyler Highway to Jamestown Road/Williamsburg City Line may eventually be needed due to population growth, but other options may delay or reduce the need for this improvement. Given the projected traffic volumes, the County should watch conditions along the corridor and avoid the addition of any curb cuts or intersections. Additionally, the County should pay particular attention to development along Jamestown Road, as the westbound left-turn lane from the Parkway onto Jamestown Road is often near capacity and cannot be addressed cost effectively. Finally, the County should evaluate and implement appropriate congestion management strategies suggested by the HRTPO Congestion Management Process report, such as modifications to turn lanes.

The segment of Humelsine Parkway from Jamestown Road/Williamsburg City Line to the Route 60/143/199 interchange is also projected to be severely congested by 2040 due to approved

development in this multi-jurisdictional corridor. The recently completed intersection improvements at the intersection of Humelsine Parkway and Brookwood Drive have increased mobility and decreased congestion. Median modifications on Route 199 and drainage improvements were also added. Volumes and conditions will need to be watched over time to assess the need for additional improvements.

As with I-64, Humelsine Parkway is one of the gateways to the Historic Triangle, and therefore should continue to be well maintained and landscaped. Corridor preservation and landscaping for any future widening projects should be the core design issue. It is recommended that in weighing various design proposals, VDOT explore the tradeoffs between widening the roadway within the median versus widening along the edge of the right-of-way to preserve the natural topography and trees before any final plans are adopted. Bicycles and pedestrians are prohibited on Humelsine Parkway (from Interstate 64 at Lightfoot to John Tyler Highway) or discouraged from sharing the road (from John Tyler Highway to Merrimac Trail) due to the high speed limit and volumes; therefore, consideration needs to be given to increasing safety through signage and/or parallel multiuse facilities. Sidewalks, pedestrian/bicycle infrastructure, and other complete streets improvements are specified in the VTrans2045 Mid-term Needs Report.

#### John Tyler Highway (Route 5)

Monticello Avenue has supplemented capacity in the John Tyler Highway corridor; however, volumes on John Tyler Highway between Greensprings Road and Humelsine Parkway need to be monitored. To avoid four-laning, which has been and continues to be strongly discouraged for this roadway, additional turn lanes along with minor intersection and pavement improvements may be needed. Such improvements should be consistent with the CCC and Scenic Byway designations. Taking into consideration the individual uses on the Land Use map and the public's desire to preserve the historic and natural character of the corridor, careful attention should be paid to impacts to the view shed when evaluating legislative applications for development in this area. Uses that generate high volumes of traffic that have not been accounted for, uses that cannot mitigate their traffic impacts through turn lane and intersection improvements or where such improvements would greatly impact the visual character of the road, and those that would lower the through traffic level of service should be strongly discouraged. Multiuse paths are encouraged for new development along the highway.

In 2021, safety improvements were made to the intersection of Centerville Road and John Tyler Highway. These improvements include making Centerville Road a right turn only and access from John Tyler Highway is a right in only. This intersection will be monitored to study the improvements and determine future needs of the intersection.

#### Jamestown Road (Route 31)

Projected traffic volumes would normally justify the widening of this road to a four-lane facility between Humelsine Parkway/City of Williamsburg and Ironbound Road and from the Colonial Parkway to Sandy Bay Road. Four-laning and other such improvements to this corridor would alter its visual character and be disruptive to adjacent land uses and homeowners. Keeping consistent with past Comprehensive Plans, Jamestown Road is recommended to be maintained as a two-lane facility with additional turn lanes and access controls. Considering individual uses on the Land Use map, in evaluating legislative applications for development along this corridor, careful attention should be paid to impacts. Uses that generate high volumes of traffic that have not been accounted for, uses that cannot mitigate their traffic impacts through turn lane and intersection improvements

or where such improvements would greatly impact the visual character of the road, and those that would lower the through traffic level of service should be discouraged.

Jamestown Road is currently experiencing flooding and this flooding is expected to increase in the next few decades. Two areas of Jamestown Road are expected to have vulnerability to flooding by 2045: the western end where it meets the James River, and where it intersects with Powhatan Creek. HRTPO and HRPDC's 2016 Resiliency and Sea Level Rise Study concluded that there is an increased likelihood of a 2.0 feet sea level rise at some point between 2043 and 2045 with a 25-year storm surge (Scenario 2) or a 50-year storm surge (Scenario 3) in the region. Further, initial findings of the VIMS road flooding assessment predict Jamestown Road to be inundated 200+hours per year where it meets both the James River and Powhatan Creek.

## Monticello Avenue (Route 321)

Currently, access is strictly limited onto this roadway. Given very limited funding, strong efforts should be taken to avoid widening Monticello Avenue to four lanes in any additional locations west of News Road through coordinated development and continued access management. For the segment from News Road to Humelsine Parkway, efforts should be made to maximize capacity through geometric improvements, signal coordination, and other strategies offered in the HRTPO Congestion Management Process report. The addition of new traffic signals is discouraged. The Monticello Avenue intersection improvement project, completed in May 2016, aimed to improve traffic flow at News Road and Ironbound Road with geometric improvements such as the addition of turn lanes, signal coordination, and pedestrian accommodations. Future development proposals should be carefully reviewed for potential traffic impacts, and bike, pedestrian, and transit projects should be pursued to reduce congestion impacts.

## Pocahontas Trail (Route 60 East)

To aid with congestion and safety, the County has aggressively pursued transportation improvements along Pocahontas Trail. In 2017 and 2018, the County worked with RK&K Engineering to develop the Pocahontas Trail Corridor Study. As part of the study, a Steering Committee and Technical Committee were formed to help facilitate public engagement and to review the proposed improvement recommendations. The study analyzed the existing data and looked at the future conditions of the corridor to develop three alternative solutions. The three alternatives ranged from three lanes including a center turn lane to five lanes with a center turn lane. Each alternative included improved bicycle and pedestrian facilities and added lighting and landscaping. After engagement with the community and the Steering and Technical Committees, the recommended improvement was a three-lane design with a continuous center turn lane. The recommendation also included an 8-foot multiuse path and a 5-foot sidewalk. Future expansion should be explored to extend the recommended improvements to the Newport News city limits.

Following the Pocahontas Trail Corridor Study, the County is pursuing the Pocahontas Trail Multimodal Corridor Improvements project. This project will address congestion and safety along a 1.8-mile section of the corridor between James River Elementary School and Fire Station 2. Improvements will include paved shoulders for emergency access, sidewalks, pedestrian lighting, bus pull-offs, and landscaping. Staff is currently pursuing funding by utilizing SMART SCALE and RSTP funds. The project is expected to begin construction in winter of 2025. A separate but related project for intersection upgrades on Pocahontas Trail at James River Elementary School was recently completed and included installation of pedestrian signals and crosswalks.

Another improvement to the corridor is the Skiffes Creek Connector, which will provide a four-lane connection between Pocahontas Trail and Merrimac Trail to the north of the Green Mount Industrial Park. The Skiffes Creek Connector project will span the CSX Railroad, which currently has no crossings between Elmhurst Street near Yorktown Road and the Grove Interchange, a length of 4.5 miles. In addition to creating this additional rail crossing, the Skiffes Creek Connector will provide better access between Route 60 East, Merrimac Trail, I-64, and the Green Mount industrial area, which currently includes distribution centers for Walmart and Haynes Furniture. This would improve truck movement in the area, as well as make this section of James City County more attractive for industrial development. In January 2020, the project received a \$24.5 million award from the Commonwealth Transportation Board. Currently, the project is in the design phase and is scheduled to begin construction in the spring of 2021.

A third project for which the County is currently pursuing funding is the Green Mount Parkway Extension to divert traffic from Pocahontas Trail. The proposed extension would not only be expected to relieve congestion along this portion of Pocahontas Trail and northward, but would also promote further commercial and industrial development in the vacant parcels around the Green Mount industrial area. The proposed alignment for the Green Mount Parkway Extension will parallel the existing segment of Pocahontas Trail adjacent to the CSX Railroad and then extend across the Green Mount property and Skiffes Creek and into Newport News, where it will connect to the Route 60 East/Fort Eustis Boulevard interchange.

Improvements along Pocahontas Trail and Green Mount Parkway would address multiple VTrans' needs including capacity preservation, transportation demand management, bicycle access, and pedestrian access.

### Richmond Road (Route 60)

Although future traffic volumes indicate the potential need for widening Richmond Road between the City of Williamsburg and Olde Towne Road and between Humelsine Parkway and Lightfoot Road, it is recommended that Richmond Road remain four lanes. Widening in these sections should be avoided or limited due to the physical limitations and negative impacts on existing uses.

Currently, improvements to Richmond Road at the intersection with Airport Road are being looked at to reduce congestion. Improvements include the elimination of traffic signals (the left-turn lane) at the intersection and two U-turns on Richmond Road to allow motorists to access Airport Road using the right-turn lane. This project addresses the VTrans 2045 need for safety improvement, capacity preservation, and transportation demand management. Future projects would need to address the need for bicycle access along the Richmond Road corridor.

Future commercial and residential development proposals along Richmond Road should concentrate in planned areas and will require careful analysis to determine the impacts such development would have on the surrounding road network. Minimizing the number of new signals and entrances and ensuring efficient signal placement and coordination is crucial. The HRTPO developed guidelines for signal placement on Richmond Road as part of its Hampton Roads Access Management Model. These guidelines should be followed by new developments. New developments should be permitted only if it is determined that the cumulative impact of the project and other planned and by-right land uses can be served by the existing road while maintaining an acceptable level of service or if the impacts can be adequately addressed through road and signalization improvements. If public funds are not included in approved state road plans for such improvements, private funding is expected prior to development approval.

Through the villages of Toano and Norge, sidewalks, enhanced landscaping, and on-street parking should be encouraged for new development to preserve a traditional small village feel. This section of the corridor should also have lower speed limits compared to the rest of the Richmond Road. The Toano Area Study should be referenced for additional specific recommendations in Toano. Outside of the villages of Toano and Norge, multiuse paths are recommended to separate pedestrians from heavy traffic flow.

#### Secondary Roads

#### Centerville Road

Centerville Road is a boundary line for the PSA. Presently a two-lane road, Centerville Road's future traffic volumes are expected to grow significantly over the next 20 years, approaching levels that may warrant widening the section from Longhill Road to Richmond Road. The County should continue to maximize current capacity of the road by adding turn lanes and discouraging suburbanstyle residential development on the western side of the road. One recent project improved the intersection of Centerville Road and News Road by adding a right-turn lane on News Road, right-and left-turn lanes on Centerville Road, and installation of a traffic signal. Construction was completed in 2020. Centerville Road's intersection with Jolly Pond Road was evaluated for potential turn lanes and improvements, but the results did not warrant additional intersection improvements.

#### Croaker Road

The section of Croaker Road extending from Richmond Road to Point O'Woods Road is scheduled to be widened based on future traffic projections. The project proposes widening from two lanes to four lanes and realigning the intersection with Rose Lane. Additionally, the project includes undergrounding utilities and constructing a new two-lane bridge parallel to the existing bridge over the CSX line. This project is to address the expected capacity deficiency as well as anticipated traffic from the Mooretown Road extension and Economic Opportunity area. A multiuse trail to connect residential and commercial areas and the Croaker Library will be constructed in tandem with the road widening project. To preserve the rural character of the road, the multiuse trail is proposed on the north side of Croaker Road rather than sidewalks. The project is expected to complete the pre-engineering phase at the end of 2020. Right-of-way acquisition is expected to be completed by 2023 with construction completion by 2025. The widening of Croaker Road would address the VTrans 2045 needs of transportation demand management, bicycle access, roadway capacity, roadway operations, intersection design, and bicycle infrastructure.

#### Ironbound Road

Ironbound Road between Monticello Avenue and John Tyler Highway is projected to require additional travel lanes in each direction. Any future improvements should occur in a context-sensitive manner, appropriate for the Five Forks CCA. A multiuse trail along the side of the road is encouraged. In May 2019, the County received federal authorization to begin a Safe Routes to School project from Clara Byrd Baker Elementary School to the John Tyler Highway and Ironbound Road intersection. Improvements will include a new sidewalk and crosswalks from John Tyler Highway to Clara Byrd Baker, as well as flashing beacons for safety. The intersection will be reconfigured to be more pedestrian-oriented and to improve safety. Future funding sources should be pursued to increase bicycle and pedestrian connectivity along the corridor.

T-32

## Longhill Road

Based on current volumes, Longhill Road from Humelsine Parkway to Olde Towne Road is recommended for widening to four lanes. Projected volumes also show the need for widening to Season's Trace and eventually to Centerville Road. In 2014, Kimley-Horn and Associates, Inc. conducted a study to explore the needs along the corridor and context-sensitive transportation solutions. As a result of the analysis of current and projected traffic volumes, safety concerns, multi-modal considerations, and extensive public input, Kimley-Horn created recommended typical sections, an access management plan, and an intersection design plan to act as a guide for future improvements along the roadway. The recommendations were compiled into the Longhill Road Corridor Study Report, which was adopted by the Board as the County's vision for Longhill Road.

The first phase of the project will widen Longhill Road from two to four lanes with a median and multiuse path from Williamsburg West Drive/Humelsine Parkway to just west of Olde Towne Road near New Point Road. Phase I began construction in the fall 2019 and was completed in fall 2020. Adjacent to Phase I, SMART SCALE funding was secured to construct a 10-foot shared use path along a 0.55-mile stretch of Longhill Road from DePue Drive at its eastern terminus, over Route 199, to Lane Place at its western terminus. This will improve connectivity in the bike and pedestrian network by closing existing and projected bike/pedestrian gaps and by improving multimodal safety on this widely traveled road.

Phase II will widen Longhill Road from just west of Williamsburg Plantation Drive to just east of Glenburnie Road. This phase also includes construction of the turn lanes on Olde Towne Road at the intersection. Construction for Phase II began in fall 2020. Phase III will widen and realign Longhill Road from east of Glenburnie Road to Centerville Road and does not currently have an anticipated schedule. Smaller improvements may be done separately as resources are available. Widening of Longhill Road addresses the VTrans 2045 needs of safety improvements, bicycle access, and transportation demand management. Longhill Road should be continued to be monitored to determine if or when congestion levels and traffic volumes reach the threshold for future widening or improvements.



Longhill Road Widening Phase I

#### Mooretown Road Extension

The Mooretown Road Corridor Study recommended extending Mooretown Road from its current terminus in York County to Croaker Road or Rochambeau Drive. Development within the vicinity of the proposed Mooretown Road extension should be discouraged until master plans are approved and infrastructure is planned to handle intensive development that does not solely rely on Richmond Road. Private funding is expected to pay for the extension, although public and private efforts may be beneficial in master planning the surrounding land uses. The Corridor Study examined three alternative routes, as well as the associated environmental impacts, utility relocation, and cost estimates. On December 8, 2015, the Board of Supervisors voted to support the three alignments outlined in the study. A final route would be determined once a future development is proposed for the corridor.

#### News Road

News Road from Centerville Road to Monticello Avenue is a winding road with poor sight distance and sharp curves. At Centerville Road and News Road, an intersection improvement has been completed, which will improves visibility for left turns onto Centerville Road from News Road and add a right-turn lane on News Road as well as right- and left-turn lane on Centerville to access News Road. As development pressure continues along the News Road corridor, coordination with VDOT and future developers is essential to increasing sight distances. Recommended road improvements include shoulder strengthening and the addition of reflectors along the side of the road. Rezoning and SUP applications should take these recommendations and other needed improvements into account to minimize the impacts of additional development. Any shoulder strengthening project should include the addition of a shoulder bike lane.



Centerville Road and News Road Intersection Improvements

#### **Rural Roads**

Rural roads are outside the PSA and serve areas designated as Rural Lands on the Land Use Map. These facilities are often two lanes, have smaller typical cross sections, and have limited driveways and intersections. Such roadways are not designed for speed or capacity, but rather to provide access and complement the rural character of the area. Besides their scale, these roads are unique because they showcase the County's mature tree canopies and rural landscapes. Capacity improvements and non-rural land uses should be avoided on rural roads. Examples of rural roads include Ware Creek Road, Riverview Road, Newman Road, Forge Road, Jolly Pond Road, and Brick Bat Road.

## Non-Roadway Components of the County's Transportation System: Inventory and Planning

James City County looks to improve existing facilities for pedestrian and bicyclist use, create new facilities, and work with regional partners and developers to expand existing networks to promote connectivity and alternative modes of transportation. In numerous studies, the use of non-motor transportation has had environmental, economic, and health benefits in local communities where infrastructure exists to support these modes; furthermore, James City County's historic and Community Character can be enhanced through future investments in pedestrian and bicycle facilities.

The Virginia Capital Trail, running through James City County, is a popular bike and pedestrian trail, and its economic benefits are supported through its use and visitation. During the 2018-2019 fiscal year, the 52-mile Capital Trail from Richmond to Jamestown generated approximately \$5.3 million in value-added contributions to the Gross Domestic Product of Virginia. In addition, the trail created 99.2 full-time equivalent jobs, along with \$3.6 million in wage and salary income. Properties adjacent to the trail increased in assessed value by about 3.7% more than properties not adjacent to the trail per the Virginia Capital Trail Foundation Economic Impact Analysis.



Virginia Capital Trail along Greensprings Road

The County has goals for future non-roadway components and facilities for alternative modes of transport that are consistent with regional goals. These goals include:

- Safe, connected, and accessible networks that provide alternatives to motor transport for a wide variety of ages, lifestyles, and activity levels;
- Inclusion of more connector trails to enhance connections between neighborhoods, schools, recreation, and businesses;
- Use the addition and improvement of facilities to attract new business and increase opportunities for tourism;
- Promote the physical and mental health of residents;
- Decrease dependency on cars to enhance the environmental well-being of the County;
- Enhance the sense of place felt by residents by strengthening residents' relationships with the area's history and community character;
- Guide the location and design of future facilities and additions; and
- Continue to update the Pedestrian Accommodations Master Plan.

## Greenways

More specifically discussed in the Parks and Recreation section of the Comprehensive Plan, greenways are defined as linear open spaces that are managed for conservation, recreation, and/or alternative transportation uses. Greenways often follow natural features (ridgelines, stream valleys, and rivers), cultural features (canals, utility corridors, abandoned rail lines, zoning buffers, roadways), or breaks in the land pattern. Although each greenway is unique, most greenways are networks of natural open space corridors that connect neighborhoods, parks, and schools to areas of natural, cultural, recreational, scenic, and historical significance. Blueways are aquatic greenways that provide water access opportunities for small watercraft such as canoes and kayaks. These passageways link people and places to nature for the enjoyment and enhancement of the community. Greenways and blueways provide corridors that bicyclists, pedestrians, and others can use to get from one place to another, free from motor vehicle conflicts.

Two of James City County's most popular trails are the Greensprings Interpretive Trail and the Virginia Capital Trail. The trailhead at Jamestown High School provides convenient parking and access to both trails. The Greensprings Trail is a three-mile soft surface trail that loops through a landscape of ponds, wetlands, and forests adjacent to Mainland Farm, the oldest continuously cultivated farm in the United States. The 52-mile multiuse path for the Virginia Capital Trail links Jamestown and Richmond and was completed in 2015. James City County received Revenue Sharing funds for the addition a path connection near the John Tyler Highway and Monticello Avenue intersection for access to the Capital Trail, which was completed in 2016. Though both the Greensprings Interpretive Trail and the Virginia Capital Trail are maintained by VDOT, the County will work in cooperation with the state and other local agencies to ensure their continued adequacy for their users.

The Powhatan Creek Trail is a 2.05-mile paved trail that connects Clara Byrd Baker Elementary School to the Virginia Capital Trail. This trail provides connections to the Greensprings Interpretive Trail, Historic site known as Church on the Main, and Mainland Farm (considered to be the oldest continuously cultivated farm in America's first English settlement). Future sidewalk expansion through the Clara Byrd Baker Safe Routes to School Project will provide a sidewalk connection to the Powhatan Creek Trail to surrounding neighborhoods around the school.

#### **Current Plans**

James City County adopted its Pedestrian Accommodations Master Plan in 2011 and updates to the 1993 Regional Bicycle Facilities Plan in 2013. The Pedestrian Accommodations Master Plan helps meet pedestrian needs generated by current and future growth, while limiting the need for post-development remedial sidewalk projects constructed with public funds. A majority of sidewalks and paths have been constructed by the private sector in conjunction with land development. Since the adoption of the Pedestrian Accommodations Master Plan, a number of studies have been completed and roadway projects initiated that examine the needs and conditions of certain roadways in more detail. Based upon this information, the Pedestrian Accommodations Master Plan shall be continually updated based on citizen input and future studies.

The Regional Bicycle Facilities Plan was originally developed under the direction of the Regional Issues Committee in cooperation with citizens from James City County, York County, and the City of Williamsburg. The Historic Triangle Bikeways Advisory Committee (HTBAC), consisting of citizens and staff from James City County, the City of Williamsburg, York County, and representatives from the National Park Service, the College of William and Mary, and Colonial Williamsburg, is responsible for making recommendations on updates to the plan, monitoring the construction of bike facilities, and ensuring that all new facilities and future plans meet the public's desires and needs. During HTBAC's 2013 update of the Regional Bicycle Facilities Plan, the Committee aspired to design a system that would provide bicycle access to major destinations, eliminate routes with dead ends, be realistic regarding the necessity of the proposed facility type, and be consistent with the Pedestrian Accommodations Master Plan.

The benefits of an integrated bikeway system are energy conservation, reduced pollution, traffic reduction, improved quality of life, and increased appeal as a tourist destination.

Paved multiuse paths complement the range of non-vehicular facilities by providing an option that can serve a wide range of users in one facility. Multiuse paths are typically paved, eight to 10 feet wide, and can be found in rural, suburban, and urban settings. When designing or retrofitting a road to accommodate cyclists and pedestrians, it is important to consider the context before deciding on the type of facility. In historic or more urban and compact settings, on-street bike lanes and sidewalks may be a more appropriate and functional choice.

Along regional trails, the Comprehensive Plan encourages more developments and to include bicycle parking facilities as part of their developments, specifically for restaurants, convenience stores and shops. Bike racks within a development will give citizens the opportunity to have multimodal access to the site and give riders safer areas to park their bicycles.

The County's Greenway Master Plan establishes a framework for a County-wide system of interconnected greenways and trails with the goal of balancing environmental protection with the need for recreational amenities.

The Pedestrian Accommodations Master Plan, the Regional Bicycle Facilities Plan, and the Greenway Master Plan all promote a shared goal of facilitating transportation choice. As such, shared facilities that combine the benefits of each plan should be developed whenever possible in an effort to unify the effort of providing these types of facilities. Implementation of these plans is strongly encouraged. Tidewater Trails Alliance encourages the adoption of segments of the Birthplace of America Trail (BoAT) plan in the planning session of the Comprehensive Plan and the County's Pedestrian Accommodations Master Plan.

#### VDOT Pedestrian Safety Action Plan

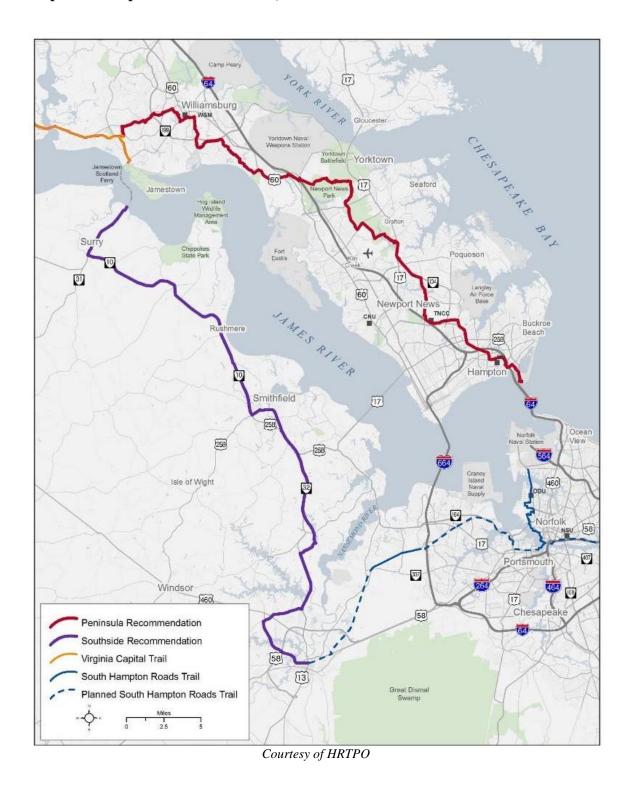
In 2018, VDOT Traffic Engineering Division completed a report to assist localities on improving pedestrian safety and ultimately reducing fatalities in the Commonwealth. Along with the report, VDOT worked with stakeholders to identify areas across the Commonwealth that has a history of pedestrian crashes. James City County has five corridors (Humelsine Parkway, Richmond Road, Longhill Road, Monticello Avenue, and Pocahontas Trail) identified in the top 1-5% of safety issues for pedestrians. The County should continue to collaborate with VDOT on ways to address these safety issues.

#### Linking Hampton Roads: a Regional Active Transportation Plan

In the summer of 2017, HRTPO began developing a regional active transportation (bicycle and pedestrian) plan for the Hampton Roads region. The plan recommends that the Virginia Capital Trail be connected to the broader Hampton Roads region, and envisions this implementation through the proposed Birthplace of America Trail (BoAT). BoAT is a proposed multiuse trail of more than 190 miles connecting James City County to greater Hampton Roads via two routes: the Peninsula Route and the Southside Route. The map below shows the adopted map of the two proposed routes. Localities have an opportunity to alter the route should a more desirable location be preferred or if ability to use existing infrastructure is available. On May 9, 2017, the Board of Supervisors passed a Resolution of Support for the proposed trail alignment. This Comprehensive Plan encourages the adoption of more segments of the BoAT.

Utilizing multiple shared-use pathways connecting the County with the entire Historic Triangle and beyond is consistent with the County's goals for non-motor transportation network expansion and with proposed regional plans. The Regional Active Transportation Plan additionally recommends buffered bike lanes throughout the northern portion of the County to increase the County's connectivity.

Map T-4. Birthplace of America Trail, HRTPO



T-39

## **Current and Future Bicycle and Pedestrian Projects**

#### Longhill Road Widening

Longhill Road is currently being widened after the Longhill Corridor Study in 2014 proposed congestion relief improvements and ways to incorporate other modes of transport along the corridor. In addition to widening, a 10-foot wide, 0.5-mile shared-use path from DePue Drive to Lane Place will be installed along the north side of the roadway. Other improvements will include crosswalks, pedestrian push buttons, and additional widths on outside lanes to accommodate cyclists. The project began in late 2019 and will be complete in three phases with an expected completion date in late 2021/early 2022.

#### Clara Byrd Baker Sidewalk Improvements

In 2018, James City County received funding for a project from John Tyler Highway to Clara Byrd Baker School, which is expected to start in 2021. Improvements will include a new sidewalk from John Tyler Highway to Clara Byrd Baker and crosswalks as well as flashing beacons for safety.



Clara Byrd Baker Safe Routes to School Project

## Croaker Road Widening

The design for a widening project at Croaker Road (Route 607) between Richmond Road (Route 60) and the intersections of Point O'Woods Road and Maxton Lane is currently being developed. This widening project will include a shared used pathway and crosswalks to allow use by pedestrians and cyclists, increasing connectivity to this area, which features new residential housing, Williamsburg-James City County Library, and other commercial areas. The estimated construction start date is Winter 2023/2024.

#### Centerville Road Bike Lanes

On the 2045 LRTP, the Centerville Road Bike Lanes project was added as a candidate project. The project has an initial funding amount of \$100,000. This project will provide a bicycle connection on Centerville Road between John Tyler Highway and Monticello Avenue. Additionally, this project will provide a bike facility where there is currently a gap between the Virginia Capital Trail and existing bike lanes on Centerville Road. No funding source has been determined for the project.

#### Birthplace of America Trail

James City County shall continue to explore funding opportunities to fund bicycle and pedestrian project that align with the BoAT. As the trail is development, future projects shall include additional links from existing facilities to the Boat and the Virginia Capital Trail to create a County-wide bicycle and pedestrian transportation network.

## Proposed Facility Designs (Cross-Sections)

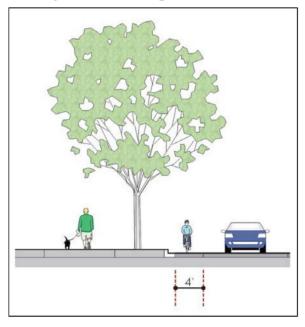
Paved multiuse paths complement the range of non-vehicular facilities by providing an option that can serve a wide range of users in one facility. The Regional Bicycle Facilities Plan consists of three different types of bicycle facilities.

- 1. *Multiuse Path* Facilities that are physically separated from the roadway and prohibited for use by motorized traffic.
- 2. *Bike Lanes* Roadways that can accommodate bicyclists. These facilities include bike lanes within the roadway that are delineated for bicycle use only. A bike lane can either be adjacent to the curb with no on-street parking or in between on-street parking and vehicle travel lane.
- 3. Markings and signage for these facilities shall be in accordance with the VDOT Road Design Manual.
- 4. *Shared Roadway* Roadways that are signed as a bicycle route, but do not have a portion of the roadway that is either reserved exclusively for bicyclists or can accommodate bicyclists and motorized traffic simultaneously.

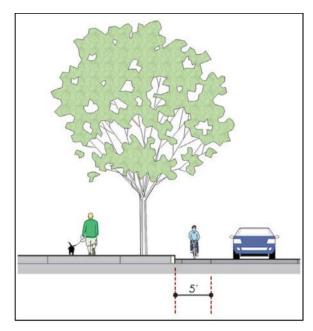
multi-use path drainage swale gg drainage gg drainage

Figure T-9. Example of Multiuse Path

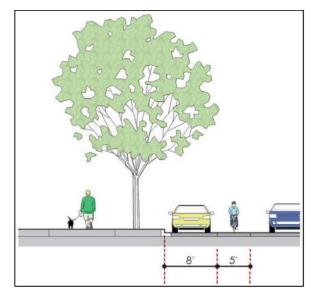
Figure T-10. Example of Shoulder Bike Lane



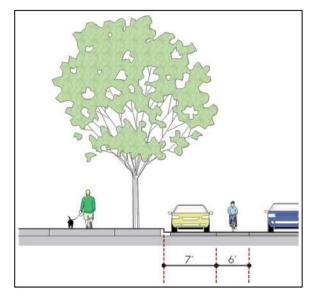
Four-foot-wide bicycle lanes do not include the width of the gutter pan when adjacent to curb and gutter.



A four-foot-wide bicycle lane becomes a fivefoot-wide bicycle lane when located adjacent to curb without a gutter pan.



A four-foot-wide bicycle lane becomes a fivefoot-wide bicycle lane when paired with an eight-foot-wide parking lane.



A four-foot-wide bicycle lane becomes a sixfoot-wide bicycle lane when paired with a seven-foot-wide parking lane.

Courtesy of VDOT Road Design Manual

Figure T-11. Example of Shared Roadway

Share the Road signage shared travel land and bike lane

Courtesy of Renaissance Planning Group

#### Maintenance of Facilities

James City County will look toward several options for maintaining non-roadway facilities to enhance the historical and community character of these facilities and to keep them accessible to and safe for local users and visitors. Facility maintenance will depend on the location of facilities and ownership of roadways. Any facilities in VDOT's right-of-way will be maintained by VDOT. Facilities outside of VDOT's right-of-way will be maintained privately. It will also be up to the users of facilities to take personal responsibility to take care of their waste and make reports of any issues with facilities, if and when they arise. Per VDOT's Policy of Integrating Bicycle and Pedestrian Accommodations, VDOT will "maintain bicycle and pedestrian accommodations along the Birthplace of America Trail as necessary to keep the accommodations usable and accessible." However, this is dependent on funding available for these efforts, both for VDOT and for localities. The County maintains the Powhatan Creek Trail, while the Virginia Capital Trail and Greensprings Interpretative Trail receive maintenance from VDOT.

## Possible Funding Structure and Sources

In order to achieve the Comprehensive Plan's vision of funding future non-roadway projects, the County will need to look toward several combinations of local, state, and federal funding. Existing facilities have been constructed through County efforts using state and federal funding. There are a number of future projects that are currently unfunded and the County will pursue funding applications to make these facilities possible. Potential future funding sources include:

- County Capital Improvements Program
- Grants
- **Bond Referendums**
- **Public-Private Partnerships**
- **Fundraising Events**
- **SMART SCALE**

- Highway Safety Improvement Plan
- VDOT Revenue Sharing
- Congestion Mitigation Air Quality (CMAQ at federal level)
- Transportation Alternative Projects (federal)
- Other
  - User fees
  - Donations
  - o Developer contributions and/or construction

## **Criteria for Prioritizing Projects**

Staff will compare the criteria for prioritizing bike and pedestrian projects from different sources. Staff will evaluate the requirements of the funding source to determine which project will create the most competitive application based on criteria from various funding sources.

In the development of this Comprehensive Plan, a Policies and Actions Questionnaire asked citizens about walking and biking facilities. Citizen feedback indicated a strong emphasis on improving the quality of life through walking and biking facilities. Citizens also prioritize walking and biking amenities in locations that increase connectivity between neighborhoods and shopping, schools, employment areas, and greenways. The location and the benefits a new facility would provide in terms of connectivity and access to the surrounding area should be taken into account when applying for new bike and pedestrian projects.

## Project List from Historic Triangle Bicycle Advisory Committee

The Historic Triangle Bicycle Advisory Committee has developed the following list of projects in need of funding.

- 1. Longhill Road shoulder bike lanes: Shoulder lanes need to be replaced/expanded.
- 2. Ironbound Road bike lanes: A widened, marked out, safe bike lane along Ironbound Road from Mid County Park (which is near many neighborhoods and shopping) to connect with the Virginia Capital Trail feeder trail behind Clara Byrd Baker Elementary School.
- 3. Mooretown Road bike lanes: Along the "two lane" portion of Mooretown Road from Airport Road west to Ashby Park Drive.
- 4. Richmond Road bike lanes: Eastbound Richmond Road between Carolina Furniture (5425 Richmond Road) and the Williamsburg City line (La Tolteca at 3048 Richmond Road) would provide connection between Airport Road and the right-turn lanes in the City.
- 5. Old Country Road multiuse path: Construct multiuse path between the southern terminus of South England Street across the north end of the Kingsmill development to Ron Springs Drive just west of Carters Grove.
- 6. Pocahontas Trail (Route 60) bike lanes east of Williamsburg: Add bike lanes between Quarterpath Road at the Williamsburg City line through Grove to James Rover Elementary School.

## **Unranked Projects:**

- Sweep debris from roadway bike lanes: These areas should be swept once a year in the spring.
- Richmond Road shoulder bike lanes: Between Handel's Ice Cream (6601 Richmond Road) to Lightfoot Road, eastbound lane.
- John Tyler Highway shoulder widening: Between Hickory Signpost Road and Carolina Boulevard.
- Forge Road bike lanes: Between Little Creek Dam Road and Diascund Road extend existing bike lanes to Diascund Road.
- John Tyler Highway (Route 5) bike lanes: Add bike lanes to Route 5 between Route 199 and the Virginia Capital Trail connection.
- Centerville Road/Monticello Avenue pavement repairs: add paved shoulder at the base of the traffic light poles at the intersection of Centerville and Monticello Avenues.
- Warhill Sports Complex/James City County Recreation Center connection: Construct multiuse path to connect the two facilities.
- Rochambeau Drive bike lanes: Between Croaker Road and Lightfoot Road.
- Penniman Road bike lane striping: Between the City of Williamsburg boundary eastward to the Marquis Parkway.

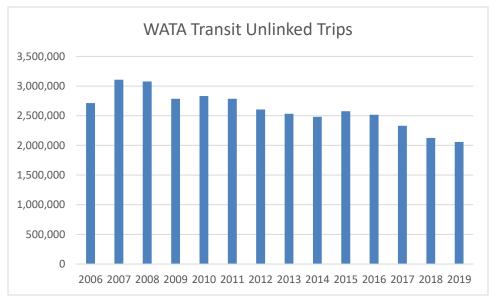
## Williamsburg Area Transit Authority

Williamsburg Area Transit Authority (WATA), formerly known as Williamsburg Area Transit, began operation in 1977 to provide a public transportation system to the citizens of James City County, the City of Williamsburg, and the Bruton District of York County. WATA's mission is to provide safe, efficient, and accessible public transit to residents and visitors in the Historic Triangle. WATA's vision is that Williamsburg Area Transit Authority will become the transportation option of choice for people who live, work, and visit the Williamsburg area.

WATA currently operates under a Transit Development Plan that was adopted in 2016. In addition to passenger fares, WATA is funded by federal and state grants and contributions made by James City County, the City of Williamsburg, and York County.

Improvements over the last 10 years include new routes, increased hours, seasonal trolley service between New Town, High Street, and Colonial Williamsburg, Sunday service, and regional connections to Surry County and Newport News. WATA has also established three transportation centers: downtown Williamsburg (serving as a regional hub where taxi, intercity, public transit, and rail connect); the northern area of the County off Rochambeau Drive, and Legacy Hall in New Town.

**Chart T-3. WATA Transit Unlinked Trips** 



Courtesy of Historic Triangle Comprehensive Transportation Study

WATA has 12 routes meeting various community needs such as commuter, recreational, and tourism travel by providing a coordinated system through fixed routes. Accessibility services for customers with disabilities include routes with wheelchair lifts, deviated trip routes, and paratransit service. WATA added the Lackey/Mounts Bay route in 2017, which connects riders from the James City County Government Center/Quarterpath/Riverside Hospital area to Lee Hall in Newport News and Yorktown Square Apartments in York County. Other transit-related services, such as those provided by the Williamsburg-James City County Community Action Agency, Colonial Williamsburg, and private taxi services, offer additional specialized services to area residents.

Ridership per Bus Route

250,000

150,000

100,000

50,000

200,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,000

100,00

Chart T-4. WATA Ridership per Bus Route, Historic Triangle Comprehensive Transportation Study

Courtesy of Historic Triangle Comprehensive Transportation Study

James City County should continue to encourage the expansion of future transit by encouraging compact development inside the PSA that is conducive to transit.

#### Park and Ride Lots

A number of residents in the study area use carpooling to travel to work. According to the Census Bureau, 5,234 residents in the Historic Triangle carpooled to work on a regular basis in 2013-2017. This percentage (7.3%) is slightly below the regional carpooling average of 7.9%. The TRAFFIX program, which is funded by HRTPO and operated by Hampton Roads Transit, conducts various efforts to increase the use of transportation alternatives such as carpools, rideshares, and public transit throughout the region and study area.

In order to assist with carpooling and ridesharing efforts, VDOT maintains Park and Ride lots throughout the state, including three lots in the study area:

- Lightfoot This lot is located on East Rochambeau Drive just to the south of the interchange of I-64 and Humelsine Parkway. The unpaved Lightfoot Lot has space available for 51 vehicles. According to VDOT Hampton Roads District data, the 2018 average utilization rate was 33% (17 out of 51 spaces).
- Croaker The Croaker Lot is located at the corner of Rochambeau Drive and Croaker Road just west of I-64. This partially paved lot has space for 64 vehicles. The facility is lit and has bicycle racks. According to VDOT Hampton Roads District data, the 2018 average utilization rate was 73% (47 out of 64 spaces).
- Jamestown Center This lot is co-located at the Jamestown Center near the intersection of Jamestown Road at Jamestown Settlement and the Colonial Parkway. This paved lot has 516 general spaces. The facility is lit and has bicycle racks and access to transit services. According

to VDOT Hampton Roads District data, the 2018 average utilization rate was 21% (110 out of 516 spaces).

In 2013, VDOT completed the Statewide Park and Ride Lot Inventory and Usage Study. The study updated VDOT's inventory and usage of Park and Ride lots, identified recommendations for new or expanded Park and Ride lots, updated VDOT's website to include an interactive map of official lots, developed VDOT's Park and Ride program policies and goals, and assisted VDOT in coordinating its Park and Ride lot program with other state and local agencies and the public. For James City County, the study's recommendations resulted in one Priority Investment Strategy project - paving and enhancing the Croaker lot. The Park and Ride lot was included as one of the 84 recommended high priority investment projects in Virginia.

In December 2017, VDOT completed Park and Ride Design Guidelines to provide a user-friendly framework for which users to make informed decisions regarding Park and Ride lot layout, services, amenities, and green infrastructure in developing or retrofitting Park and Ride lots throughout the Commonwealth. This Comprehensive Plan supports future growth of Park and Ride facilities in the County to encourage carpooling and ridesharing efforts.

#### Rail Travel

A main line of the CSX Railroad runs north to south through James City County. This line connects in Richmond with the broader network of the CSX transportation system and connects with the ports of Hampton Roads in Newport News and to the Southside ports in Portsmouth. Rail plays an important role in moving freight and passengers to and from James City County.

Intercity passenger rail service is available in James City County through Amtrak. This service is part of the Northeast Regional route, which operates between Boston, New York, Washington, D.C., and Norfolk. Expanded service to Norfolk began in December 2012 and provides a linkage to the Norfolk Tide light rail system. In the future, James City County has the potential to be served by express bus, commuter rail service, or high speed rail as part of the Southeast High Speed Rail Corridor as outlined in *The Hampton Roads Regional Transit Vision Plan* and summarized for the Historic Triangle area in the James City County/Williamsburg/York County Comprehensive Transportation Study. Successful implementation of expanded rail travel will require an effort to cultivate transit-oriented developments by locating new medium- and high-density development along and in proximity to station locations as well as the development of effective feeder bus, vanpool services, and park-and-ride lots to provide better access to rail transit for those persons not living within proximity of the rail corridor.

Important to the transportation system as well as the economy of the area is freight movement along the CSX lines. Major users of the line in James City County are the Anheuser-Busch InBev brewery, Ball Metal, Luck Stone, Henry S. Branscome, Inc., and several other aggregate companies. The line has a medium-high density classification, which means it carries 10 to 20 million gross tons annually. Industrial rail traffic is important, because it ensures the line against abandonment. James City County can increase the viability of the railroad by encouraging new industries to locate along or near the line.

This Comprehensive Plan recognizes the importance of rail service as a viable transportation mode and supports the continued maintenance of existing and potential industrial rail access to the County's designated industrial sites. Rail activities should be monitored in an effort to determine the impact of potential service or design changes in the County and region. Finally, consideration

should be given to improvements, which would increase safety at the seven railroad crossings that exist in the County.

#### Air Travel

The James City County area is served by three major commercial airports within one hour driving distance: Newport News-Williamsburg International Airport in Newport News (20 minutes), Richmond International Airport (1 hour), and Norfolk International Airport (1 hour). These three airports offer daily commercial passenger flights serving both domestic and international travel. The Williamsburg-Jamestown Airport is a small general aviation facility located within the County, serving as a base for a flight school and small private planes. There is no scheduled commercial passenger service at this airport, and the population served is confined to tourists and business clientele who travel by private plane. The 3,200 feet of runway can handle most turbo-prop aircraft as well as light corporate jets.

#### Water Travel

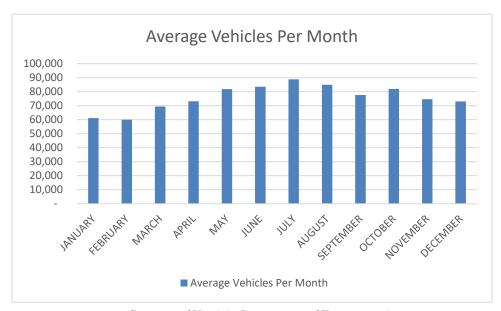
Another important part of the transportation system in James City County is the Jamestown-Scotland Ferry service on the James River. This is a heavily used mode of travel that links Surry County with the James City County/Williamsburg area, transporting roughly 950,000 vehicles per year. Surry County has a large pool of workers who desire employment in the James City County area. The four ferry boats that carry commuters and tourists alike are part of the only 24-hour state-run ferry in operation in Virginia. In July 2020, the Jamestown-Scotland Ferry Facility received \$4.9 million through the U.S. Department of Transportation's Federal Transit Administration Passenger Ferry Grant Program to help improve passenger safety and modernize the ferry slips in Surry County and Jamestown. This Comprehensive Plan supports continued 24-hour operation of this critical service.



Jamestown-Scotland Ferry

Table T-5. Vehicle counts for the Jamestown Scotland Ferry

	2014	2015	2016	2017	2018	2019
TOTAL	952,138	940,075	934,213	933,534	888,890	914,525
AVG/DAY	2,609	2,576	2,559	2,551	2,435	2,506



Courtesy of Virginia Department of Transportation

# **Community Guidance**

## **Public Engagement**

One of the public engagement themes identified during this Comprehensive Plan update that most directly relates to this chapter is: "Respondents desire improved roads, bike, and walking trails, improved congestion, public transportation, and more sidewalks." Respondents to the 2019 Citizen Survey generally rated the County's roads and highways very favorably. Approximately 77% of respondents considered the County's bike lanes and sidewalks to be "very important" or "important". For roads and highways in the County, there is a much greater gap between the importance of the facilities and the satisfaction of those facilities. Roads and highways had a percentage of 97.5%, but the satisfaction was only 73.2% leaving a gap of 24.3%. Comments from the open-ended questions included that the County should encourage more walking and biking paths, increased public transportation and reduce congestion while improving roadways. Public input demonstrates that biking and walking accessibility is important to our community for both recreation and essential transportation needs.

As a follow-up to the survey, the County hosted the Engage 2045 Summit on the Future in the fall of 2019 to engage with citizens to determine their vision for the future of the County. During the preserve/change exercise of the Summit, respondents indicated the following:

- Improve the appearance of Route 60
- Add parallel roadway routes due to traffic congestion
- Add road improvements and a second entrance/exit to Chickahominy Riverfront Park
- Improve Monticello Avenue and make bike path improvements along the corridor

Participants were also provided an opportunity to share their "Big Ideas." These responses included the following:

- More bike and walking trails to support connectivity to places where people want to go
- Connect neighborhoods with new businesses so workers can bike or walk to work
- Focus on increased public transit including new bus lines, rail, and connection to other transportation modes including airports

The second round of public engagement included questionnaires on the Goal statements for each chapter, and feedback on alternative futures. The results of the Goals Questionnaire for the Transportation chapter's goal showed that slightly more than 58% of respondents did not want to change the goal, just under 34% wanted to change the goal, and just under 8% had no opinion. Of those preferring change, 30 commenters requested that the County's transportation system deemphasize automobile use to help reduce traffic congestion and air pollution and focus on walking and biking routes to shopping and other amenities, three respondents suggested increasing public transportation by wanting to grow the system with high-speed or light. Two respondents want to decrease public transportation and wanting to eliminate it due to poor design, inefficiency, and expense. It should also be reflected that many respondents to the goals questionnaire for other chapters of the Comprehensive Plan stated the need for more walking and bike paths.

The third round of community engagement was held in the winter of 2021. This round solicited input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Overall, there was consistent support for enhancing quality of life amenities in James City County with a strong emphasis on walking and biking facilities. Respondents supported prioritizing County resources for enhancing quality of life amenities. They also supported prioritizing walking and biking amenities in locations that increase connectivity between neighborhoods and shopping, schools, employment areas, and greenways.

# Scenario Planning - Key Policy Guidance

The results of the Scenario testing phase of community engagement yielded several key principals that relate to Transportation:

- Reduce the need to expand roadways in rural areas and protect important rural community character by containing growth within the PSA as much as possible;
- Support greater use of local transit and other alternative modes of travel and reduce greenhouse
  gas emissions and the impact on the local environment by providing new opportunities for
  compact mixed-use development and greater opportunities for non-auto modes;

- Reduce overall Countywide travel times and traffic congestion levels by concentrating growth in the PSA:
- Create opportunities for households to have more transportation choices and reduce household transportation costs by locating neighborhoods, employment areas, and commercial developments in close proximity; and
- Foster development of walkable and bikeable environments that increase the health outcomes of residents and provide commuting choices.

## **Spotlight on Implementation**

Having a viable multi-modal transportation network is fundamental to maintaining a strong economy and a high quality of life for the community. It creates important linkages between people, homes, employment centers and recreational areas, and provides citizens, businesses, and visitors a means for the efficient and safe movement of goods and people among activity centers. Accommodating and planning for automobiles will remain paramount as vehicles will remain the primary mode of transportation for most; however, with James City County's population expected to grow for youth, seniors, and the disabled, its transportation planning must also focus on providing additional transportation choice. By building a well-connected system of roads, sidewalks, bikeways, multiuse paths and transit, rail, air, and water service in coordination with surrounding jurisdictions, James City County seeks to address the County's transportation needs of its citizens and economy in a way that improves safety, effectiveness, and efficiency; reduces congestion and emissions; increases accessibility and modal choice; and promotes of a sense of place.

The County has worked toward that goal and accomplished a variety of actions from previous Comprehensive Plan's Transportation chapter.

- In terms of ensuring a supportive transportation system, development proposals have been evaluated for potential impacts to the transportation network and for consistency with the County's Corridor Visions. Based on the results of each evaluation, developers have mitigated impacts to the roadway network, such as providing for signal timing studies and/or pedestrian facilities during construction.
- The County has reviewed its transportation priorities annually through VDOT's SYIP and actively pursued funding sources to complete improvement projects.
- Projects such as the News Road/Centerville Road intersection improvements have focused on maximizing the current road capacity by adding turn or travel lanes in a context sensitive manner. Other projects, including the Longhill Road widening, have sought to accommodate current and projected traffic volumes by increasing road capacity. Additional studies have been recently completed or are underway, including the Pocahontas Trail Corridor Study and initial investigations into funding opportunities for safety improvements to the Centerville Road/Greensprings Road intersection at John Tyler Highway.
- To better plan and coordinate transportation improvements within the Historic Triangle and the region, the County participated in joint planning activities, including the Historic Triangle Comprehensive Transportation Study.

Considering that the County's road network is shared by several types of users and also serves as a gateway for visitors into the Historic Triangle area, the County has also pursued improvements to pedestrian facilities and character. In 2011, the Board of Supervisors adopted a new Pedestrian Accommodations Master Plan, which identifies road segments where sidewalks or multiuse paths would provide the largest benefit and helps developers to identify and plan for these facilities in proposals. Implementation of the Pedestrian Accommodations Master Plan was strengthened through amendments to the Zoning Ordinance, which now require by-right development (including expansions) to add or update pedestrian/bicycle accommodations when certain criteria are met. The project to retrofit a 1.8-mile segment of Pocahontas Trail between James River Elementary School and Fire Station 2 has accumulated \$24 million to date. The improvements will include paved shoulders, sidewalks, lighting, bus pull-offs, and landscaping.

As James City County looks to 2045, it will need to continue planning for the future transportation needs of the community and seek ways to implement its comprehensive transportation vision. County participation in regular meetings with the HRTPO will be critical to identifying infrastructure needs and deficiencies and making them eligible for federal and state funding. In addition, funding limitations for road improvement projects will require the County to employ creative strategies and regional partnerships to reallocate prior funding and obtain new funding for priority projects and expanded transportation options. It will also be important to reevaluate the County's priorities at regular intervals and factor in differences in the needs of its diverse citizenry and geography to ensure that the County's transportation system meets the needs of its growing population and economy.

## Goals, Strategies, and Actions

#### Goal

T - Provide citizens, businesses, and visitors of James City County with an efficient, safe, attractive, and resilient multimodal transportation system that encourages use of non-automotive forms of transportation and reinforces or is consistent with the goals and land use patterns of the Comprehensive Plan.

#### Strategies and Actions

- T 1 Foster an efficient safe, effective, and resilient transportation system that supports the County's land use, community character, and high quality of life.
- T 1.1 Ensure that new development supports the Community Character Corridor designations of existing and proposed roads.
  - T 1.1.1 Utilize the Travel Demand Leave Behind Model to assess the cumulative impact of new and existing developments.
- T 1.2 Expect new developments to follow recommended densities, intensities, and development patterns that will maintain an acceptable level of service on the surrounding roads and intersections consistent with the land use context (rural, suburban, urban) and the functional classification of the roadway. Ensure that new developments do not compromise planned transportation enhancements.
  - T 1.2.1 Limit driveways and other access points and provide shared entrances, side street access, or frontage roads to promote a well-connected and safe road network, consistent with the roadway's functional classification.
  - T 1.2.2 Provide a high degree of inter-connectivity within new developments, adjoining new developments, and existing developments, including County facilities, using streets, trails, sidewalks, bikeways, and multi-use trails to improve accessibility and connectivity, and provide alternate routes for emergency access.
  - T 1.2.3 Concentrate commercial development in compact nodes or in Mixed Use areas with internal road systems and interconnected parcel access rather than extending development with multiple access points along existing primary and secondary roads.
  - T 1.2.4 Pursue active outreach for travel demand management in coordination with Hampton Roads Transportation Planning Organization and TRAFFIX to promote flexible work schedules, off-site work arrangements, and telecommuting. Pursue Zoning Ordinance revisions to require bike racks in more developments throughout the County.
  - T 1.2.5 Implement strategies that encourages walking, bicycling, and use of public transit in place of automobile trips.
  - T 1.2.6 Facilitate the efficient flow of vehicles and minimize delay through the use of means such as advanced traffic management technology.

- T. 1.2.7 Prepare guiding principles for roads identified in the Comprehensive Plan as needing future improvements. Use these guiding principles during consideration of any plans of development or concurrent with any road improvement project.
- T 1.2.8 Identify ways to improve access management by reducing driveways and turning movements on the adjacent roadway(s) during consideration of plans of development or concurrent with any road improvement project.
- T 1.3 Identify road segments with anticipated moderate to severe road capacity deficiencies and develop a plan to mitigate congestion that may include one or more of the following actions:
  - T 1.3.1 Seek funding to add the subject road segments to the Six Year Improvement Program and consider using public-private partnerships among other mechanisms to fund proposed improvements.
  - T 1.3.2 Avoid the development of high automobile traffic generating uses in or near the subject road segments, as allowed by the Code of Virginia.
  - T 1.3.3 Develop a distributed grid of routes to provide better traffic distribution in developed areas.
  - T 1.3.4 Maximize current road capacity by adding turn lanes or travel lanes, where appropriate, in a context sensitive manner.
  - T 1.3.5 Design and implement transit, pedestrian, and/or cycling alternatives along the corridor containing the subject road segments, including multi-use paths and paved shoulders.
  - T 1.3.6 Develop a Master Transportation Plan that prioritizes future road projects.
  - T 1.3.7 Study alternative land uses along congested road segments that will reduce future traffic, with the possibility of redesignating parcels on the future land use map, transferring density or purchasing development rights.
- T 1.4 Create a local ranking system for prioritization of road and bike/pedestrian improvement projects using citizen priorities, with emphasis on directing a majority of capacity investments to areas within the Primary Service Area (PSA), while still providing for the maintenance and safety of the facilities for the entire transportation network.
- T 1.5 Coordinate with the Virginia Department of Transportation (VDOT), adjoining jurisdictions, and prospective developers to implement the most contextually appropriate multimodal improvements for the roadway system.

- T 1.6 Examine safety and configuration improvements compatible with future high speed train service for all at-grade rail crossings in the County.
- T 1.7 Coordinate the County resiliency plan with VDOT to ensure the county road system is resilient to future sea-level rise and recurring tidal and non-tidal flooding by conducting an analysis of roadways and bridges within areas of future high flood risk.

## T 2 - Plan and coordinate transportation improvements at the regional and local levels for all modes of travel to ensure efficient transitions from other jurisdictions without congestion or hazard.

- T 2.1 Continue to participate in the Hampton Roads Transportation Planning Organization (HRTPO), which serves as the transportation planning body for the region.
- T 2.2 Continue to participate in the efforts of James City County, the City of Williamsburg, York County, and the Historic Triangle Bicycle Advisory Committee to coordinate and implement a regional bicycle network, including further joint planning and development of regional funding proposals.
- T 2.3 Recognize the importance of rail service as a viable transportation mode by participating in regional planning efforts to improve and expand rail service for people and goods.
- T 2.4 Continue to research the feasibility and impacts of developing rail and bus rapid transit, which would link employers, residents, and tourists.
- T 2.5 Coordinate with Williamsburg Area Transit Authority (WATA) and/or Hampton Roads Transit Authority (HRT) during review of development applications to ensure that proposals are conducive to incorporating the use of transit.
- T 2.6 Pursue funding opportunities for the Birthplace of America Trail (BoAT) and continue joint planning of the trail throughout the region.
- T 2.7 Consider developing more detailed area plans of select Urban Development Areas (UDAs) in advance of private development proposals to ensure that key land use and transportation integration principles are incorporated, and that private development is leveraged to accomplish wider countywide goals consistent with the Comprehensive Plan. In order to accomplish these area plans, consider applying for technical assistance grants if the state issues additional grant opportunities in the future.

# T 3 - Continue to develop, maintain, and promote alternative transportation facilities to reduce congestion and improve connectivity, accessibility, environmental well-being, health, safety, and sense of place.

- T 3.1 Seek funding for a regularly updated list of proposed pedestrian and cycling projects in the Six Year Improvement Program.
- T 3.2 Actively pursue additional local, state, federal, and private funding to accelerate the construction of all needed modes of transportation facilities.
- T 3.3 Promote increased utilization of public transit through the following actions:

- T 3.3.1 Continue to support transportation services throughout the Greater Williamsburg Area to improve the quality of life for all in the surrounding communities.
- T 3.3.2 Pursue greater interconnection between the local and regional transit systems.
- T 3.3.3 Encourage land use development patterns that provide or are accessible to public transit.
- T 3.3.4 Encourage locating transit-dependent land uses in areas currently served by transit or in areas to be served by transit in the near future.
- T 3.3.5 Require new developments to support bus and transit services at or near the center of mixed use areas, high density multi-family housing communities, and large scale commercial development, and amend the Zoning Ordinance to support this requirement.
- T 3.4 Encourage pedestrian circulation by providing safe, well-lit, and clearly marked crosswalks and unobstructed sidewalks. Encourage the use of accessible design and provision of shade benches, attractive landscaping, and scenic vistas along pedestrian routes.
- T 3.5 Work with VDOT to design new or enhanced complete streets that allow for the safe
  accommodation of automobiles, public transit, pedestrians, cyclists, and other users. Ensure
  that new roadway improvements by VDOT conform to the Department of Rail and Public
  Transportation Multimodal Design Guidelines, which have been adopted by VDOT in their
  current Road Design Manual.
- T 3.6 Continue to identify and implement changes to the transportation system that improve air quality.
- T 3.7 Develop greenways in a manner that supports their use as one element of an integrated transportation system.
- T 3.8 Develop an inventory of existing bike and pedestrian facilities and continue to update as new facilities are added;
- T 3.9 Implement the adopted James City County Pedestrian Accommodations Master Plan and Regional Bicycle Facilities Plan by planning for bikeways and pedestrian facilities in primary and secondary road plans and projects.
  - T 3.9.1 Continue to update the Pedestrian Accommodations Master Plan based on citizen input and future studies.
- T 3.10 Explore and develop new transportation opportunities for citizens through agencies such as Williamsburg Area Transit Authority.
- T 3.11 Continue to partner with Williamsburg-James City County Schools in pursuit of a Safe Routes to School program that identifies primary walking and biking routes to schools and prioritizes improvements to make those routes safe for children.

• T 3.12 - Continue to partner with VDOT on promoting park and ride facilities in the County and support the 24-hour operation of the Jamestown-Scotland Ferry.

#### T 4 - Maintain well-landscaped and attractive transportation facilities.

- T 4.1 Guide new developments in designing roadway and parking areas that reduce the visual impact of auto-related infrastructure, especially in Community Character Areas.
- T 4.2 Utilize planning and design standards for road projects and related improvements which will allow innovation, promote an efficient transportation system, increase public safety, improve visual quality, and expand modal choice for transportation in the County. Require implementation of standards for development proposals and encourage VDOT to incorporate these standards. When improving roads designated as Community Character Corridors, Virginia Byways, or roads outside the PSA, encourage VDOT to be sensitive to the context, including viewsheds, historic sites and structures, and landscaped medians.
- T 4.3 Look for opportunities to incorporate landscaping and aesthetic elements in planned improvements at Park and Ride lots.

#### LAND USE CHAPTER

The following materials represent the draft Land Use chapter as discussed by the Planning Commission Working Group (PCWG) as of May 3, 2021 and May 12, 2021. The chapter text is approved by the PCWG, with the following items noted as final revisions still needing to be added. The GSAs are approved by the PCWG, with final revisions already incorporated.

#### Chapter Text: Requested Revisions from Final PCWG Review on May 3, 2021

- 1. Requested editorial changes to address typos or increase the clarity of the language.
- 2. Request to update Table LU-1 to reflect decisions on the land use applications.

## Future Land Use Map Designation Descriptions: Requested Revisions from Final PCWG Review on May 12, 2021

1. No requested changes.

## Land Use

#### Introduction

Land use planning attempts to align the related, yet sometimes competing, needs for population, economic development, public facilities, parks and recreation, environment, housing, transportation, and community character into a single coherent vision for future land development in the community. This vision is expressed in the community's land use policies, translated into its land use map, and supported through its goals, strategies, and actions (GSAs). Together these elements make up the land use plan for the community.

The Land Use Chapter Goal, and the Strategies and Actions, are listed at the end of the chapter. After careful review and public input, the Goal language maintains the emphasis on reinforcing and improving the quality of life for citizens, but has been revised to add language about land use approaches within the Primary Service Area (PSA) and outside the PSA. The linkage from Land Use to the goals in the other eight chapters is maintained. The Goal now states: "Achieve a pattern of land use and development that reinforces and improves the quality of life for citizens by encouraging infill, redevelopment, and adaptive re-use within the PSA; limiting development on rural and natural lands outside the PSA; and achieving the other eight goals of this Comprehensive Plan." Many important Land Use Chapter implementation activities have been achieved in the last five years, as detailed in the Spotlight on Implementation section. However, as the information in this chapter explains, further action through the revised and updated Strategies and Actions will be needed.

## **Key Planning Influences**

## **Growth Management**

The linchpin of James City County's land use planning is growth management. In simple terms, growth management is a set of tools to address the timing, character, and location of development so that growth occurs in an orderly and efficient manner. It answers the questions of where growth should occur, how it should occur, and when it should occur.

Growth management, however, does not seek to stop growth. Localities inevitably evolve over time, and planning for growth is a proactive way of preparing for these anticipated changes. Equally important, the *Code of Virginia*, as well as court decisions throughout the nation and Virginia, provide guidance requiring municipalities to reasonably plan for and accommodate growth. Caps on building or population are not permitted under Virginia law.

In general, growth management tools fall under the following categories:

- Zoning and other regulatory tools:
- Urban containment (growth boundaries, such as the Primary Service Area);

- Facility planning, adequacy, and timing;
- Promotion of infill and redevelopment;
- Open Space Preservation;
- Rural Lands Protection; and
- Regional planning.

Their implementation is often accomplished through a locality's policies, Ordinances, and regulations, which are discussed in the sections that follow.

## Primary Service Area (PSA)

The Primary Service Area policy is James City County's foundational, longstanding growth management tool having been incorporated in the first James City County Comprehensive Plan adopted by the Board of Supervisors in 1975 and all subsequent updates. As a growth management tool, the PSA uses a combined growth area/service area boundary to direct growth to areas where the land is most suitable to support growth and more intensive development and where public facilities and services exist or are planned. The area outside the PSA has a Rural Lands designation on the County's Future Land Use Map and has its own distinct character and primary uses. As a growth area/service area boundary, the PSA accomplishes the following goals:

- Increase public benefit per dollar spent;
- Encourage efficient utilization of public facilities and services (water and sewer, roadways, schools, fire and police stations, libraries, etc.);
- Help ensure such facilities and services are available where and when needed;
- Promote public health and safety through improved emergency response time;
- Minimize well and septic failures within the PSA; and
- Encourage utilization of Rural Lands for economically beneficial agriculture, forestry, and related uses.

The inclusion of the PSA in the Comprehensive Plan text and Future Land Use Map is consistent with state code guidance that a jurisdiction's comprehensive plan should show the long-range recommendations for development of the locality, thereby directing implementation actions through the zoning and subdivision ordinances and other mechanisms, such as the utility policy and the Capital Improvements Program. As the foundational growth management tool, the PSA also relates to and has implications for all chapters of the Comprehensive Plan, as it affects the appropriate levels of growth as well as the provision of services and facilities in different areas of the County.

On the Land Use Map, the PSA defines areas presently provided with public water and sewer and high levels of other public services, as well as areas expected to receive such services over the next 20 years. It is intended that most residential, commercial, and industrial development will occur within the PSA.

Boundary changes to the PSA should only be conditioned upon significant changes in development trends and patterns, significant changes in County policy, and projected community needs. The PSA should provide for adequate economic growth and County housing needs at all levels of affordability.

Primary Service Area - Residential Capacity

The Comprehensive Plan has traditionally assessed the estimated residential development capacity of the area inside the PSA to absorb projected growth during the 20-year cycle of the Future Land Use Map. These estimates can help inform considerations of whether it might be appropriate to evaluate the extent of the PSA, or to consider other approaches to accommodate the community's vision of desired growth (e.g., increase recommended densities, etc.), or to manage the amount, type or pace of future residential growth (particularly in Categories 3 and 4 listed in Table LU-1 below) in a different manner than historical trends.

To estimate the capacity for future development located within the current PSA, County planning staff have used historic development data and current land use guidance to calculate the total residential capacity estimates set out in Table LU-1: Residential Units Based on Planning Division Staff Analysis. Staff has utilized the County's Geographic Information System (GIS), CaseTrak system, and JCCPermitLink system to calculate the current totals for the first two categories in **Table LU-1**. Staff also used these systems to estimate the amounts for Categories 3 and 4 within this table, as well as broad policy assumptions for the Mixed Use and Economic Opportunity designations, such as the percentage of the site dedicated for residential use and dwelling unit yield per acre. As such, the totals in Categories 3 and 4 are estimates, rather than a precise accounting.

To estimate the projected anticipated growth and related absorption rate, staff has typically used the historic average number of residential Certificates of Occupancy (COs) issued per year. The 15-year average for COs yields a rate of 563 per year, while the average over the last three years is approximately 434.

Finally, to estimate how long it may take for the estimated capacity within the PSA to be absorbed, the estimated capacity can be divided by the projected absorption rates, using a range from the three- and 15-year CO rates. Using these assumptions and estimates, the years to estimated absorption in the PSA are shown in **Table LU-1**.

Table LU-1. Residential Units Based on Planning Division Staff Analysis<sup>1</sup>

	Parcel Status	Estimated Development Potential (Dwelling Units)	Estimated Years to Absorption		
1.	Master Planned Communities and By-Right Subdivisions with Approved Construction Plans	6,787			
2.	Other Vacant Platted Lots	598	13-17		
	Subtotal	7,385			
3.	Undeveloped Parcels Designated Low Density or Moderate Density Residential	3,157			
4.	Totals Above, Plus Undeveloped Parcels Designated Mixed Use or Economic Opportunity (portion of designated areas)*	944	20-26		

<sup>1</sup> This analysis uses data from the residential subdivision build-out data/cumulative impact database, which is the source for the development status report updates included in the Planning Commission annual reports. However, it

source for the development status report updates included in the Planning Commission annual reports. However, it contains additional classification work for Categories 1 and 2, and as discussed in the text, application of assumptions to "acreage parcels" with certain designations (Categories 3 and 4).

Grand Tota	11,486	
------------	--------	--

\*Not all land designated Economic Opportunity is currently within the PSA, but the 2009 Comprehensive Plan made clear that it would all be brought in once master planned.

There are several characteristics of Category 1 that provide context regarding the location and type of the potential dwelling units remaining within the PSA. Of the 6,787 units within this category, approximately 80% are located within large master planned communities. Of this 80%, developments that have more than 100 units left in the approved cap are: Colonial Heritage, Ford's Colony, Patriots Colony, New Town, the Settlement at Powhatan Creek, Williamsburg Landing and Stonehouse. These developments are governed by binding master plans, as well as proffers and conditions to mitigate impacts resulting from continued build out. Furthermore, approximately 17% of the units in Category 1 are located within Continuing Care Retirements Communities (CCRCs), such as Williamsburg Landing, Patriot's Colony, and WindsorMeade. These units are intended for a specific, older demographic with unique desires and needs and are not expected to be available to a younger population. As such, development trends within this sector may not correlate with broader market trends for residential development.

It is important to note that the information above pertains to the estimated development potential inside the PSA. Widespread residential uses in the rural areas outside the PSA are discouraged, but can still occur under current regulations, making the development potential of the entire County higher than what is reflected in Table LU-1.

#### Primary Service Area - Non-Residential Capacity

As can be seen in **Chart LU-1** below, the largest zoning category in the County by acreage is Agricultural, which accounts for approximately 48% of land (43,326 acres). The Residential zoning districts account for 26% (22,808 acres) of land in the County, making it the second largest zoning category. The Public Lands zoning district accounts for 16% (14,180 acres). Commercial, Mixed Use, and Industrial zoning districts combined account for 10% (8,904 ac).

Acreage By Zoning

Agricultural
Residential
Commercial
Mixed Use
Public Lands
Industrial

Chart LU-1. Acreage by Zoning District

Zoning Districts are classified as follows: Agricultural (A-1, R-8), Residential (R-1, R-2, R-3, R-4, R-5, R-6, PUD-R), Commercial (LB, B-1, PUD-C), Mixed Use (MU), Public Lands (PL), Industrial (M-1, M-2).

In James City County, most commercial and industrial activity occurs in one of six zoning districts: Limited Business (LB), General Business (B-1), Mixed Use (MU), Limited Business/Industrial (M-1), General Industrial (M-2), and Planned Unit Development-Commercial (PUD-C). All of these zoning districts occur exclusively inside the PSA and are intended for non-residential development of varying degrees of intensity. Based on County GIS information as of 2020, approximately 8,904 acres in the County are currently zoned as one of these six districts. Commercial and/or industrial activity can also occur in the Research and Technology (RT) and Economic Opportunity (EO) zoning districts, but there are no parcels currently zoned RT or EO.

In addition, as shown in **Table LU-2** below, staff analysis accounted for already-developed land, plus residential portions of Mixed Use areas and other refinements, which resulted in a total estimated undeveloped area of approximately 2,438 acres of land zoned for commercial or industrial. The total land designated for commercial or industrial use on the Future Land Use Map, but not yet zoned is approximately 1,055 acres, for a combined estimated figure of 3,493 acres. Of the land that is designated, but not yet zoned, the largest contiguous area is the Mooretown Road/Hill Pleasant Farm Economic Opportunity area, which was designated in 2009.

Table LU-2. Non-Residential Land Based on Planning Division Staff Analysis

Category	Acres
Zoned, undeveloped	2,325
Zoned, available portion of partially-developed parcels	113
Designated, not yet zoned	1,055
Total	3,493

This zoned and/or designated land contains a mixture of areas where utilities are already in place as well as areas without utilities, such as the northeast side of the Croaker interchange. For the areas where utilities are not currently in place, utility extensions may increase the absorption rate for the parcels. As a result of the Engage 2045 process, the County will have new modeling tools that will enable the County to more easily track the current amount of non-residential capacity within the PSA.

Another important consideration in analyzing commercial capacity is the efficient use of commercial land through redevelopment, existing structure re-use and increased percent occupancy and infill techniques. Commercial redevelopment is an important goal. Per the input received as part of the Engage 2045 process, residents of the County prefer commercial redevelopment when compared to new commercial development as a way to ensure more compact development and reduce sprawl. Examples of progress on this front in the past decade include new commercial buildings at Candle Factory (CVS and Food Lion), approval of a Special Use Permit (SUP) for the former Williamsburg Outlet Mall property (Lightfoot Marketplace), the construction of the new buildings on the Williamsburg Pottery property, and the development of guidelines for redevelopment in Toano. Opportunities for redevelopment exist throughout the County, from the BASF property and the nearby soil and gravel mining operation in Grove (which operate under SUP conditions designed to ensure future re-use), to the possibility of an eventual change in the development pattern at one or more shopping centers, to additional possible new buildings and infrastructure at the Williamsburg Pottery and in Toano. Together, these and other properties represent hundreds of acres of land that may currently, or in the future, be suitable for redevelopment.

As the County considers future commercial redevelopment, it is paramount that such development maintain or enhance community character. The Engage 2045 community engagement process revealed that citizens are keenly interested in protecting the natural environment, maintaining the integrity of the rural areas outside of the PSA and upholding the established community character within the PSA. The engagement also confirmed the public's support of economic development that results in more businesses with higher paying jobs within the County. These desires create the opportunity for conflict if not managed well, as unplanned commercial growth could detract from community character. As such, commercial redevelopment within the PSA is encouraged, but only when it efficiently redevelops or utilizes land and maintains or enhances the existing community character of the immediate surrounding area through adherence to the Character Design Guidelines and other policies and regulations.

#### Primary Service Area - Utility Policy

James City County's Utility Policy plays a major role in limiting growth to areas within the PSA. The following outlines the County's pertinent water and sewer requirements, which are explained in more detail in the County's Zoning Ordinance and Subdivision Ordinance, and in the regulations governing utility service provided by the James City Service Authority (JCSA).

Generally speaking, most existing development inside the PSA is connected to public water and sewer, and new development must connect if it is a major residential subdivision or within 55-feet of JCSA infrastructure that is accessible through an applicable and existing right-of-way and/or JCSA water or sanitary sewer easement. Most developments desire to be served by public water and sewer to achieve a higher density and reduce the infrastructure costs. Outside the PSA, subdividers of major subdivisions are required by the Subdivision Ordinance to construct an independent water system system, but can use individual onsite sewage disposal systems. Subdividers of minor subdivisions are permitted to use individual well and sewage disposal systems.

An SUP is required for extensions of major water and sewer mains. SUPs for utility extensions within the PSA occur infrequently due to the extensive network of utility lines already in place. The PSA concept strongly discourages extension of utilities outside the PSA. Over past years, there have been certain limited

locations that have received SUPs for extension of utilities. Other than two exceptions for neighborhoods (Governors Land on John Tyler Highway and Deer Lake Rural Cluster adjacent to Colonial Heritage), the extensions have been to serve a significant public purpose (school sites), address health and safety situations (Chickahominy Road Community Development Block Grant area, Riverview Plantation, and Greensprings Mobile Home Park), or improve utility service inside the PSA (Cranston's Mill Pond Road and Jolly Pond Road mains, and the JCSA College Creek Pipeline). In keeping with the Utility Policy included as part of the 1997 Comprehensive Plan, all of the SUPs associated with these mains include conditions that place clear limits on connections to directly adjacent properties, a policy that should continue into the future.

Finally, the developer is responsible for paying the cost of providing water and sewer service to and within new subdivisions. JCSA may contribute to the costs to upsize water or sewer lines to serve additional areas. Any decisions about changes to the Utility Policy and the PSA must be carefully examined in conjunction with decisions about Rural Lands policy, which is discussed above.

#### Facility Planning, Adequacy and Timing

James City County uses other growth management tools to complement the PSA policy, and has implemented a number of strategies to address facility planning, timing, and adequacy. Through utilization of these tools, the County has strived to strike a balance between accommodating additional development and providing services for already-approved development. Examples of policies that may be required of new development include: the provision of pedestrian/bicycle accommodations, adequate public schools facilities analysis, adequate transportation facilities analysis, traffic impact analysis, environmental constraints analysis, fiscal impact analysis, enhanced landscaping, green building incentives, and water conservation guidelines.

New residential development that requires a rezoning or special use permit will be approved only after careful consideration of adequate schools, transportation, water, sewer, recreation, and public safety facilities and services. In the past, the County has strongly encouraged applicants to mitigate the impacts of a proposed development through the combination of physical improvements and timing requirements offered in the form of proffers, as allowed by state code. In terms of adequate facilities, many of the physical improvements are related to keeping traffic at an acceptable level of service (for example, through the construction of new turn lanes or traffic signals), and building recreational facilities as recommended by the Parks and Recreation Master Plan.

Assessing development impacts and creating policies to best address them continues to be an important and very complicated endeavor. Since 2009, the County has made progress in developing the means to track the cumulative impact of development proposals on existing and planned public facilities and services, and in developing guidelines for the content and methodology to be used for various submittal documents, such as traffic studies. Work will continue into the future on refining these systems and documents to best track and mitigate impacts generated by proposals.

#### **Promotion of Infill and Redevelopment**

Another key aspect of growth management is promoting infill development and redevelopment. Fostering infill and redevelopment is a viable alternative to the conversion of open space to new development that not only conserves rural and open land but also can save public infrastructure costs that would otherwise be needed to serve more sprawling growth patterns. Infill and redevelopment initiatives are important for residential, commercial, and mixed use developments to help with the creation of complete communities close to existing amenities and activities and to help direct development to appropriate locations within the PSA.

Development of previously undeveloped areas, sometimes called "greenfield" development, often has implicit financial or feasibility advantages for developers over infill development or redevelopment. In order to offset these implicit advantages, the County will need to offer incentives that rebalance the attractiveness of infill and redevelopment for the private sector. Over the years, the County has updated Oordinances and policies to try to encourage infill and redevelopment, including the creation of the R-3, Residential Redevelopment District and a re-examination of the setback requirements in the Mixed Use and other zoning districts. It will be important to continue to re-examine the County's Ordinances going forward to see if they are working to facilitate or incentivize infill and redevelopment. In addition, the County can play a role by participating in public-private partnerships, and making or encouraging targeted investments in infrastructure, amenities or other improvements that work to reduce costs or increase the viability of infill and redevelopment. As this infill and redevelopment is being considered, it is essential that it be sensitive to community character and fit in with surrounding development. These efforts can also be supported by creating plans for particular portions of the County through sub-area or corridor master plans that show specific visions for preferred redevelopment or infill development. These efforts relate to LU 4.

#### **Open Space Preservation**

Open space can take many different forms, but in its simplest sense, can be viewed as any undeveloped or minimally developed land. To the casual observer, it may be unknown whether the vacant lot, marsh, or wooded area they consider open space has public access or is private, was a remnant of development or was created as a purposeful space, is temporarily or permanently preserved or is entitled to be developed. Nevertheless, it may be valued all the same for its scenic quality, enjoyment, or natural resource value. To those involved in land use planning, the concept of open space includes a broad range of possible specialized meanings, values and purposes, such as: environmental purposes including watershed protection, stormwater management, and carbon sequestration; economic development purposes including ecotourism and working lands; land banking purposes for future public facilities; park and recreation purposes in the form of active and passive parks and trails; transportation purposes including greenways and roadway buffers; for the purpose of maintaining community character values such as historic preservation, cultural heritage landscapes, and scenic viewsheds; or for myriad land use and community design purposes including providing common spaces in neighborhoods, organizing elements in developments, and buffers between varying development patterns. These can exist in either the public or private realms, but still provide value to the entire community in terms of ecosystem service delivery, sense of community, and improved human and fiscal health.

James City County citizens' support for open space protection is prevalent in the expressed opinions in numerous outreach efforts for protecting nature, preserving community character, enhancing quality of life, and expanding economic development. As noted in various chapters of this plan, protecting open space includes various types of resource protection efforts such as wetlands and waterways; agricultural and forestal lands; green infrastructure; greenways; historic and archaeological resources; cultural heritage landscapes; scenic properties and scenic viewsheds; entrance corridors and road buffers including Community Character Corridors; open spaces within the County's Community Character Areas, neighborhoods and other built environments; and parks and recreation. Also noted is the role open space can play in shaping the character, direction and timing of community development, especially where the impacts of development will stress County facilities and resources. This is more likely to be a particular need within the PSA where higher development pressures may impact facilities and resources to a greater degree.

Opportunities exist for James City County to facilitate private actions to support the value of open space protection through the development review process; partnerships with land trusts; the development of

policies, ordinances and programs that support environmental credit markets; and economic development efforts that promote agritourism, heritage and eco-tourism businesses, which relate to actions in LU Strategies 1, 4, and 6. In addition to facilitating private efforts for open space preservation, public actions will be necessary to close the gaps that cannot be effected solely by private actions and conserve resources important to the community. These public actions may range from expanding or initiating special planning efforts, strengthening policies and Ordinances; and reactivating, aligning and funding County open space programs, which relate to actions in LU Strategies 6 and 7. The latter programs should include efforts to acquire open space in an integrated and prioritized manner that maximizes the potential to leverage existing state datasets and state or federal funding sources. As explained in the Environment section, the concept of mapping and planning for a countywide system of "green infrastructure" can offer an organizing structure to these efforts so that James City County can realize its vision more fully, more efficiently and more strategically.

To help property owners and staff members sort through the major open space preservation options to find a tool that matches the property owner's intentions and the property's attributes, staff has created an open space tool decision tree located in Appendix [Insert].

#### **Rural Lands Protection**

The areas outside of the PSA are in large part designated as Rural Lands on the Future Land Use Map. While areas with this designation are predominantly known for agricultural and forestal activities, they also contain lands that are vital to the broader environmental health of the County, such as natural areas, extensive Resource Protection Areas (RPAs), aquifer recharge areas, and the headwaters for important watersheds. Land preservation, especially of prime farmland soils, is of utmost importance in this area.

There are a number of tools available to local governments that apply to the protection of the Rural Lands, generally falling into two categories: enhancing the viability of the rural economy and retaining rural character. **Figure LU-1** outlines a spectrum of tools and includes information about existing County efforts as well as possible tools that can be used. To be successful, the tools must be tailored to reflect local land use regulations, market forces, community preferences, landowner expectations, property values, and fiscal constraints. It is also important to use tools from both of the categories below to create a balanced approach to the Rural Lands, provide the widest spectrum of opportunities for property owners, and continue to enhance and promote rural character.

Figure LU-1. Tools for Enhancing the Viability of the Rural Economy and Retaining Rural Character

#### **Rural Lands Tools** Enhancing the Viability of the **Retaining Rural Character Rural Economy** Service Boundaries **Taxing Incentives** Ex: Primary Service Area policy Ex: Land Use Value, Agricultural and Forestal Districts Residential Density Policies **Funding Incentives** Ex: Purchase and Lease of Development Cluster Development Policies Rights Marketing Incentives **Rural Utility Policies** Ex: Central well requirements Ex: Buy Fresh Buy Local, advertising **Technical Expertise** Miscellaneous Land Use Policies Ex: Staffing/programs, business development Ex: Permitted uses, family subdivisions, other assistance Zoning and Subdivision requirements Land Use-Based Incentives Ex: Transfer of Development Rights

#### **Existing Rural Lands Tools**

As a result of previous comprehensive plans and studies examining the Rural Lands, the County already employs several of the tools referenced in **Figure LU-1**, including:

- 1) Land use value taxation;
- 2) Agricultural and Forestal Districts (AFDs);
- 3) Greenspace and Purchase of Development Rights (PDR) programs (pending funding);
- 4) Restrictive utility, zoning, and subdivision requirements and service and
- 5) Limited business development assistance.

These programs can offer financial assistance to land owners to offset high land prices in rural areas or provide additional protections for agricultural uses.. These existing tools used by the County are important building blocks. However, over the last five years, approximately 284 residential units have been added in the Rural Lands, facilitated in part by the creation of new "by-right" subdivisions and build out of established ones. The market for suburban-rural housing is expected to continue in the future, which could result in the continued "by-right" subdividing and build-out of rural areas within the County. The public road and community water requirements, which had once been major deterrents due to prohibitive costs, have appeared to be less effective in discouraging large-scale rural residential development outside the PSA. While the PSA and the land use designations remain cornerstones of the County's growth management policies, it remains evident that the tools used to effect these policies need to be updated if they are to achieve the stated goals of the Rural Lands designation as discussed in more detail below.

#### **Evaluation of Rural Lands Tools**

As discussed previously, there are a number of tools that can be used to help preserve the economy and character in the Rural Lands. The County has conducted preliminary evaluations of some of these tools, both in terms of enhancements to existing tools as well as possible new tools. Using the categories from Figure LU-1 above to organize the discussion, the following provides a brief summary of efforts and investigations that have occurred in the past:

#### Residential Density Policies, as well as other Categories under the Retaining Rural Character heading

There have been multiple efforts over the years to address development policies in the Rural Lands, particularly residential density policies. In the mid-2000s, citizen committees worked with staff and consultants to research options and best practices. This work led to the development of a draft narrative ordinance with recommendations for amendments to the Zoning Ordinance that would provide incentives for developing large lot and rural cluster subdivisions instead of more conventional small-lot subdivisions. This draft narrative ordinance was not pursued further per new Board direction.

During and following the 2009 Comprehensive Plan update, the County undertook additional research and community engagement efforts. In 2010, as part of the update process, staff worked with a consulting team to research tools used by peer localities in Virginia. In 2013, the County partnered with the Virginia Cooperative Extension to host an educational *Understanding Rural* panel discussion covering state and national trends in rural development best practices and information about farming, forestry, and marketing trends and resources. This partnership also included hosting the *Thinking Rural* discussions with rural landowners and other interested citizens that focused on defining "rural lands" and gathering community thoughts and preferences regarding policies, regulations and programs. Participant comments varied, and on multiple occasions presented opposite perspectives. On the whole, most participants valued the following features and characteristics of rural areas: open/undeveloped areas with low density development,

agricultural and forestry productivity and minimal governmental regulations. However, there was wide variation in ideas of what the County could do to help achieve its long-term vision for Rural Lands. No additional work has proceeded on revising the ordinances to influence the residential development potential or pattern of the Rural Lands.

#### Land Use-Based Incentives, Example: Transfer of Development Rights

A feasibility study for a Transfer of Development Rights (TDR) program was completed by the consulting firm Design, Community and Environment (DC&E) for the County in October 2011. A TDR program essentially allows a developer to purchase development rights (in the form of dwelling units or commercial square footage) from a property in a designated "sending area" and move them to a designated "receiving area" to increase the permitted residential or commercial density. As the assumptions for the feasibility study were being developed, the Board of Supervisors identified the following goals for a potential TDR program in James City County: 1) to preserve rural character; 2) to keep rural landowners "whole" in the event of a downzoning; and 3) to not increase the overall net number of residential units permitted in the County. The study found that a TDR program under the Virginia enabling legislation would be feasible, but was not recommended because of several limitations, including high transfer ratios, an inadequate number and size of receiving areas, inability to hold overall County buildout at a constant level, difficulty with targeting preservation areas with a voluntary program, and difficulties with mitigating the impacts of more intense development in receiving areas.

#### Marketing Incentives and Technical Expertise

A Strategy for Rural Economic Development was completed in 2014 in conjunction with the Rural Economic Development Committee (REDC) of the Economic Development Authority (EDA) in recognition of the tremendous opportunity to support and grow agriculture- and forestry-based businesses and increase the agricultural sector of the local economy. Enhancing the viability of rural economic uses can also provide alternatives to residential development within the Rural Lands. As shared by Ed McMahon during his presentation titled *Nature*, *Agriculture*, *Economy and Community Character*, economic development is strongly linked to the retention of a unique community character, which is a competitive advantage in attracting asset-based businesses and potential employees.

Goals for the Strategy included: assisting existing agriculture- and forestry-based businesses to grow and succeed, identifying and creating opportunities for new business ventures, growing and diversifying the local tax base, and identifying and celebrating the uniqueness of James City County's character. The Strategy includes a list of potential projects in the following three categories: marketing/public relations, business development and facilities/capital projects. The County could play an instrumental role in facilitating projects, establishing groundwork, helping to make connections, and identifying resources for implementation.

#### Considerations for Implementing Rural Lands Tools

As discussed above, there are many potential land use tools in the "toolkit" for rural protection that could be used, many of which are already being very effectively implemented by the County. However, given the significant public input received in this and prior rounds of Comprehensive Plan updates that the County needs to do more to preserve rural lands, it is important to take a strategic approach and assess which tools and practices are the most effective in meeting this goal of better rural lands protection. As part of the research done for this Comprehensive Plan update, a research paper on "Open Space & Rural Character Preservation Analysis" was developed that summarized some key principles for rural lands protection based on the historically most effective rural land protection programs in other Virginia localities. The four

principles listed below stand out as opportunities to add new tools or expand existing ones in James City County.

#### 1. Supportive Zoning

Experience in growing localities like James City County has shown that it is very hard to achieve long term successful rural protection without supportive agricultural zoning. Rural zoning with minimum lot sizes of 1-10 acres is generally not conducive to the protection of rural character over the long term as it gradually converts the landscape both visually and functionally into a large lot residential character as land is subdivided into lots. In general, the most successful zoning for rural protection has been achieved in the 20-50 acres per dwelling unit range of density, often with sliding scale density program that depend on tract sizes. Minimum lot sizes of at least 20 acres, or cluster development of equivalent gross density, should be considered for implementation as important to both protecting the visual character and maintaining a rurally-focused economic character in the County over the long term.

#### 2. Supportive Utility Policies

Consistent utility policies that do not allow the extension of utilities into rural areas are another feature of localities that have successfully protected their rural lands from extensive development. As part of this, it is important to have a rational basis for utility policies that is consistent with overall growth management policies in the Comprehensive Plan. Currently, the County's independent water systems requirements for major subdivisions in rural lands acts as somewhat of an economic deterrent to large scale conversion of rural lands to residential subdivisions. For major subdivisions with independent water systems, the developer is responsible for constructing the well facility and infrastructure, but this infrastructure is then turned over to JCSA for ownership and maintenance. Operation of these systems currently results in a JCSA fiscal deficit. However, if the independent water system requirements are eliminated, it may be expected that the pace of rural development could increase significantly as the costs of developing large scale three-acre subdivisions in rural areas would be substantially less. If James City County waives the independent water system requirement for Rural Lands, mitigating measures should be proactively put in place in order to avoid the rapid development of the Rural Lands, which would go against the County's long term vision for rural character protection. These measures could include revising lot sizes as discussed in the Supportive Zoning item above or implementing subdivision phasing requirements.

#### 3. Supportive Rural Protection Programs

Rural protection programs also require consistent effort and funding. There are increasing opportunities for leveraging state and federal funding programs and these should be considered to minimize the impacts on local funding sources. In addition, there should be clear and objective standards for selecting properties for these programs, and coordinating with eligibility criteria for state or federal funding programs will allow effective leveraging of other funding sources. See also the Open Space discussion earlier in this chapter.

#### 4. Supportive Rural Economic Development Programs

A consistently funded and robust campaign to foster rural economic development has also been a key feature of successful rural protection in Virginia. A rural economic development staff position could be involved in supporting many different types of compatible rural economic development programs. A position like this could also be a conduit for grant funding, connect property owners and entrepreneurs with supportive programs or available land, and generally be a voice for the protection of a vibrant and economically successful rural culture in a community. This principle complements the discussion of the Strategy for Rural Economic Development in the section above.

The four key principles above relate to the Strategies and Actions found in LU 6 and LU 7 in the Land Use Chapter GSAs. In addition to these items, it will be important to continue to monitor enabling legislation in the state code for other potential tools going forward.

#### **Regional Planning**

James City County's growth trends are not the result of activities solely within its borders. The plans of surrounding localities and major institutions influence development within James City County and viceversa. Therefore, James City County coordinates its planning efforts on a regional level, taking into account the comprehensive plans of other jurisdictions and participating in regional planning opportunities. Many opportunities to plan collaboratively and cooperatively exist in formal groups, such as the Hampton Roads Planning District Commission, while other opportunities are created and taken advantage of daily in normal work activities.

One such example was the coordination effort between James City County, York County, and the City of Williamsburg in the early 2010s. The purpose of this effort was to promote closer collaboration and communication concerning land use, transportation, and other comprehensive plan issues that cross jurisdictional boundaries, and to provide an opportunity for citizens of all three localities to talk about issues of mutual interest. The initial steps for this for effort included the preparation of a combined map depicting existing land use across the Historic Triangle and development of a project website and reports on demographics, transportation, and housing. Next, the three localities hosted a series of joint community forums that gave citizens the opportunity to learn about the three comprehensive plans and to share their visions and goals for the future of the Historic Triangle. There was a particular focus on three key geographic areas where jurisdictional boundaries meet (the Riverside/Marquis/Busch focus area, the Lightfoot/Pottery focus area, and the Northeast Triangle and surrounding area focus area). Next in the process, the three Planning Commissions held a joint work session to review and discuss the citizen comments of common concern, such as housing affordability, transportation, economic development, and land use compatibility along jurisdictional borders.

Upon the completion of these activities, York County and the City of Williamsburg continued with their comprehensive plan review and update processes with their respective Planning Commissions and governing bodies. The staffs of James City County, York County, and the City of Williamsburg continued to meet on a regular basis to share information about the discussions taking place in their respective jurisdictions. Following adoption of the updated Williamsburg and York County comprehensive plans in January and September 2013, respectively, a summary document was compiled providing regional background information and describing the areas and topics where the localities had similar approaches as well as those areas where the localities' approaches were different. This document is not intended to be included within each of the three localities Comprehensive Plans, but is simply a resource for citizens.

The summary document also included a generalized future land use map that reflects the adopted Future Land Use Map in each locality's comprehensive plans; the map uses a common language and colors so that planners, developers, and citizens can better understand what is planned across borders by each individual locality. The County references this generalized future land use map when performing courtesy reviews for proposed legislative cases within York County and the City of Williamsburg. Overall, the purpose of the summary document is to serve as a foundation for ongoing dialogue and cooperation, which is reflected in this section's GSAs.

#### Fort Eustis Joint Land Use Study and BASF Site

The most significant example of regional cooperation since the County's previous comprehensive plan update is the Joint Base Langley-Eustis Joint Land Use Study (JLUS). The Joint Base Langley-Eustis (JBLE) is a 7,933-acre facility that is located in both Newport News and James City County and supports a population of 22,000 people, including active duty members, the Army National Guard, Army Reserve, and civilians and family members. JBLE is important to national defense and to the economies of the Commonwealth of Virginia, the Hampton Roads region, and James City County. JBLE is a significantly impactful land use with a unique mission of national defense. As such, the County places a high importance on taking into account how potential development and land use policies in the land adjacent to JBLE might impact or impair its mission.

One such potential development is the BASF site which consists of several contiguous parcels accounting for approximately 678.4 acres, a portion of which directly abuts the JBLE. This site was historically used for chemical manufacturing, though all manufacturing activity on the property ceased in 1994. Since then, the property has been undergoing remediation for contamination, primarily due to zinc. During the previous Comprehensive Plan update in 2015, the County received a request to change the land use designation for the BASF property from General Industry to a Mixed Use designation, which would have been more impactful to the surrounding area. As part of this requested review, the County received correspondence from the Virginia Secretary of Veterans and Defense Affairs, who recommended that no land use designation decision be made until a thorough Joint Land Use Study (JLUS) was conducted. This was due to the potential negative impact that a land use redesignation could have on the Fort Eustis military mission. In light of this recommendation, the proposed land use request was not granted and the site remains designated for General Industry use.

The Joint Base Langley-Eustis JLUS commenced in January 2017. The objective of this study was to identify land uses that are compatible with the mission and use of JBLE, as well as develop growth management guidelines that reduce encroachment on the military site without impairing growth within the surrounding communities.

The County was an active participant in the 15-month collaborative planning process that produced the JLUS. Stakeholders included the U.S. Department of Defense Office of Economic Adjustment, Joint Base Langley-Eustis (Fort Eustis), the City of Newport News, James City County, York County, and community residents and business representatives, including a representative from BASF. The County participated in multiple aspects of this process. Two members of County leadership were members of the Policy Committee for JLUS and steered its overall direction as well as its policy recommendations. Two members of Planning Division staff were members of the Technical Working Group and provided technical expertise on local land use and planning matters relevant to the County. Planning staff also helped facilitate the public involvement process by hosting members of the neighboring communities at community workshops and neighborhood forums within facilities within the County.

The JLUS was published in March of 2018 and adopted by the County's Board of Supervisors in June of that same year. As such, the study is a valuable planning tool that provides a blueprint for the County and the JBLE for further partnership in land use matters. The JLUS recommends that the County and the JBLE establish formal communication procedures to ensure that development proposals and policy changes from either party are communicated clearly and in a timely manner. The JLUS also recommends that the County establish a Military Influence Overlay District (MIOD). The MIOD is a policy tool that would ensure a representative of JBLE would have the opportunity to provide comment and guidance on land use policy decisions and development proposals within the County portion of the JLUS study area. The County intends to continue its partnership with representatives from the JBLE in the future to ensure land use decisions serve County citizens without impeding the mission of the JBLE.

LU-15

#### Other Localities

In addition to York County and the City of Williamsburg, the County is directly adjacent to the City of Newport News and New Kent County. The County also neighbors and has important transportation connections with Charles City County and Surry County via the Judith Stewart Dresser Memorial Bridge and the Jamestown-Scotland Ferry, respectively. James City County continues to monitor the comprehensive plans adopted in these localities to keep abreast of regional issues and implications.

### **Current Development Trends**

#### **Residential Trends**

James City County has undergone continuous rapid growth since 1970. In the past 50 years, the County's population has more than quadrupled, growing from 17,853 in 1970 to 74,153 as reported in the 2018 American Community Survey. During that time significant changes in land use, particularly within the PSA, have transformed the predominantly rural character of James City County into a more urban and suburban environment. The majority of this development has occurred within the PSA and has largely been concentrated around the City of Williamsburg, though development has also spread to the northern and western areas of the County.

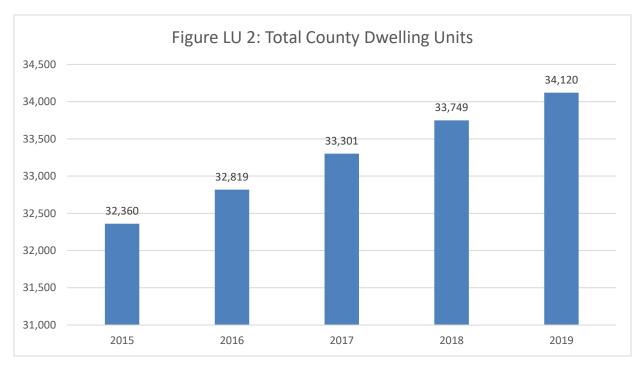
Many of the housing units in the County are located in subdivisions along Richmond Road, John Tyler Highway, Ironbound Road, Greensprings Road, Jamestown Road, Centerville Road, Monticello Avenue, and Longhill Road. Some established neighborhoods, such as Kingsmill, Kingspoint, and First Colony, have reached or are approaching build-out, or their permitted capacities. Other large planned communities such as Colonial Heritage and Stonehouse are expected to contribute new housing from their current inventory of approved units throughout the next several years.

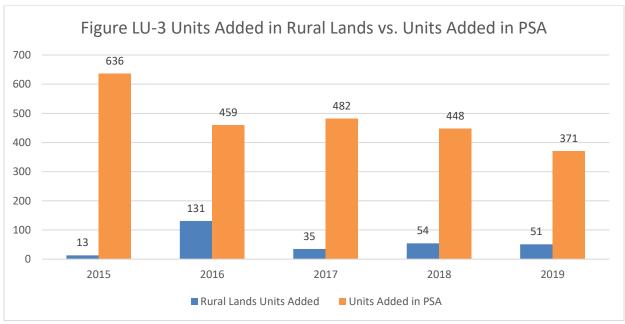
Approximately one-third of the County's existing dwelling units are in large master-planned communities (with 500 or more homes each) and, as of January 2020, approximately 4,821 dwelling units in these communities remain approved but are not yet constructed. More than one-half of this potential output is located in Stonehouse, a master-planned community in the northern end of James City County.

Since the last Comprehensive Plan update in 2015, no new large master-planned communities with more than 500 units have been approved. One existing large master planned community, Stonehouse, was amended in 2019 to remove approximately 1,100 dwelling units from its maximum build-out. In addition, several smaller developments continued their build-out or reached build-out, including the Village at Candle Station, Governors Grove, Walnut Grove, and Powhatan Terrace. The total number of new units approved legislatively since 2015 was approximately 434. There are also several smaller developments that were legislatively approved since 2015 which have yet to commence or make substantial progress toward build-out, such as Forest Heights and Oakland Pointe.

As to geographic distribution, approximately 87% of the County's existing dwelling units are located inside the PSA. Outside of the PSA, the vast majority of remaining dwelling units are located within lands designated as Rural Lands. The heaviest concentrations of these units are located along John Tyler Highway near the Chickahominy River, within the Croaker area, and along Barnes and Richmond Roads. Excluding master-planned communities, the majority of the lots in large rural neighborhoods were subdivided prior to 1990. The 1989 density revision to the A-1, General Agricultural Zoning District and subsequent independent water system requirements initially slowed the trend of rural development considerably. However, in the past two decades, activity in rural areas has increasingly followed broader residential market trends, with demand for new housing units contributing to development pressure on rural areas. As

can be seen in **Figures LU-2** and **LU-3**, the total number of units in the County has increased by approximately 5.4% from 2015 to 2019, while the number of units located in land designated for Rural Lands has increased by approximately 7% during that same time, at an average of 57 units annually. The percentage of the County's total dwelling units located in Rural Lands has remained constant during this time at approximately 12%.





#### Commercial and Industrial Trends

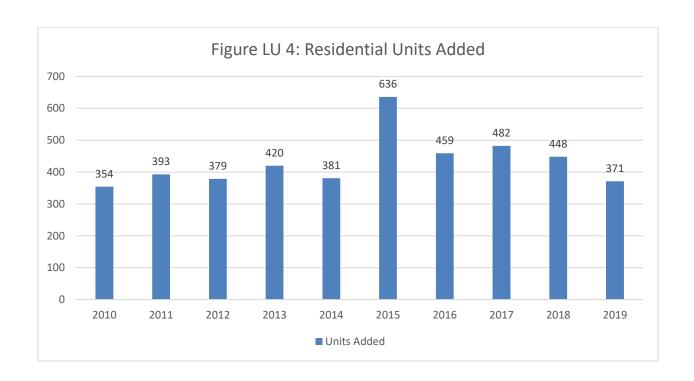
Beginning in the 1990s, the County experienced significant diversification in business and industry, a trend that has continued over the past two decades. One of the most prominent developments in James City County since 2000 has been New Town, a mixed use area approved for more than 1,000,000 square feet of commercial space. The primary retail corridor, Main Street, was completed in 2007 and is anchored by New Town Cinemas. New Town also includes the Discovery Office Park, where a substantial amount of the office square footage has been constructed. Since 2010, commercial development in the Settlers Market section of New Town has completed build-out of approximately 400,000 square feet of commercial space, with additional residential units currently under construction in this area as well. Nearby to New Town, complementary commercial development exists within the Courthouse Commons, Courthouse Green, WindsoreMeade, Monticello Marketplace, and Monticello Shoppes developments.

The industrial sector also made gains over the last 40 years. Much of the industrial growth occurred in the formerly designated James River Enterprise Zone in the Grove area of the County, both in James River Commerce Park and Green Mount Industrial Park. In the last 10 years, Jacob's Industrial Park (adjacent to Hankins Industrial Park) has been a focus area of activity, adding significant infrastructure and several businesses. The County's industrial base includes three Fortune 500 (or Fortune Global 500) companies: Anheuser-Busch InBev, Ball Metal, and Walmart.

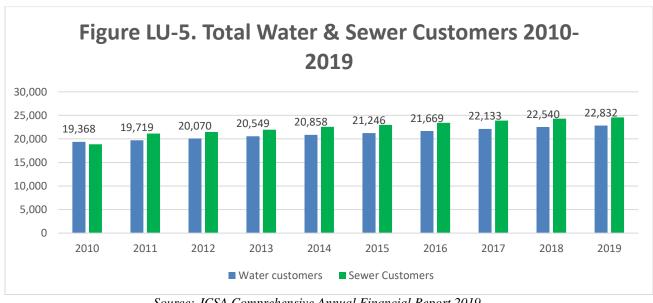
Opportunities for future industrial growth still exist within the County. In 2019, Navien, Inc. announced its plans to establish a manufacturing and assembly center in an available facility located within the Stonehouse Commerce Park. In addition to Stonehouse Commerce Park, Hankins Industrial Park, James River Commerce Center, and Green Mount Industrial Park have industrial property available for development. In addition to these major industrial parks, land zoned and/or designated for commercial and industrial development or redevelopment is available throughout the County.

#### **General Construction and Service Trends**

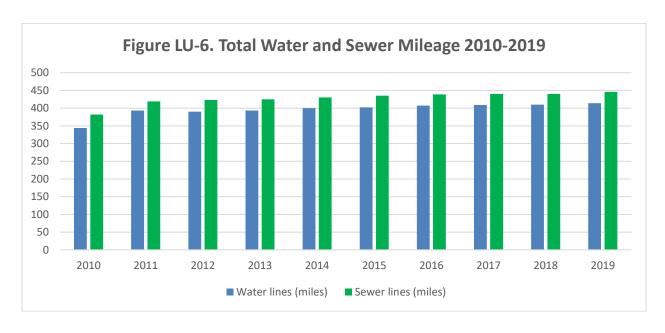
Certificates of Occupancy (COs), building permits, trends in population, and water and sewer service connections all indicate the rate of growth and assist in the analysis of its total impact on the County. CO issuance confirms that a building is complete and ready for occupancy. Among other uses, CO data is useful in analyzing the number of new homes added to the County's housing stock and determining the amount of population growth. From year to year, both residential building permits and CO numbers tend to be cyclical, echoing fluctuations in the housing market. As can be seen in **Figure LU-4**, the number of units added in the County over the past decade has risen and fallen with market trends. Between 2010 and 2019, the County added an average of 432 residential units per year, with the average number of units added for 2010-2014 being 385 units per year and the number of units added for 2015-2019 being 480 units per year.



Another indication of growth and its impact on County services is the growth in public water and sewer. Sewer and water service connections have risen to meet population demands and to respond to health concerns. As can be seen in Figure LU-5 below, the number of water and sewer customers for JCSA has increased steadily on an annual basis over the previous decade, with the water customer base increasing 1.8% annually on average and the sewer customer base increasing 3.0% annually on average. The public water and sewer infrastructure expanded in tandem with this growth in customer base. Per Figure LU-6 below, the total mileage of water facilities increased by 20% and the total mileage of sewer facilities increased by 17%. In comparing the residential annual CO data with the water and sewer customer growth for each year, it is markedly clear that increased residential development positively correlates with increased demand for public water and sewer services.



Source: JCSA Comprehensive Annual Financial Report 2019



#### **Agriculture Trends**

Agriculture continues to be an important part of a diverse economy and community in James City County. With lands available for both farming and timbering, agriculture not only remains an important area for targeted economic growth in the County, but also serves as a way to uphold the community character. Trends captured by the 2017 Census of Agriculture show that farming in the County did not necessarily mirror statewide trends. The state saw declining numbers of farms with less overall land in farms since 2012, but steady average farm sizes. Since 2002, the number of farms statewide showed a net decrease of approximately 9.2%. Comparatively, County trends showed a decrease in the number of farms since 2012, but with more land in farms overall and a larger average size. Since 2002, the number of farms Countywide showed a net increase of 12.5%. The County consistently uses a higher percentage of farmland as cropland compared to the rest of the state; other uses for farmland can include woodlands or livestock-related uses such as pasturing. (See **Table LU-3**)

Table LU-3. Summary comparison data from Census of Agriculture 2002-2017

Table 20-3. Summary comparison data from Census of Agriculture 2002-2017												
	2017		201	2	200	7	2002					
	State	County	State	County	State	County	State	County				
Total Farms	43,225	72	46,030	83	47,383	74	47,606	64				
Land in Farms (acres)	7,797,979	6,630	8,302,444	5,544	8,103,925	5,831	8,624,829	8,962				
Avg. Size of Farm (acres)	180	92	180	67	171	79	181	140				
Total Cropland (farms)	32,091	46	34,525	57	35,954	47	41,047	60				
Total Cropland (acres)	3,084,067	3,591	2,990,561	2,987	3,274,137	2,990	4,194,158	6,342				

The greatest number of farms in the County - 26 farms in total - are between 10 and 49 acres. This size range is consistently the most prevalent in the County since 2002, while statewide the most common range is 50 to 179 acres. Census of Agriculture numbers from 2002 to 2017 indicate that there are proportionally more small farms (farms of less than 50 acres) in the County than overall in the state.

**Table LU-4** below shows the total size of farms by year since 2002:

Table LU-4. County and state farm size comparison

14010	20 W County und state furth size comparison															
		201	17			201	2012 20				007		2002			
	State		County		State		County		State		County		State		County	
Farms by Size	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
1 to 9 acres	4,595	11%	17	24%	3,343	7%	17	20%	3,530	7%	10	14%	3,027	6%	13	20%
10 to 49 acres	13,631	32%	26	36%	14,425	31%	34	41%	15,177	32%	40	54%	14,082	30%	22	34%
50 to 179 acres	14,800	34%	18	25%	16,850	37%	28	34%	17,589	37%	16	22%	18,315	38%	19	30%
180 to 99 acres	6,732	16%	9	13%	7,864	17%	3	4%	7,777	16%	7	9%	8,613	18%	7	11%
500 to 999 acres	2,127	5%	0	0%	2,173	5%	0	0%	1,985	4%	0	0%	2,183	5%	1	2%
1,000 acres or more	1,340	3%	2	3%	1,375	3%	1	1%	1,325	3%	1	1%	1,386	3%	2	3%

#### **Community Design Policies**

#### Large Retail Establishments

Due to their size and prominence within an area, large retail establishments are expected to impact their surrounding environment. Because these uses present both challenges and opportunities, the following policy statement was developed during the 2003 Comprehensive Plan update to guide their location and design: "a large retail establishment is defined as any combination of retail establishments occupying a single building comprising 40,000 square feet or more of floor space. This building may or may not be situated within a larger shopping center."

The bulk, size, and scale of large retail establishments present many land use concerns for James City County, including but not limited to aesthetic and transportation impacts. Large retail establishments can be detrimental to the vision for James City County and can contribute to a loss of the unique sense of place when they result in massive individual structures that do not integrate into the character and fabric of the area. There are also significant problems involved in the recycling or adaptive re-use of a large retail establishment if it is abandoned, particularly if it was constructed as a stand-alone entity. However, there are advantages to these establishments in terms of convenience and impacts on public finance in the form of sales tax benefits and employment opportunities.

Currently, large retail establishments are regulated through the rezoning process and by a separate commercial SUP requirement for any commercial building or group of buildings which exceeds 10,000 square feet of floor area. The rezoning and SUP processes allow the County to control aesthetics, traffic and other physical impacts through proffers and conditions.

In order to ensure the success of a large retail establishment and to minimize the possible negative impacts on the County, particularly the problems of adaptive re-use, these establishments should be developed consistent with the following policies:

- Be designed as an integral and indivisible component of a larger retail and business enterprise, (for example, such as Monticello Marketplace)
- Be sited in locations close to major arterial roads with adequate buffering from existing residential areas and careful integration with new residential areas.
- Be combined when possible with smaller retail merchants and smaller commercial structures in a well-designed and coordinated shopping and business center in a manner that visually reduces their bulk, size, and scale.
- Be designed with a unified theme of design, materials, and shared parking, as well as the utilization of facades that are compatible with local community character and avoid uniform, bland, box-like architecture.
- Be consistent with the design standards for commercial uses in the Character Design Guidelines.

#### **Strip Commercial Development**

Commercial developments gain exposure by being located next to each other and along major roadways. Incremental "strip" commercial development is a common suburban development pattern. While this may provide the desired exposure to the roadway, narrow bands of development yield an unbalanced image of a community and do not assist in reducing automobile dependency. Even if the developments are attractively designed, strip development does not allow the public to take advantage of the convenience of centralized commercial activity and may in fact deter shoppers from smaller establishments in smaller developments. Over time, this type of development pattern begins to negatively impact the attractiveness of the commercial area by virtue of its inherent traffic congestion and inconsistent character. County policy will continue to focus on the potentially adverse impacts of strip commercial development, but will also attempt to encourage a more complementary pattern of development into localized centers or nodes, especially at concentrated locations such as intersections of major thoroughfares. This policy is reflected in the different scales of development suggested by the commercial and Mixed Use designations of the Future Land Use Map the general performance zoning principles in the Zoning Ordinance and the design standards for commercial uses in the Character Design Guidelines.

#### Continuing Care Retirement Communities (CCRCs)

James City County already has a number of developments and facilities to serve the senior segment of the population, from age-restricted communities like Colonial Heritage, to facilities with a range of care levels (known as Continuing Care Retirement Communities, or CCRCs) such as Williamsburg Landing and Patriots Colony. With the percentages of the senior segment of the population expected to increase, the need for housing and care options will likely increase as well. CCRCs are sometimes called life care communities and many have large campuses that include separate housing for those who live independently, assisted living facilities that offer more support, and nursing homes for those needing skilled nursing care. When all levels of care are included within the same grounds, people who are relatively active, as well as those who have serious physical and intellectual disabilities (like Alzheimer's disease, dementia, etc.) will potentially live in close proximity. Residents then move from one housing choice to a progressively more

supportive one as their needs change. CCRCs are a permitted or specially permitted use in the R-3, R-4, R-5, PUD (Planned Unit Development), and MU (Mixed Use) Zoning Districts.

While there has been some variation over the decades in evaluating the impact of CCRCs, the consistent recent practice for these purposes has been to calculate a CCRC's density based on the number of independent living units, with the assisted living rooms and/or skilled nursing beds excluded from this calculation. While assisted living rooms and skilled nursing beds do have an impact on the County, they do not represent the same level of impact as a traditional dwelling unit. Assisted living rooms and skilled nursing beds have been considered to be more along the lines of an institutional land use (like a hospital) than a residential land use, and their impacts should be accounted for differently than with a density measurement. It should also be noted that density is just one of many potential measures of impact for a given project. For most CCRCs, the largest public impacts from the assisted living rooms and skilled nursing beds will likely come from traffic (staff members who support these units traveling to and from the site, delivery of goods and services, etc.), emergency services (Fire and EMS response support for these units), and the environmental impacts associated with locating the building(s) to house these units on the CCRC site. In the past, adequately addressing these types of impacts via the proposal's master plan or proffers has been judged to have met the intent of the Comprehensive Plan and it is the intent of the County to continue to address CCRC impacts using this practice.

#### Short-Term Rentals

The short-term rental of private residential property facilitated through companies such as Airbnb has emerged as an alternative to traditional short-term rentals such as hotels or timeshares. As of 2020, James City County does not have a specific definition for short-term rentals in the Zoning Ordinance, but historically has permitted "tourist homes" and "rental of rooms" within certain districts, either by-right or with a special use permit. In districts where an SUP is required for short-term rentals, conditions are stipulated that are intended to protect the residential nature of the surrounding area and ensure that updated Certificates of Occupancy are issued within a certain time period.

The Zoning Ordinance currently defines "tourist home" as a dwelling where lodging or lodging and meals are provided for compensation for up to five rooms which are open to transients. Historically, the "tourist home" use has applied to traditional bed and breakfast-style businesses, where a proprietor rents out rooms for short-term stays, and provides services such as meals and basic housekeeping. The current ordinance allows up to five rooms to be rented within a tourist home, and the definition has been interpreted to allow the proprietor to live on- or off-site. "Rental of rooms" is not specifically defined in the Zoning Ordinance, but has typically applied to situations where a homeowner rents a specific number of rooms (usually to a maximum of three) on a short-term basis. Unlike tourist homes, "rental of rooms" does not allow the owner/proprietor to live off-site. The long term rental of a dwelling or room under a traditional lease does not fall under the short-term rental category.

Many, but not all, residential districts require a special use permit for either tourist homes or rental of rooms, which allows for a legislative review process and conditions to be stipulated which protect the character of the surrounding area. In certain districts, such as Mixed Use, rental of rooms to a maximum of three rooms is permitted by-right while tourist homes are not permitted at all. Certain commercial districts allow tourist homes by-right, but rental of rooms is not permitted at all. It is important to note that even if a tourist home or rental of rooms is permitted by-right in a particular location through the Zoning Ordinance, business licensure, and an updated Certificate of Occupancy to ensure compliance with commercial fire and building codes would still be required.

Due to the unique impacts that can arise from transient residents in short-term rentals, the County should continue to carefully consider the impacts these uses can have on a community's quality of life. The thriving rural character of James City County continues to offer a variety of agri-tourism opportunities, for which short-term rentals may provide a truly unique opportunity and experience; one that provides economic benefits to rural property owners but does not directly compete with more conventional tourism-based opportunities inside the PSA. If located within a residential context, short-term rentals should serve to complement the residential character of the area rather than altering its nature. Therefore, while every location can be considered uniquely, short-term rentals are most appropriately located subject to the following development standards:

- Be located on lands designated Rural Lands, Neighborhood Commercial, Community Commercial, Mixed Use or Economic Opportunity
- Be located on the edge or corner of an existing platted subdivision, rather than internal to it
- Be located on a major road
- Be operated in a manner such that the property owner will continue to live and reside on the property during the rental

#### **Timeshares**

In James City County, timeshares have traditionally been considered as appropriate uses in residential zoning districts and Comprehensive Plan future land use designations. When assessing impacts, it is important for projects to provide information on the maximum possible occupancy of units (given features such as lockout units). In the past, lockout features (typically, a unit which has the capability of being divided to create two separate but complete sections) have not been counted toward density, but should be taken into account, if appropriate, in assessing impacts. Timeshare development should be developed consistent with the following policies:

- It should not directly or adversely impact either existing or planned development.
- It should not be developed as a primary use within any non-residentially designated area.
- In Mixed Use areas, timeshares should be a secondary use and should not be located in areas generally reserved for commercial or industrial use.
- It should follow the design standards for residential uses in the Character Design Guidelines.

## **Community Guidance**

## **Public Engagement**

Public input for the Land Use Chapter was received at key points of the Engage 2045 process. All of the public engagement themes identified during this Comprehensive Plan update are related to this chapter. These public engagement themes are the protection of community character, protection of the natural environment, fostering affordable and workforce housing, growing the local economy, and enhancing quality of life. The 2019 Citizen Survey was conducted in the spring of 2019 and the results were reported in the summer. Overall, respondents to the 2019 Citizen Survey revealed a strong desire for the County to

continue managing growth in a manner that upholds community character, protects rural lands and allows for enhancement of the community's overall quality of life.

The County hosted the Engage 2045 Summit on the Future in the fall of 2019 to engage with citizens to determine their priorities and preferences for the future. The responses from the Summit continued the themes from the Citizen Survey, revealing the community's strong desire for the County to protect and preserve rural character and the natural environment and specifying that growth should be located within the PSA and not in the Rural Lands.

This vision was more fully explored through the second round of community engagement, which occurred in the fall of 2020. The second round of public engagement included questionnaires on the Goal statements for each chapter, and feedback on alternative options for future growth and preservation. The results of the Goals Questionnaire for the Land Use chapter's goal showed that slightly more than 70% of respondents did not want to change the goal. Of those preferring change, there was an emphasis on the need to maintain the character of the community by discouraging new development and promoting infill and redevelopment of properties. The results from the questionnaire on alternative futures are expressed in the Scenario Planning key principles listed below.

The third round of community engagement was held in the winter of 2021. This round solicited input on policy directions the County should pursue, actions it should take, and design guidelines it should apply to enable citizens' vision for the future of the community to be realized. The recommended policy directions and actions included new development restrictions and public land acquisition to limit development impacts on natural lands, with a strong emphasis on protecting water resources. Regarding development style, there was more support for styles of development that reduce development intensity supported through the expression of values for natural beauty, agricultural conservation, privacy, walkability, historical architecture, and community. Participants generally desired lower-density development, natural surroundings, and colonial inspired architecture. They indicated a preference for commercial areas separate from parking lots where shoppers can walk, with integrated greenspaces and tree cover, as well as a preference for craft cluster and craft core types of commercial/industrial spaces. Participants were generally concerned about preserving farmland and open space, and strongly preferred large lots (20+ acres), passive recreation, and wooded screening. There was also consistent support for enhancing quality of life amenities in James City County with a strong emphasis on walking and biking facilities. Respondents supported prioritizing County resources for enhancing quality of life amenities. They also supported prioritizing walking and biking amenities in locations that increase connectivity between neighborhoods and shopping. schools, employment areas, and greenways.

#### Scenario Planning - Key Policy Guidance

The results of the Scenario testing phase of community engagement yielded several key principles that relate to Land Use:

- Create more mixed-use "complete communities" that include connected open spaces and natural areas, increase walkability and connectedness, and provide new housing and work opportunities, while maintaining the natural green character of the County;
- Provide a more compact development pattern within the Primary Services Area (PSA) and reduce new development in rural lands outside the PSA, as well as potential reductions in the PSA;
- Support efforts to reuse or redevelop existing, older developments and undertake development

on infill sites to maximize use of existing services, improve quality of older developed areas, and reduce pressure for development on rural and natural lands;

- Protect natural features and rural areas as critical community character assets that help to attract
  new businesses and workers, serve as active working lands, and are the foundation for agritourism and eco-tourism industries;
- Provide more housing options that increase the ability for workers to live locally and for households entering new lifestyle periods, such as first-time homebuyers and empty nesters, to have options that allow them to continue to live in the County; and
- Ensure high-quality design of new developments and redeveloped areas that focuses on maintaining community character, supporting green building best practices, incorporating of natural areas within the built environment, supporting walkability and multimodal access, and leveraging existing public infrastructure.

## Spotlight on Implementation

Building a strong community for the future requires land use planning practices that will preserve natural resources, plan for adequate transportation and housing infrastructure, create a sense of place and community, and maintain an economic base that remains vital during a variety of market climates. In order to achieve a pattern of land use and development that reinforces and improves the quality of life for the community, James City County has identified the following strategic issues:

- Having a range of housing opportunities and choices;
- Having a diverse tax base;
- Achieving cooperation among all neighboring localities to ensure compatibility of land uses;
- Having attractive places with a discernible identity;
- Promoting the use of land in a manner harmonious with other land uses and the environment;
- Mixing land uses to promote the efficient use of land;
- Preserving natural resources such as open space, farmland and environmentally sensitive areas;
- Providing varied and adequate transportation opportunities;
- Directing development into designated growth areas and providing services and facilities that meet the needs of all citizens; and
- Encouraging the development of complete communities, multi-modal transportation options, and compact mixed use centers that are walkable and bikeable.

There have been a number of items accomplished since 2009 that originated in whole or in part from the Land Use section and Goals, Strategies, and Actions (GSAs). In terms of GSAs related to the area that is

designated Rural Lands, the County conducted a study of the feasibility of starting a Transfer of Development Rights (TDR) program, continued to examine zoning regulations for this area, including holding several discussion sessions, and was awarded an Agricultural and Forestal Industries Development grant to enhance rural economic development activities.

With regard to engaging in planning efforts related to our regional context, the County partnered with federal officials, adjacent localities, residents, and business owners to complete the planning process portion of the Joint Base Langley-Eustis Joint Land Use Study (JLUS). This 15-month process resulted in the adoption of the study by the County's Board of Supervisors.

The Zoning and Subdivision Ordinances were also updated to address actions across multiple strategies. For example, the Zoning Ordinance was updated to permit places of public assembly used primarily as an event facility subject to certain performance standards, which helped fulfill one of the recommendations of the County's rural economic development strategy. Other examples include the Zoning Ordinance being updated to create a new section that lists standards and specifications for street trees in certain residential developments, to add bicycle improvements to many of the required pedestrian accommodation improvements based on the Historic Triangle Bikeways Master Plan, to allow for electric vehicle charging stations as an accessory use to off-street parking, and to revise submittal requirements for legislative cases.

Finally, in terms of GSAs related to the tracking of impacts of development proposals in a comprehensive and cumulative manner, staff has updated its tracking methods and now creates annual updates so future development can be better projected. A land use modeling effort in collaboration with consultants as part of this Comprehensive Plan update will also provide additional resources for staff's tracking and analysis of development.

As the County looks to 2045, the Land Use section, along with the entire Comprehensive Plan, seeks to address the strategies listed above and provide the framework for the policy decisions and Ordinances that will guide the community both today and into the future.

## Future Land Use Map Descriptions and Development Standards

The following Future Land Use Map descriptions define the Land Use Map designations and assist in interpreting the intent of the Comprehensive Plan. These descriptions are to be used in conjunction with the Comprehensive Plan's Land Use Development Standards and Future Land Use Map of the Comprehensive Plan when considering any development proposal affecting areas within the County. In determining the suitability of a site for a given use, applicants are encouraged to consult the Comprehensive Plan as well as other applicable regulations. Applicants are encouraged to: refer to the Environment section and the Engineering and Resource Protection Division for information about Resource Protection Areas, wetlands, steep slopes, and other regulations, refer to the Community Character section and the Planning Division for information on historic and archaeological resources, and refer to the Economic Development section and the Office of Economic Development for information about the Enterprise Zone. On any given parcel, there may be factors or property features highlighted in other Comprehensive Plan sections (e.g., historic or environmental resources) which may also influence the preferred uses, intensities and general development of the property, or determine its suitability for open space preservation.

In some instances, existing developed areas are not shown on the *Future* Land Use Map because it would be imprudent to encourage further expansions of those uses at this time. There are also areas where a property's zoning is not consistent with its Comprehensive Plan Land Use Designation. The significant instances of this circumstance are described below.

The *Future* Land Use Map and Comprehensive Plan will be reviewed on a periodic basis to consider changes in development patterns or County policy which may affect the rationale behind particular *Future* Land Use Map descriptions or designations. Because the plan is reviewed on a regular basis, the *Future* Land Use Map and Comprehensive Plan are intended to be relatively rigid guidelines for development over the next five years.

It is important to note that while they are both important, Land Use designations and zoning districts serve different functions. The Land Use designation, in conjunction with County development guidelines, is a guide for a property's desired use in the future. Zoning is a separate regulatory process and layer, and legally determines current development, such as building and structure dimensions, design, placement, and use on the property

## Primary Service Area (PSA)

The PSA defines areas presently provided with public water, sewer and high levels of other public services, as well as areas expected to receive such services over the next 20 years. Promoting efficiency in the delivery of public facilities and services through land use planning and timing development is an important concept. The PSA concept encourages efficient use of public facilities and services, avoids overburdening such facilities and services, helps ensure facilities and services are available where and when needed, increases public benefit per dollar spent, promotes public health and safety through improved emergency response time, and minimizes well and septic failures within the PSA. Most residential, commercial, and industrial development will occur within the PSA. Development outside of the PSA is strongly discouraged.

Public utility sites, easements, and facilities are not shown on the *Future* Land Use Map; however, it is the intent of the Comprehensive Plan that any development of these sites, easements, and facilities, inside or outside the PSA, be subject to individualized review under §15.2-2232 of the Code of Virginia.

Promoting efficiency in the delivery of public facilities and services through land use planning and timing development is an important concept. The PSA concept encourages efficient use of public facilities and services, avoids overburdening such facilities and services, helps ensure facilities and services are available where and when needed, increases public benefit per dollar spent, promotes public health and safety through improved emergency response time, and minimizes well and septic failures within the PSA. Most residential, commercial, and industrial development will occur within the PSA. Development outside of the PSA is strongly discouraged.

# Relationship between the Comprehensive Plan *Future Land Use Map* and Zoning *Ordinance District* Map for Areas with Residential Designations

The first *James City County* Zoning Ordinance was approved in 1969, following the first adopted Land Use Plan, which was adopted in 1965 but pre-dating the first Comprehensive Plan, which was adopted in 1975. The Comprehensive Plan *Future* Land Use map was created with recognition and deliberation of adjacent land uses, traffic conditions, zoning, and a variety of other considerations. The following information provides additional guidance on the zoning-Comprehensive Plan *Future Land Use Map* relationship.

	Future Land Use Map Residential Designations (Low Density Residential and Moderate Density Residential)
R-8 or A-1 Zoning Districts inside the PSA	1. For residential uses, it may be appropriate to rezone to a residential zoning district.  2. For commercial uses, certain uses are permitted by-right in these zoning districts, while others may require a <i>Special Use Permit</i> (SUP). In a limited number of instances, to be evaluated on a case-by-case basis, a rezoning to a limited commercial zoning district may be considered. For either SUP or rezoning legislative actions, careful adherence to the Low Density Residential /Moderate Density Residential development standards, which have more specific guidelines for these limited commercial uses/districts, will be extremely important.
Residential Zoning Districts (R-1, R-2, R-3)	1. Residential uses and residential zoning districts are in concert with these <i>Future</i> Land Use Designations.  2. For residentially-zoned properties where a property owner wishes to pursue a commercial use, a limited number of uses are permitted by-right in these zoning districts, while others may require an SUP. In a limited number of instances, to be carefully evaluated on a case-by-case basis, a rezoning to a limited commercial zoning district may be considered. In these instances, for either SUP or rezoning legislative actions, careful adherence to the Low Density Residential/Moderate Density Residential development standards, which have more specific guidelines for these limited commercial uses/districts, will be extremely important.

Commercial/ Industrial Zoning Districts (LB, B-1, M-1, M-2) There are A number of properties in this scenario that are based reflect the historical discrepancy between the property's original zoning and the Comprehensive Plan Future Land Use Map. In these instances, the future land use designation was deliberately put in place to address a variety of considerations. Examples of this are described below, together with the rationale for the existing designation, and information to help guide future development in these areas. Where this discrepancy occurs on the map, a property owner could choose to pursue a rezoning to a residential district to allow for a residential use, which is typically less intense than what would otherwise be allowed. Similar to the circumstances discussed above in the previous categories, if a property owner wishes to pursue a commercial use, certain uses are permitted by-right in these zoning districts, while others may require an SUP. For legislative actions, careful adherence to the language pertaining to a particular area below (where applicable) and to the Low Density Residential /Moderate Density Residential development standards, which have more specific guidelines for these limited commercial uses/zoning districts, will be very important.

#### Anderson's Corner Area

There are approximately 93 acres outside the area designated Mixed Use in Anderson's Corner that are zoned General Business (B-1) and designated Low Density Residential. The surrounding property is zoned General Agricultural (A-1) and Limited Residential (R-1).

The County recognizes this property's zoning and Comprehensive Plan land use designations are inconsistent; however, for the reasons outlined below, the County believes that no changes in Land Use Map designation are warranted.

- Changing the *Future* Land Use Map designation to Mixed Use is not recommended. There is a substantial amount of land designated Mixed Use in and around the Barhamsville Road and the Croaker Road interchanges. There is also a substantial amount of land designated for General Industry just to the south of Anderson's Corner.
- Changing the *Future* Land Use Map designation to make it consistent with the underlying zoning would lend credibility could lead to other adjacent property owners wishing to redesignate their parcels from Low Density Residential to a more intense land use classification. Further development beyond what could occur based on existing zoning could result in significant increases in traffic volumes on both Route 30 and Richmond Road (Route 60).
- Because these B-1 parcels are adjacent to existing single family homes and property designated Low Density Residential on the Comprehensive Plan, they are not an appropriate location for intense business/ commercial uses. By keeping the Low Density Residential designation in this area, the County is better able to mitigate the impacts of businesses that locate in this area through the SUP process. It is the policy of the County to mitigate these impacts during the development review process.

The County would evaluate development proposals in this area based on how well they measure against the following criteria:

• Protecting adjacent residential areas.

- Limiting curb cuts and minimize negative traffic impacts on the area.
- Discouraging "strip" development and promote a coordinated and comprehensive development plan for the entire area.
- Giving preference to office and limited industrial uses.
- Encouraging pedestrian travel.

#### Strawberry Plains Road and Route 199 Area

This property is located on the west side of Strawberry Plains Road north of John Tyler Highway (Route 5). The northern portion of this area is zoned Limited Business (LB) and the southern portion is zoned B-1. The northern half of this area has a Moderate Density Residential designation while the balance of the area is designated Low Density Residential. Most of the property designated Moderate Density is already developed with small commercial uses associated with the Midlands townhouse complex. A portion of the property zoned B-1 is owned by the County and has been utilized for Route 199 right-of-way and buffers, and the rest has been developed as the Strawberry Plains Center commercial area.

The County believes that no change in Comprehensive Plan designation is warranted. Given this area's proximity to nearby residential development, including the Strawberry Plains subdivision in the City of Williamsburg, it is ill-suited for further intense business and commercial development. For the B-1 property, the County discourages development or redevelopment of this property in a strip commercial fashion.

#### Greensprings Road and John Tyler Highway (Route 5)

Several properties located at the southwestern corner of John Tyler Highway (Route 5) and Greensprings Road are zoned LB and designated Low Density Residential. These parcels front on both Greensprings Road and John Tyler Highway (Route 5). They are adjacent to Low Density Residential properties (built subdivisions). Historic Green Spring is located directly across the street. The western parcel has been developed as an office complex. Because of their location, the development of these parcels could have a significant impact on the entry point to Green Spring Road and Historic Green Spring and consequently their historic and natural character.

The County believes that no change in the *Future* Land Use Map designation is warranted. Development of these parcels should continue to be very low traffic generators that protect the adjacent residential communities and the historic and aesthetic character of Greensprings Road and John Tyler Highway (Route 5). By keeping the Low Density Residential designation in this area, the County is better able to mitigate the impacts of businesses that locate in this area through the SUP process.

#### Jamestown Road — Sandy Bay/Ironbound Road Area

There are a number of properties in this area that are zoned LB and designated Low Density Residential. Jamestown Road is projected to be approaching or over capacity *in the future* by 2034. Widening would have a significant negative impact on the character of the road. Given the traffic concerns and the fact that this area is predominantly residential in character, the Low Density Residential designation is appropriate for this area and should remain unchanged. The

most appropriate uses are either residential or the very limited accessory commercial uses referenced in the Low Density Residential designation. The Low Density Residential designation affords more opportunity to guide future uses.

# Land Use Designation Descriptions and Development Standards

The information and charts below summarize the preferred development standards for the following future land use designations:

- Economic Opportunity
- Community Character Conservation, Open Space or Recreation
- Williamsburg-Jamestown Airport
- Federal, State or County Lands
- Rural Lands
- Low Density Residential
- Moderate Density Residential
- Neighborhood Commercial
- Community Commercial
- Limited Industry
- General Industry
- Mixed Use

The designation descriptions and development standards for these future land use designations describe preferred uses, intensities and general development characteristics for each district. In addition, the Character Design Guidelines should also be consulted as they describe the preferred design guidelines for different land uses.

### **Economic Opportunity**

Lands designated as Economic Opportunity are intended primarily for economic development, increased non-residential tax base, and the creation of jobs. The lands should be at strategic locations in the County relative to transportation, utilities infrastructure, and adjacent uses, and the lands should only be developed consistent with comprehensive area/corridor master plans.

The principal uses and development form should maximize the economic development potential of the area and encourage development types that have certain attributes, principally that they have a positive fiscal contribution, provide quality jobs, enhance community values, are environmentally friendly and support local economic stability. Master planning is at the core of this designation, and no development should occur unless incorporated into area/corridor master planning efforts which should address environmentally sensitive areas, available infrastructure (roads, water, sewer, transit, etc.), community character and context, public facilities and adjacent land uses to include lands in adjacent jurisdictions. The intent of this designation is to include parcels with this designation in the PSA (where not already included) pending the outcome of the master planning efforts.

The master planning efforts may take the form of public private or private partnerships; if public private, the landowner(s) would need to make the majority of the investment. These area/corridor master planning efforts should phase development to be in step with, and provide for, adequate amounts or capacities of roads, water, sewer, transit, bicycle and pedestrian facilities, fire stations, police and general government services, parks and recreation facilities, schools, and other facilities and service needs generated by the development. The master plan for the area should also demonstrate appropriate variation in uses, densities/intensities, pattern, and design such that new development is compatible with the existing character of surrounding areas. If an individual landowner in lands designated Economic Opportunity does not wish to participate in the master planning effort, such land shall be recognized and adequate buffers provided in the master plan to protect the current use of that land.

Development should be designed to encourage trips by alternative transportation modes and should be concentrated on portions of the site to avoid sensitive environmental features and respect viewsheds from historic and Community Character areas and corridors.

#### Economic Opportunity — Mooretown Road/Hill Pleasant Farm Area

For the Mooretown Road/Hill Pleasant Farm Area, the primary suggested uses include industrial, light industrial, and office uses. Primary uses shall follow the recommendations for the general Economic Opportunity designation as described above. Development should refer to the commercial/industrial and residential development standards. Retail commercial uses should be limited in amount and type to support the primary uses. Mixed-cost housing, with a strong emphasis on affordable/workforce needs, may be permitted on up to 15% of developable land area. Housing shall only occur with (a) an area/corridor master plan to balance regional residential distribution, and (b) assurance that the residential units must be built concurrently or after the office/ industrial component. High density residential may be permitted as a secondary use only with commitments to improved transit system infrastructure and programs (light rail, commuter rail, expanded bus transit, etc.); should transit not occur, high density residential uses are strongly discouraged. In addition, any residential density should be highest closest to transit access points, and should decrease as distance increases from those points. A portion of this area is included within the Norge Community Character Area. Additional information can be found in the Norge description in the Community Character section. New development in the northern portion should be of a design, scale and intensity that is complementary to the development standards for the Croaker mixed use area.

#### Economic Opportunity — Barhamsville Interchange Area

For the I-64 Exit 227 Interchange Area, the primary suggested uses include industrial, light industrial, office, medical/research, and/or tourist attraction uses. Primary uses shall follow the recommendations for the general Economic Opportunity designation described above. Development should refer to the commercial/industrial development standards. Retail commercial uses should be limited in amount and type to support the primary uses. As expressed in the general Economic Opportunity language, the master plan for this area should demonstrate appropriate variation in uses, densities/intensities, pattern and design such that new development is compatible with the existing character of surrounding areas. In particular for this site, buffers, open space, or other similar mechanisms should be used along the southern and western property lines in order to provide a transition to areas designated Rural Lands and

Park, Public and Semi-Public Open Space. These parcels constitute a gateway into the County along I-64 and Route 30 which should be reflected in the development's architectural design, landscaping and buffering. Transportation is a key component of this EO area, with proximity to the interstate interchange as an important driver. The phasing and intensity of future development should safeguard this important element by maintaining adequate levels of service at the interchange and surrounding roadways. The primary access for these EO parcels should be an internal access road that connects to Old Stage Road/Route 30. A secondary access onto Barnes Road could be considered depending on the type of development that is ultimately proposed, as well as a more thorough analysis of the adequacy and safety of Barnes Road to handle traffic both from the north and the south. Any residential uses should be subordinate to and in support of the primary economic development uses and only located on the periphery of the property in areas that are not suitable for economic development uses. In addition, the location and amount of any residential uses should be depicted as an integrated element of the larger master plan for the area, should be limited to the amount or percentage allowed in the Economic Opportunity Zoning District, and should not be developed prior to a significant portion of the primary economic development uses. New development should be of a design, scale and intensity that is complementary to the development standards for the Stonehouse mixed-use area.

#### Economic Opportunity — Toano/Anderson's Corner Area

For the Toano/Anderson's Corner Area, the recommended uses are industrial, light industrial and office uses. Businesses that take advantage of the unique assets of the property or use agricultural or timber industry inputs are highly encouraged. In order to support Toano as the commercial center of this part of the County, retail commercial is not a recommended use unless accessory to the recommended uses. Any residential uses should be subordinate to and in support of the primary economic development uses. In addition, the location and amount of any residential uses should be depicted as an integrated element of the larger master plan for the area, should be limited to the amount or percentage allowed in the Economic Opportunity Zoning District, and should not be developed prior to a significant portion of the primary economic development uses. As expressed in the general Economic Opportunity language, the master plan for this area should demonstrate appropriate variation in uses, densities/intensities, pattern and design such that new development is compatible with the character of surrounding areas. In particular for this site, buffers, open space, or other similar mechanisms should be used along the southwest and western property lines in order to provide a transition to areas designated Rural Lands, and the site design and architecture should respect the local rural character and nearby historic structures. Maintaining mobility on Route 60 is also a significant consideration, so development should utilize best practices for access management. New development should be of a design, scale and intensity that is complementary to the development standards for the Anderson's Corner mixed-use area.

# Community Character Conservation, Open Space or Recreation

The properties that are most appropriate for this designation are those that currently contribute to the rural, historic and scenic character of James City County, whether inside or outside the Primary Service Area, and are used for that purpose. Categories for these properties includes those larger, undeveloped areas within the Primary Service Area (PSA) that are protected by historic or scenic easements, properties of national or local historic

significance such as Jamestown Island, Colonial Parkway, Green Springs National Park, Carter's Grove and Mainland Farm, and properties currently used for public recreation such as York River State Park, the Warhill Sports Complex, Chickahominy Riverfront Park and Freedom Park. Other properties that are appropriate for this designation are those that provide buffers to historic sites and environmentally sensitive areas such as reservoirs, natural heritage resources, educational resources, and areas for recreation and enjoyment.

Large, undeveloped areas that are used for recreation, historical or cultural resources or open space are included in this category. These areas can also serve as buffers to historic sites and sensitive areas such as reservoirs, natural heritage resources, educational resources and areas for recreation and enjoyment.

### Williamsburg-Jamestown Airport

The principal suggested uses for the developable land associated with the airport include aviation, with airport-related commercial and office development as clearly secondary uses. Land which is currently in use as a construction landfill and mulching operation may continue in its current or a similar use, in a limited manner consistent with State and local permits. Changes in the use of this portion of the site to an activity which is similar or less intense than the previous activity may be permitted provided that all local, State, and Federal permits are obtained and that the development of these uses is clearly secondary to the existing and future airport operations. Manufacturing, commercial, or industrial activities beyond the scope of what is described above are discouraged not suggested and any proposed development is to be considered in light of its impact on neighboring communities and subdivisions. The timing and intensity of development will be conditioned on the sufficient buffering and screening of adjacent property and the maintenance of an acceptable level of service for roads and other public services.

# State, Federal, State, and or County Land

Publicly owned lands included in this category are Eastern State Hospital, military installations, County offices and facilities, and larger utility sites such as the Hampton Roads Sanitation District treatment plant. Development in these areas should follow applicable development standards listed in the charts. Following is language specific to Eastern State Hospital:

#### **Eastern State Hospital**

Currently owned by the Commonwealth of Virginia, Eastern State Hospital acres of land bordered by Route 199 to its west, Longhill Connector along its north and east sides, and New Town to its south. If a portion of this site were to no longer be used as a public medical facility, its primary uses, intensity, and Comprehensive Plan designation would need to be carefully considered. If future redevelopment of the surplus land on this property were to occur, particular consideration will need to be given to the potential impacts on the County's transportation network, as well as the environment, with density being carefully examined in light if its potential impacts. Redevelopment of the Eastern State Hospital property should be designed to provide adequate buffering and preserve community character, context sensitive

building massing, scale and use, and consist of an architectural design that is compatible with surrounding development, and minimizes impact to unique environmental features on site. The portion of this parcel located west of Route 199 is to be permanently conserved as open space. Any designation change should be based *on public input*, coordination with adjacent localities, neighboring developments, and other interested community groups. (such as Crossroads).

## Chart 1. Rural Lands Designation Description Rural Lands are areas containing farms, forests and scattered houses, exclusively outside of the PSA, where a lower level of 1. Basic Description public service delivery exists or where utilities and urban services do not exist and are not planned for in the future. Rural Lands uses are intended to help protect and enhance the viability of agricultural and forestal resources and compatible rural economic development uses as important components of the local economy. 2. Recommended Uses Appropriate primary uses include traditional agricultural and forestal activities, but also innovative agriculture, horticulture, silviculture, specialty or niche farming, commercial and non-commercial equine opportunities, agri-tourism, rural-based public or commercial recreation, rural-support businesses and certain public or semi- public and institutional uses that require a spacious site and are compatible with the natural and rural surroundings. Retail and other commercial uses serving Rural Lands are encouraged to be located at planned commercial locations on major thoroughfares inside the PSA. However, appropriately-scaled and located direct agricultural or forestal-support uses (including agri-business and eco-tourism), home-based occupations, or certain uses which require very low intensity settings relative to the site in which it will be located may be considered on the basis of a case-by-case review, provided such uses are compatible with the natural and rural character of the area, and are in accordance with the Rural Lands Development Standards. These uses should be located in a manner that minimizes effects on agricultural and forestal activities, and located where public services and facilities, especially roads, can adequately accommodate them. 3. Recommended Density Rural residential uses associated with legitimate agricultural and forestal activities are appropriate when they are at a very low density and pattern, significantly lower than currently permitted. Lower overall gross densities are desirable to achieve a rural character. Soils must be suitable for individual waste disposal <del>systems.</del> Residential developments not related to agricultural or forestal uses are only appropriate when they meet the Rural Lands Development Standards and minimize adverse impacts on Rural Lands, in particular its rural character, soils more suited for agriculture, and contiguous tracts of forest suitable for silviculture. In terms of the desired scale of Rural Lands development, very low density development, significantly lower than currently permitted, or rural clusters on a small scale which meet the design guidelines of the Rural Lands Development Standards are encouraged, while large concentrations of residential development are strongly discouraged as such subdivisions interrupt rural qualities and significantly increase the demand for urban services and transportation facilities. Residential development is intended to occur inside the Primary Service Area. Residential development is not a recommended use and is discouraged outside the Primary Service Area in the Rural Lands. Residences associated with agricultural and forestal activities may be appropriate, but subdivision of lots at should occur at a density of no greater than 20 acres per residence. A very limited amount of residential development could be permitted in the form of rural clusters, provided significant preservation of the natural resources is achieved, such development does not interrupt rural qualities or character, and the development standards for rural clusters listed below are followed. Rural Lands Development Standards 4. Use and Character a) Uses in Rural Lands should reflect and enhance the rural character of the County. Particular attention should be given to the Compatibility following: i. Locating structures and uses outside of sensitive areas; ii. Maintaining existing topography, vegetation, trees, and tree lines to the maximum extent possible, especially along roads and between uses; iii. Discouraging development on farmland, open fields, and scenic roadside vistas, and other important agricultural/forestal soils and resources; iv. Encouraging enhanced landscaping to screen developments structures located in open fields using a natural appearance or one that resembles traditional hedgerows and windbreaks; v. Locating new driveways or service or neighborhood access roads so that they follow existing contours and old roadway corridors whenever feasible;

vi. Generally limiting the height of structures to an elevation below the height of surrounding mature trees and scaling

vii. Minimizing the number of street and driveway intersections along the main road by providing common driveways and

b) Site non agricultural/non forestal uses in areas designated Rural Lands so that they minimize impacts or do not disturb

c) Site more intensive uses in areas where the existing road network can accommodate the additional vehicle trips without the

buildings to be compatible with complement the character of the existing community;

viii. Utilizing lighting only where necessary and in a manner that eliminates glare and brightness.

b) Encourage the preservation and reuse of existing agricultural structures such as barns, silos, and houses.

need for significant upgrades or modifications that would impact the character of the rural road network.

agricultural/forestal uses, open fields, and important agricultural/forestal soils and resources.

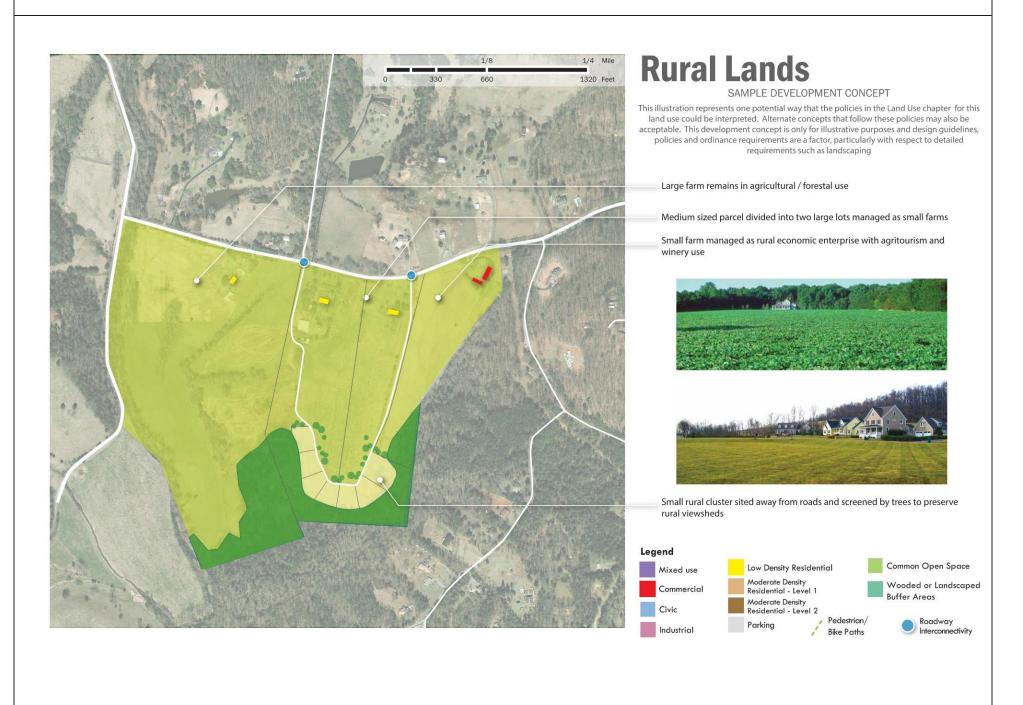
interconnection of developments; and

#### 5. Rural Residential Clusters

If built, rural clusters should develop with the following guidelines:

- a) Densities should be no higher than the maximum permitted density in the underlying zoning district. Lot sizes may be reduced as appropriate to maximize the preservation of rural viewsheds and resources as described in the standards below.
- b) Minimize the impact of residential development by retaining a substantial amount (at least two-thirds) of the site in large, undivided blocks of land for permanent open space, farming, timbering and/or rural economic uses.
- c) Appropriate goals for open space and lot layout include preservation of farmland, open fields, scenic vistas, woodland, meadows, wildlife habitats, and vegetation; protection of environmentally sensitive land including wetlands, stream corridors, and steep slopes; *important historic and archaeological resources*, and roadway buffers.
- d) The goals of the open space and lot layout should be shown on a conceptual plan, and the design should support these goals. For instance, if preservation of agriculture is one of the main goals of the open space, the open space should encompass that land which is most suitable for farming (topography, soils). Blocks of land large enough to support a farm should be set aside in the open space. In addition, potential conflicts between the uses should be minimized by designing buffers between the farmland and the residential development. Similar design considerations would be expected to support other open space goals as well.
- e) The open space should be placed in a conservation easement or the equivalent to ensure that the land will remain undeveloped.
- f) The visibility of the development from the main road should be minimized. It is recommended that lots be placed along an access road rather than along the main route so that the view from the main route still appears rural in nature.

#### **Rural Lands Development Concept**



	Designation Descriptions  Low Density Residential	Moderate Density Reside	ntial
	Low Density Residential	Wioderate Density Resider	utiai
		Level 1	Level 2
1. Basic Description	<ul> <li>Located in the PSA where public services and utilities exist or are expected to be expanded to serve the sites over the next 20 years.</li> <li>Have natural characteristics such as terrain and soils suitable for residential development.</li> </ul>	<ul> <li>Located in the PSA where public services and utilities are available.</li> <li>Optimally located near the intersections of collector or arterial streets.</li> <li>Have natural characteristics such as terrain and soils suitable for compact residential redevelopment.</li> <li>May serve as transitional uses, primarily to general commercial, Neighborhood Commercial, or Mixed Use areas.</li> </ul>	<ul> <li>Have the attributes of Level 1, plus;</li> <li>Optimally located on high capacity roadways, and near the intersections of collector or arterial streets.</li> <li>May be part of a larger mixed use community as part of higher density uses at the core.</li> <li>Should be located close to shopping and service uses with good multimodal connections to employment and recreation opportunities.</li> </ul>
2. Recommended Density	<ul> <li>Gross density up to one dwelling unit per acre, depending on the character and density of surrounding development, physical attributes of the property, buffers, the number of dwelling units proposed, and the degree to which the development is consistent with the Comprehensive Plan.</li> <li>Gross density from one unit per acre up to four units per acre, if particular public benefits are provided. Examples of such public benefits include mixed-cost housing, affordable and workforce housing, enhanced environmental protection, or development that adheres to the principles of open space design.</li> </ul>	Minimum gross density of four units per acre up to 12 8 units per acre, depending on the character and density of surrounding development, physical attributes of the property, buffers, the number of dwelling units proposed, and the degree to which the development is consistent with the Comprehensive Plan. Development at this the highest density is not recommended unless it offers particular public benefits. Examples of such public benefits include mixed-cost housing, affordable and workforce housing, and enhanced environmental protection.	Minimum gross density of 8 units per acre up to 16 units per acre, depending on the character and density of surrounding development, physical attributes of the property, buffers, the number of dwelling units proposed, and the degree to which the development is consistent with the Comprehensive Plan. Development at the highest density is not recommended unless it offers particular public benefits.  Examples of such public benefits include mixed- cost housing, affordable and workforce housing, and enhanced environmental protection.
3. Recommended Uses	Group 1 Single-family and multifamily units, accessory units, cluster or cottage homes on small lotshousing, recreation areas  Group 2 Schools, places of public assembly, very limited commercial, and community-oriented facilities  Group 3 (See also the CCRC and timeshare policies) Timeshares, retirement and care facilities and communities	Group 1 Multifamily units (single family attached homes, duplexes, townhomes), lower density apartments, recreation areas, manufactured home parks and subdivisions in accordance with location standards.  Group 2 Very limited commercial and community-oriented facilities  Group 3 (See also the CCRC and timeshare policies) Timeshares, retirement and care facilities and communities	Group 1  Multifamily units (single family attached homes, duplexes, townhomes), apartments, recreation areas, in accordance with location standards.  Group 2  Limited commercial and community-oriented facilities  Group 3 (See also the CCRC and timeshare policies)  Timeshares, retirement and care facilities and communities
Residential I	Development Standards		
4. Use and Character Compatibility	a) Permit new development only where impacts of such new developments of	an be adequately addressed. Particular att	e character of adjoining uses and where the tention should be given to addressing such I scale, land uses, smoke, noise, dust, odor,

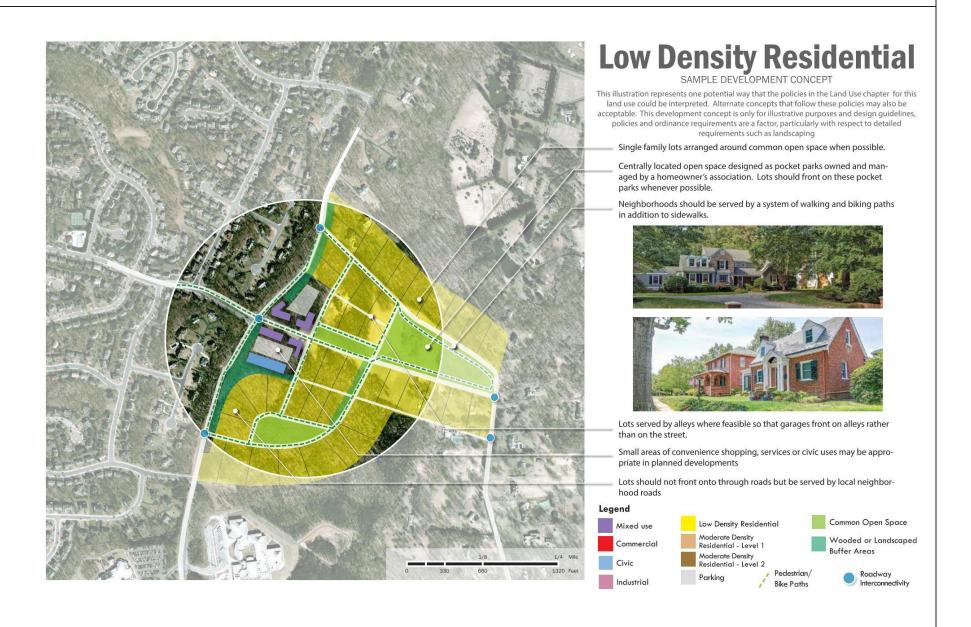
- vibration, light, and traffic.
- b) Locate residential uses immediately adjacent to non-residential uses, major roads, railroads, airports, agricultural and forestal uses, and other conflicting uses only where the conflicts between such uses can be adequately addressed (noise, vibrations, and others). In some cases these conflicts may be addressed by sufficient screening or buffering, or other adequately protective site and building design features.
- c) For Moderate Density Residential uses generally, sufficient buffering should be provided so that the higher density development is compatible with nearby development and the natural and wooded character of the County.
- d) Uses in **Groups 2 and 3** above should only be approved in these designations when the following standards are met:
  - i. Complement Maintain the residential character of the area;
  - ii. Have traffic, noise, lighting and other impacts similar to surrounding residential uses;
  - iii. Generally be located on collector or arterial roads at intersections;
  - iv. Act as a transitional use between residential and commercial areas or, if located within a residential community, serve to complement be integrated with the residential character of the area rather than altering its nature;
  - v. Provide adequate screening and buffering to protect the character of nearby residential areas; and
  - vi. Generally intended to support the residential area in which they are located (for **Group 2** uses only).
- e) For uses that are covered in the Community Design Policies section of the Technical Report, follow the guidance for the use.

#### 5. Public a) Timing and density of the development of particular sites will depend upon the availability and adequacy of public services, Services, utilities, and facilities, and the maintenance of an acceptable level of service of roads and other public services. b) The need for public services (police, fire, education, recreation, etc.) and facilities (schools, fire stations, libraries, etc.) Utilities, and Adequacy of generated by a development should be met or mitigated by that development. Means to address public service needs include Infrastructure proffers involving cash, construction, project phasing, uses, density, intensity, dedication of land, facility construction, and cost sharing. 6. Open Space, Use open space design and resource protection measures for new developments by: Open Space a) Basing design on a use of land reflecting topographic and other physical features and natural boundaries of the site rather than Design imposing a layout intended solely to satisfy minimum ordinance requirements; b) Maintaining open fields, farm lands or contiguous forests suitable for timbering; c) Preserving scenic vistas; d) Protecting wildlife habitats, high-ranking Virginia Department of Conservation and Recreation designated Natural Areas and significant natural heritage resources, and other sensitive areas as open space; e) Retaining natural vegetative buffers around water bodies or wetlands; f) Preserving historic and archaeological resources; g) Ensuring that the common land adjoins protected open space on adjacent parcels; h) Maintaining existing trees and vegetation and preserving the character of the development's natural setting; i) Emphasizing the use of natural screening/buffering (using vegetation, topography, etc.) over artificial or planted screening/buffering; j) Creating usable and functional public gathering places and recreational amenities that become focal points of the development and community (see also No. 9 below); k) Designing effective pedestrian circulation to include trail systems (see also Nos. 8 and 9 below); 1) Protecting land designated as conservation areas on development plans by perpetual conservation easement; and m) Protecting designated Community Character Corridors (CCCs). n) Net densities should be significantly higher than gross densities and minimum open space significantly increased when feasible. 7. Enhanced Provide enhanced environmental protection by designing the site in accordance with the open space design standards in No. 6, plus items such as: Environmental Protection a) Adhering to the County's adopted watershed master plans, and/or providing for Special Stormwater Criteria (or successor regulations); b) Preserving soils with the highest potential for infiltration; c) Following recommendations contained in the Better Site Design principles for James City County (or successor document(s)); c) Adhering to green building guidelines, such as LEED (Leadership in Energy and Environmental Design), EarthCraft, or equivalent; d) Providing for water conservation measures and/or the use of grey or reclaimed water for irrigation; e) Providing for nutrient management plans; and f) Considering siting for solar orientation. 8. Transportation Minimize the impact of development proposals on overall mobility and traffic safety, especially on major roads by: and Mobility a) Limiting access points and providing internal, on-site collector and local roads, side street access, and joint entrances, and prohibiting direct access to arterial and collector streets from individual single-family detached units and duplex units except in the case of a master planned community; b) Providing new public collector and arterial roads in master planned communities; c) Enhancing the efficiency of the entire street network by providing for vehicular connections to adjacent properties and developments; d) Providing for safe, convenient, and inviting bicycle, pedestrian, and greenway connections to adjacent properties and developments in accordance with the adopted Pedestrian Accommodations Master Plan and Regional Bikeway Map, with a special focus on providing adequate access between residential and nonresidential activity centers and among residential neighborhoods; e) Encouraging use of "complete streets" which integrate sidewalks and bikeways into the design of streets, and provide adequate associated facilities such as bike racks, such that these activities are given equal priority to motor vehicle activity; f) Providing for ultimate future road, bicycle, and pedestrian improvement needs and new road locations through the reservation of adequate right-of-way, and by designing and constructing roads, drainage improvements, and utilities in a manner that accommodates future road, bicycle, and pedestrian improvements; g) Requiring facilities to support bus and transit services in tourist areas, Moderate Density Residential areas, public facilities and at transit dependent uses; and Explore bus and transit service need and provide facilities if appropriate; and h) Encouraging adequate off-street parking areas for multi-family residential developments that minimize conflicting turning movements with on-site and off-site traffic circulation. 9. Sense of Place Design residential developments in a manner that fosters a sense of place and community and provides for community safety and and Streetscapes wellness. Methods to achieve this include: a) Creating usable and functional public gathering places and recreational amenities that become focal points of the development and community; b) Using compact design patterns that rely on higher density and strong pedestrian and transit linkages; c) Blending dwelling units of various types and prices into neighborhoods; d) Including dwelling units that are accessible to those with disabilities; e) Integrating public buildings and art into the development; f) Providing well-defined edges of neighborhoods through natural features and architecture; g) Using small front setbacks; h) Designing interconnected streets; i) Providing sidewalks with pedestrian amenities such as lighting, benches, or water fountains; i) Designing streetscapes to avoid repetitiveness, such as: i. Varied building orientation, setback, facade treatment, and lot sizes; and ii. Provision of open space and landscaping, such as the provision of street trees; k) Locating garages at the rear or side of dwellings, or as a secondary alternative, set back from the front building façade, in order to de emphasize the prominence of the garage and associated driveway; 1) Using alleys and accessory buildings; m) Referencing the adopted Community Character Corridor Buffer Treatment guidelines and map; n) Using on-street parking; and a) Adhering to the Comprehensive Plan's standards for Community Character Areas (CCAs). Reference the Character Design Guidelines

10. Affordable and	a) Affordable and workforce housing should be provided at prices targeting households earning 30% 120% of area median
Workforce	<del>income.</del>
Housing	a) Affordable and workforce housing should be provided in accordance with <i>guidance or requirements in the Housing Chapter</i> ,
	Zoning Ordinance, and any other adopted policies or regulations the Housing Opportunities Policy.
	b) Where provided, affordable and workforce housing should be blended with other units of various types and prices throughout
	a given development.
	c) Public benefit in this area is most effectively achieved through provision of units or dedication of land <del>, and while provision of</del>
	cash proffers may be recognized as a providing some public benefit, it should not be recognized as an equivalent substitute.
11. Underground	a) Require underground utilities in new developments, including new line extensions and major improvements to existing lines.
Utilities	a) Provide screening and buffering of existing above ground utilities and encourage their placement below ground. Reference the

## Residential Development Concepts

Character Design Guidelines.





## **Moderate Density Residential - Level 1**

SAMPLE DEVELOPMENT CONCEPT

This illustration represents one potential way that the policies in the Land Use chapter for this land use could be interpreted. Alternate concepts that follow these policies may also be acceptable. This development concept is only for illustrative purposes and design guidelines, policies and ordinance requirements are a factor, particularly with respect to detailed requirements such as landscaping

Walking trails to link together residential clusters and create a sense of a

Level 2 Moderate Density Residential located along major intersections to provide mixture of densities





Level 1 Moderate Density Residential in the form of townhomes located in small courts or clusters ancored by open space

Small areas of low density residential to provide mixture of densities and

Mixed use with convenience shopping and services within walking distance of homes

# Common Open Space

Low Density Residential Mixed use Moderate Density Residential - Level 1 Moderate Density Residential - Level 2

Wooded or Landscaped Buffer Areas

Roadway Interconnectivity

**Moderate Density Residential - Level 2** SAMPLE DEVELOPMENT CONCEPT

This illustration represents one potential way that the policies in the Land Use chapter for this land use could be interpreted. Alternate concepts that follow these policies may also be acceptable. This development concept is only for illustrative purposes and design guidelines, policies and ordinance requirements are a factor, particularly with respect to detailed requirements such as landscaping

Lower density housing integrated into the communioty to provide a diversity of housing options and a mixed density community

Commercial uses along main highway act as "gateway" to the community

Mixed use buildings to create "main street" character with housing above





Project designed as a "complete community" with a mixture of uses and housing types organized around a series of communal open spaces and walkable/bikable access to amenities

Ample open space in the community organized as small pocket parks or village greens with buildings fronting on them

Mixed use Low Density Residential Moderate Density Residential - Level 1

Commercial

Moderate Density Residential - Level 2 Parking

Buffer Areas

Common Open Space

Legend

Civic

Wooded or Landscaped

Chart 3. Commercial/Industrial	Designation Descriptions			
	Neighborhood Commercial	Community Commercial	Limited Industry	General Industry
1. Basic Description	<ul> <li>Located in the PSA, serving residents of the surrounding neighborhoods in the immediate area and having only a limited impact on nearby development.</li> <li>Location criteria for commercial uses are small sites; access to collector or arterial streets, preferably at intersections with local or other collector arterial roads; public water and sewer service; environmental features such as soils and topography suitable for compact development; and adequate buffering by physical features or adjacent uses to protect nearby residential development and preserve the natural and wooded character of the County.</li> </ul>	<ul> <li>General business activities located within the PSA and usually having a moderate impact on nearby development are designated Community Commercial.</li> <li>Location criteria for Community Commercial uses are access to arterial streets, preferably at intersections with collector and arterial streets; moderate to large sized sites; public water and sewer service; environmental features such as soils and topography suitable for compact development; and adequate buffering by physical features or adjacent uses to protect nearby residential development.</li> </ul>	<ul> <li>Designated sites within the PSA for warehousing, office, service industries, light manufacturing plants, and public facilities that have moderate impacts on the surrounding area.</li> <li>Limited Industry ordinarily requires access to arterial roads or major collector streets, public water and sewer, nearby police and fire protection, small to moderate sized sites, environmental features such as soils and topography suitable for intense development, and adequate buffers for nearby residential development.</li> </ul>	<ul> <li>Areas located within the PSA that are suitable for industrial uses which, because of their potential for creating dust, noise, odor, and other adverse environmental effects, require buffering from adjoining uses, particularly residential uses.</li> <li>General Industry uses usually require access to interstate and arterial highways, public water and sewer, adequate supply of electric power and other energy sources, access to a sufficient labor supply, and moderate to large sized sites with natural features such as soils, topography, and buffering suitable for intense development.</li> </ul>
2. Recommended Intensity	The total building area within any area designated Neighborhood Commercial should generally be no more than 40,000 square feet in order to retain a small scale neighborhood character.  Recommended FAR range: No minimum-0.2  See Character Design Guidelines for massing information and other guidance.	While total building area within any area designated Community Commercial can be greater, generally building massing should discourage single structures larger than 200,000 square feet.  Recommended FAR range: 0.2-0.4  Lower FARs are acceptable if the site includes open space for future expansion or buffering purposes.  See Character Design Guidelines for massing information and other guidance.	Recommended FAR range: 0.2-No limit  Lower FARs are acceptable if the site includes open space for future expansion or buffering purposes.	Recommended FAR range: 0.2-No limit  Lower FARs are acceptable if the site includes open space for future expansion or buffering purposes.
3. Recommended Uses	Neighborhood scale commercial, professional and office uses such as individual medical offices, branch banks, small service establishments, day care centers, places of public assembly, convenience stores with limited hours of operation, small restaurants, and smaller public facilities. Examples of uses which are considered unacceptable include fast-food restaurants, 24-hour convenience stores, and gas stations.	Community-scale commercial, professional and office uses such as branch banks, places of public assembly, convenience stores, day care centers, general retail stores, grocery stores, indoor recreation facilities, medical offices, office parks, public facilities, service establishments, shopping centers, restaurants, and theaters.	See basic description for primary uses.  Secondary uses in Limited Industry areas may include office uses and a limited amount of commercial development generally intended to support the needs of employees and other persons associated with an industrial development.	Primary uses include uses that maximize the industrial opportunities of an area. Typical uses can be found in the M-2, General Industrial, section of the Zoning Ordinance.  Secondary uses in General Industry areas may include office uses and a limited amount of commercial development generally intended to support the needs of employees and other persons associated with an industrial development.

### Commercial/Industrial Development Standards 4. Compatibility a) Locate proposed commercial and industrial developments adjacent to compatible uses (public or other similar uses, etc.). Where a commercial or industrial development desires is proposed at a location near a sensitive area, the site should be designed so that transitional uses such as offices and/or buffers are located between conflicting uses. <del>During</del> such evaluation, eEmphasis wshould be placed on ensuring the provision of open space; protection of the environment, and historical and archaeological resources,; preservation of farm and forestal lands, agricultural structures, and rural and scenic vistas; natural features; and adjoining land uses; sufficient capacities of public facilities and services; the quality and effectiveness of pedestrian circulation systems and facilities; and the ability to meet the public needs of the development. b) Commercial uses, and particularly Neighborhood Commercial areas, will have a limited impact on adjacent residential areas especially in terms of visible parking areas, lighting, signage, traffic, odor, noise, and hours of operation. c) Acceptable Neighborhood Commercial uses should be compatible with surrounding or planned residential development in terms of scale, bulk, size, building design, materials, and color, and should provide-strong, safe, and convenient pedestrian multimodal access to nearby residential neighborhoods and adjacent sites. d) For uses that are covered in the Community Design Policies section of the Technical Report, follow the guidance for the use. d) For Neighborhood and Community Commercial parcels, where existing zoning permits development of a parcel, by right or by Special Use Permit, which would exceed the collective square footage limit for a particular area, measures should be taken where possible to ensure that the development proposal is otherwise in conformance with the Comprehensive Plan. e) For Limited Industry areas, dust, noise, odor, and other adverse environmental effects (but not size) are primary considerations for determining whether land uses are acceptable in these areas. f) Each Community Commercial area should be clearly separated from other Community Commercial areas to retain the small town and rural character of the County, provide a sense of place, and promote transportation mobility. g) Mitigate objectionable aspects of commercial or industrial uses through an approach including performance standards, buffering, and special setback regulations. (g) Be consistent with the Character Design Guidelines. a) Permit the location of new uses only where public services, utilities, and facilities are adequate to support such uses. 5. Public Services, Utilities, and Adequacy of The need for public services (police, fire, education, recreation, etc.) and facilities generated by a development should Infrastructure be met or mitigated by that development. Means to address public service needs include proffers involving cash, construction, project phasing, uses, density, intensity, dedication, facility construction, and cost sharing. b) While a variety of market forces influence commercial and industrial development proposals, Timing and intensity of development is controlled by the maintenance of an acceptable level of service of roads and other public services, and the availability and capacity of public utilities should be primary considerations. the availability of skilled labor for Industrial uses, growth of County population adequate to provide a market for community scale business activity, and growth of nearby population to provide adequate market support for limited business activity. 6. Environmental Protection a) Protect environmentally sensitive resources including high-ranking Natural Areas and significant natural heritage resources, watersheds with watershed management plans, historic and archaeological resources, designated CCCs and CCAs, and other sensitive resources by locating conflicting uses away from such resources and utilizing design features, including building and site design, buffers, and screening to adequately protect the resource. b) Protect land designated as conservation areas on development plans by perpetual conservation easement. 7. Transportation a) Minimize the impact of development proposals on overall mobility, especially on major roads, by limiting access points and providing internal, on-site collector and local roads, side street access, and joint entrances. When developing large master planned communities, provide new public collector and arterial roads that will mitigate traffic impacts on existing public collector and arterial roads. Provide for safe, convenient, and inviting bicycle, pedestrian, and greenway connections to adjacent properties and developments and activity centers. in order to minimize such impacts and to provide adequate access between residential and nonresidential activity centers and among residential neighborhoods. Vehicular connections to adjacent properties and developments should also be provided wherever possible in order to maximize the efficiency of the entire street network. Integrate sidewalks multimodal facilities into the design of streets so that pedestrian multimodal movement is safe, comfortable, and convenient. Pedestrian Multimodal activity should be given an equal priority to motor vehicle activity. b) Industrial and commercial areas should be planned and located to avoid traffic through residential and agricultural areas except in special circumstances where residential and nonresidential areas are both part of an overall master plan and special measures are taken to ensure that the residential or agricultural uses are adequately protected. c) Provide for ultimate future road, bicycle, and pedestrian improvement needs and new road locations through the reservation of adequate right-of-way and by designing and constructing roads, drainage improvements, and utilities in a manner that accommodates future road, bicycle, and pedestrian improvements. Require facilities to support bus and transit services in tourist areas, Moderate Density Residential areas, activity/employment centers, and at transit dependent uses. Explore bus and transit service need and provide facilities if appropriate. Provide landscaped areas and trees along public roads and property lines, and develop sites in a manner that retains or 8. Streetscapes enhances the natural, wooded character of the County. For development located on a Community reference the adopted Community Character Corridor Buffer Treatment guidelines and map. Reference the Character Design Guidelines. The following are the specific recommendations for two of the County's commercial areas: Several parcels located at or near the intersection of Jamestown Road and Sandy Bay Road were re-designated from Low Jamestown/Sandy Bay Road Area Density Residential to Neighborhood Commercial during the 1997 Comprehensive Plan update. This land use designation sought to recognize existing uses, zoning, and the future development of adjacent parcels while limiting negative impacts on the traffic-earrying capacity of Jamestown Road. Additional commercial development beyond the boundaries of the proposed Neighborhood Commercial designation would further impede traffic flow along this road. The principal suggested uses for the Jamestown Road Neighborhood Commercial area are very limited commercial uses. Future development is to be of a type and nature that is consistent with the Neighborhood Commercial designation. In addition, future development will consist only of low traffic generating uses due to the limited road capacity on Jamestown Road; the extent of parking will be minimal; uses will provide service to local, nearby neighborhoods, as opposed to the wider community; the site will develop as a pedestrian-oriented environment with a design compatible with nearby residential areas; a master development plan for the full area is encouraged; and driveways will be limited.

There is to be full adherence to the County's Community Character Corridor policy and Land Use Development Standards

along the entire frontage of all properties along Jamestown Road.

Premium Outlets Area

The area in and around the Premium Outlets Mall was re-designated from Low Density Residential to Community Commercial during the 1997 Comprehensive Plan update. These parcels are currently zoned B-1 and include the Premium Outlets and the parcels directly west of the Food Lion grocery store. The surrounding property is primarily zoned R-2 with some M-1 across Richmond Road (Route 60 West) and some B-1 to the south.

Re-designation of this area is in recognition of deliberate decisions of the Board of Supervisors to zone the area as commercial and of subsequent commercial development of the property. This area is specifically defined as Premium Outlets and the church property to the north, Richmond Road (Route 60 West) to the east, Olde Towne Road to the south, and Premium Outlets to the west. The Community Commercial designation of this area is not intended in any way to promote or accommodate an extension of a strip commercial development beyond these its boundaries.





# **Community Commercial**

SAMPLE DEVELOPMENT CONCEPT

This illustration represents one potential way that the policies in the Land Use chapter for this land use could be interpreted. Alternate concepts that follow these policies may also be acceptable. This development concept is only for illustrative purposes and design guidelines, policies and ordinance requirements are a factor, particularly with respect to detailed requirements such as landscaping

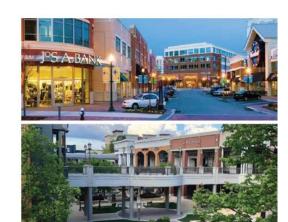
Larger scale commercial and retail uses facing major roadways and intersections with screened parking

Smaller scale office or retail uses facing roadways to create a "main street" character on walkable boulevards

Civic uses integrated to create a community focal point

Central community open spaces connected to each block through a system of sidewalks and trails

A mixture of housing types and densities integrated with commercial buildings to make a mixed use "complete community"





Mixed use

Low Density Residential Moderate Density Residential - Level 1

Common Open Space Wooded or Landscaped

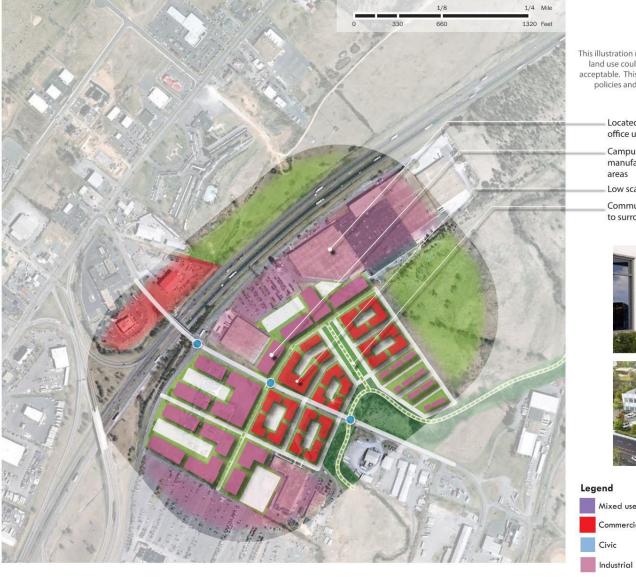
**Buffer Areas** 

Commercial Civic Industrial

Moderate Density Residential - Level 2 Parking

Bike Paths

Roadway Interconnectivity



# **Limited Industry**

SAMPLE DEVELOPMENT CONCEPT

This illustration represents one potential way that the policies in the Land Use chapter for this land use could be interpreted. Alternate concepts that follow these policies may also be acceptable. This development concept is only for illustrative purposes and design guidelines, policies and ordinance requirements are a factor, particularly with respect to detailed requirements such as landscaping

Located near existing warehousing and light manufacturing as well as office uses and near high capacity transportation facilities

Campus-style clusters of warehousing, office, service industries, light manufacturing plants, and public facilities compatible with surrounding

Low scale flex and office uses compatible with light industrial uses

Community trails and sidewalks allow pedestrian and bicycle connections to surrounding areas





### Legend

Mixed use

Commercial

Low Density Residential Moderate Density Residential - Level 1 Moderate Density Residential - Level 2

Parking

Common Open Space Wooded or Landscaped

Buffer Areas

Pedestrian/ Bike Paths

Roadway Interconnectivity

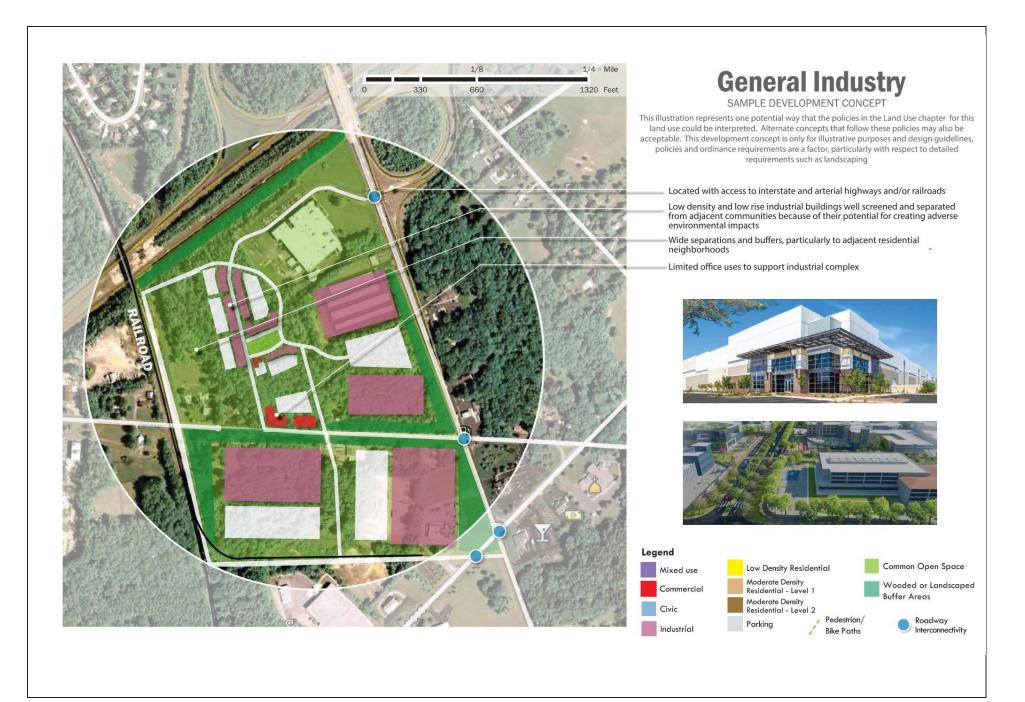


Chart 4. Mixed Use Designation Descriptions				
	Mixed Use			
	Level 1: Areas Noted Below as "Rural or Village Center" or "Small Town or Suburban Center"	Level 2: Areas Noted Below as "Medium Town or Suburban Center"		
1. Basic Description	<ul> <li>Located in the PSA where public services and utilities are available.</li> <li>Located at the intersections of collector or arterial streets and intended to serve as local community focal points with a friendly blend of useful services, shopping, or employment and close-in housing just as in traditional town and village centers.</li> <li>Have natural characteristics such as terrain and soils suitable for compact mixed use development or redevelopment.</li> <li>Contain a mixture of uses, rather than uses segregated into individual areas for residences, retail, office, and services.</li> <li>Designed with a pedestrian focus with good multimodal connections to surrounding areas and recreation opportunities.</li> <li>Designed as lower intensity areas to be compatible with surrounding context and with transition areas and step downs in densities to respect nearby historic and/or residential areas.</li> <li>Designed with a mix of uses that is compatible with the surrounding area, and is consistent with the specific area descriptions below.</li> </ul>	<ul> <li>O Located in the PSA where public services and utilities are available.</li> <li>O Designed as existing or future activity centers where higher density development, redevelopment, and/or a broader spectrum of land uses are encouraged.</li> <li>O Located at or near interstate interchanges or the intersections of major thoroughfares, or adjacent to mixed use areas of similar intensity, and intended to maximize the economic development potential of these areas by providing for more intensive commercial, office, and industrial development, with ancillary residential uses to make a complete community.</li> <li>O Have characteristics such as terrain, high-capacity access and visibility that support higher density development with high design quality to serve as a countywide focal point.</li> <li>O Include mixed uses within buildings such as office or residential above ground floor retail for most buildings. Single use buildings should be integrated into a neighborhood of mixed uses and densities to create a more urban neighborhood character.</li> <li>O Designed as a walkable mixed-use community that supports multi-modal transportation choices and fosters substantial pedestrian activity.</li> </ul>		
2. Recommended Uses and Intensity Land Allocations	O While no specific mix of uses is prescribed for Level 1 mixed use areas except as noted in the Specific Mixed Use Area descriptions below, each development should be designed as a complete community to foster pedestrian access to a wide range of employment, residential, recreational, civic and service opportunities. In addition, compatibility with surrounding context is paramount and land use mix and density should be aligned with the surrounding context.  O Within the general mix of uses noted in the Specific Mixed Use Area descriptions below, specific land area allocations should be within the following ranges. Land area allocations are guidelines and considerations of community compatibility may modify these to fit in better with the surrounding context:  O Residential area: 30-60%  Non-residential area: 40-70%  Civic, open space and recreation areas: 20%  O Note that the above are land allocations, not floor area allocations. Due to the typically higher Floor Area Ratios for commercial versus residential development, it would be expected that these land allocations would yield a much higher proportion of nonresidential floor area over residential floor area in a typical development.	O While no specific mix of uses is prescribed for Level 2 mixed use areas except as noted in the Specific Mixed Use Area descriptions below, each development should have a mix of uses that complements the area and should be designed as a complete community to foster pedestrian access to a wide range of employment, residential, recreational, civic and service opportunities.  O Within the general mix of uses noted in the Specific Mixed Use Area descriptions below, specific land area allocations should be within the following ranges. Land area allocations are guidelines and variability may be allowed if alternate allocations can be shown to better meet the land use objectives of this district as described herein:  O Residential area: 20-50%  Non-residential area: 50-80%  O Public/Civic area: 5%  O Open space and recreation areas: 10%  O Note that the above are land allocations, not floor area allocations. Due to the typically higher Floor Area Ratios for commercial versus residential development, it would be expected that these land allocations would yield a much higher proportion of nonresidential floor area over residential floor area in a typical development.		

3. Recommended Density and Intensity

o Densities and intensities should be generally as follows but variability may be allowed only to better achieve compatibility with surrounding communities. Note that these include a minimum as well as maximum range. This is intended to ensure that these community-serving areas be used for their community development function and not be locked into low intensity single uses that preclude their function as a local activity area. Densities and intensities should be net, exclusive of open spaces and unbuildable areas.

o Non-residential FAR: 0.2 to 0.4

o Residential density: 4-8 units/acre

o Number of Stories:

o Multi-family Residential: 2-3

o *Office*: 2-3

o Retail and Service Commercial: 1-2. Single story buildings should only be located when integrated into a plaza or other public gathering space

o Developments at the higher ranges of density are not recommended unless they can be shown to be more compatible with surrounding community context and offer significant public benefits such affordable/workforce housing, enhanced environmental protection, a high degree of access to multi-modal/transit transportation, or significant civic or recreational amenities.

o Densities and intensities should be generally as follows but variability may be allowed if alternate densities and intensities can be shown to better meet the land use objectives of this designation as described herein. Note that these include a minimum as well as maximum range. This is intended to ensure that these prominently located areas be used for their economic development function and not be locked into low intensity uses that preclude future higher economic returns. Note also there is some flexibility language in the densities to allow for unique context considerations or innovative master plan approaches. Densities and intensities should be net, exclusive of open spaces and unbuildable

o Non-residential FAR: 0.3 to 1.0

o Residential density: 6-12 units/acre

o Number of Stories:

o Multi-family Residential: 2-5

o *Office: 2-6* 

o Retail and Service Commercial: 1-2. Single story buildings should only be located when integrated into a plaza or other public gathering space

o Developments at the higher ranges of density are not recommended unless they offer significant public benefits such as affordable/workforce housing, enhanced environmental protection, a high degree of access to multi-modal/transit transportation, or significant civic or recreational amenities.

#### Mixed Use Development Standards

- 4. General Language a) All developments should refer to the Residential and Commercial/Industrial Development Standards, including Affordable and Workforce Housing, Enhanced Environmental Protection, and Transportation and Mobility, along with the Mixed Use Development Standards. All developments should also refer to the Character Design Guidelines for more specific guidance on development character.
  - b) Mixed Use developments should create vibrant urban/small town environments that bring compatible land uses, public amenities, and utilities together at various scales. These developments should create pedestrian-friendly, complete communities, with a variety of uses that enable people to live, work, play, and shop in one place.
  - c) Mixed Use developments require nearby police and fire protection, high capacity road access, access to public utilities, large sites, environmental features such as soils and topography suitable for intense development, and proximity or easy access to large population centers. The timing and intensity of commercial development at a particular site are controlled by the maintenance of an acceptable level of service for roads and other public services, the availability and capacity of public utilities, and the resulting mix of uses in a particular area. Master plans are encouraged to be submitted to assist in the consideration of Mixed Use development proposals. The consideration of development proposals in Mixed Use areas should focus on the development potential of a given area compared to the area's infrastructure and the relation of the proposal to the existing and proposed mix of land uses and their development impacts.
  - d) Mixed Use developments should focus on place-making. Developments should be designed to create a sense of place and should be seen as community destinations. Focal open spaces, community oriented gathering places, unified architectural design, and a mix of uses and design that encourages pedestrian activity are all examples of creating a sense of place.
  - e) Mixed Use developments should allow for compact development that create more efficient buildings and spaces, which can be less of a burden on the environment, creating a more sustainable community.
  - f) Mixed Use developments should encourage the proximity of diverse uses to make it possible to reduce vehicle trips and vehicle miles traveled, providing for a greater potential for internal capture than with typical suburban development and should provide good multimodal networks for bicycle and pedestrian uses.

#### Specific Mixed Use Areas

The following Mixed Use Areas and their recommended priorities of land uses can be found in James City County:

1. Stonehouse

UDA: "Medium Town or Suburban Center" The principal suggested uses for the Stonehouse Mixed Use area are light industrial and office/business park. Except for the area between I-64 and Old Stage Road, commercial uses should be clearly secondary in nature, should be limited in scale, comprise a small percentage of the land area of the overall mixed use area, and be oriented towards support services that employees and residents in the Stonehouse area can utilize. The commercial uses should not be developed in a "strip" commercial fashion, but rather should be internally oriented with limited and shared access to Route 30. For the area between I-64 and Old Stage Road, community-scale commercial uses (such as shopping center, hotel, restaurant, and office uses) consistent with prominent interstate interchange access and in support of surrounding residential development are envisioned. For the area between I-64 and Old Stage Road, residential is not a recommended use.

With regard to the Stonehouse Planned Use Development, future development should be developed in accordance with a binding master plan which maintains the appropriate mixture of principal and secondary uses.

Development in the Mixed Use area should also emphasize shared access and parking, consistent treatment for landscaping and architecture, and the preservation of environmental and cultural resources. New residential developments in the Mixed Use area as well as the surrounding existing residential developments should be buffered from the light industrial and office uses through landscaping and architecture treatment, but connected with pedestrian access where possible. Future development in the Stonehouse area will be conditioned on the provision of adequate transportation access.

2. Andersons Corner

Andersons Corner is one of the few remaining areas in the PSA with significant rural agricultural vistas and contains one of the few remaining rural historic structures in the County, the Whitehall Tavern. Future development should occur in a manner that maintains an appropriate historic setting for the Whitehall Tavern and preserves the rural, and historic character of the area.

UDA: "Rural or Village Center"

Views from Richmond Road (Route 60) and Route 30 should receive high priority. To accomplish this, significant amounts of open land and farm fields should be preserved along with agricultural and rural structures in a manner that creates a village commercial node that is integrated with surrounding residential development and suitably transitions to the Rural Lands areas to the west.

The suggested principal uses are a balance of office and commercial. Residential is recommended as a supporting but not dominant use, and where it is proposed, the preferred format is integration in mixed use buildings that should be blended into the development of the principal uses for an overall village effect. Master planning of each of the Mixed Use intersection quadrants with adjacent existing and future residential development is strongly encouraged, with the use of shared access points as a primary consideration. Due to the width and traffic volumes on Routes 60 and 30, it is recognized that creation of a unified village effect that encompasses all four quadrants may be difficult, and for this reason, careful quadrant planning as described in the previous sentence will be important, and unique pedestrian connections, if feasible and appropriate, are encouraged.

While greater intensities are anticipated, designs and land use patterns should reflect aspects of both appropriate PSA and Rural Lands Development Standards. Buildings and other structures should be small to moderate sized in scale, and of architectural styles that respect local rural and historic traditions. Standardized architectural and site designs should be strongly discouraged. Preservation and adaptive reuse of existing buildings is strongly encouraged as is their integration into plans for new development.

Sections of Richmond Road (Route 60) east of Croaker Road are projected to be at or above capacity in the future. The extent to which development of this area contributes to traffic congestion in those sections of Richmond Road (Route 60) should be an important consideration in the review of development proposals.

The 2006 Toano Community Character Area Design Guidelines and Streetscape Plan recognized the special character of Historic Toano and the Transition Areas that included Forge Road, Chickahominy Road and Toano

3. Toano

UDA: "Rural or Village Center"

Drive. Architectural and streetscape guidelines were established for these areas and should be incorporated in any future development or redevelopment of this area. The ultimate goal is to preserve the village character of this historic community.

The developed land within the vicinity of Toano is composed of smaller retail, limited industrial and moderate.

The developed land within the vicinity of Toano is composed of smaller retail, limited industrial and moderate density residential uses. As part of the 1997 Comprehensive Plan review, the Toano Mixed Use area was expanded to include the area fronting on the southwestern side of Richmond Road (Route 60) between Chickahominy Road and Bush Springs Road. The Toano Middle School remained designated Federal, State, and County Land. Bush Springs Road is the distinct boundary between the Mixed Use and Low Density Residential designations. Further commercial development south and east of Bush Springs Road is strongly discouraged.

(#3 continued on next page)

Future development should be consistent with the design standards of the Toano CCA. The age, architecture, scale, materials, and spacing of the buildings give the community its unique character. Principal suggested uses include moderate density residential development, neighborhood scale commercial establishments, and small office developments. Limited industrial uses may be appropriate as secondary uses provided that they are set back and screened from Richmond Road (Route 60). Preservation and adaptive re-use of historic buildings are encouraged. Redevelopment of existing residential areas and commercial development are also encouraged. The following principles should guide streetscape and building designs in this area:

- Highlight and honor history;
- Encourage appropriate growth that enhances unique small town character;
- Preserve open space, establish communal greenspace;
- Enhance pedestrian and bicycle environment while slowing vehicular traffic; and
- Improve streetscape and landscape to create a sense of place.

3. Toano (continued)

The land in the vicinity of the southernmost portion of Toano (north of Richmond Road and east of Bryant Contracting complex almost to the intersection of Cokes Lane and Richmond Road) consists of several residences and one general industrial use operating with a special use permit. In order to protect and promote the character of this area, future development should be of a similar scale and intensity. Principal suggested uses include offices, moderate density residential, general industry and limited industry. Secondary uses could include a limited amount of commercial development.

The 2006 Toano Community Character Area Design Guidelines and Streetscape Plan recognized the special character of Historic Toano and the Transition Areas that included Forge Road, Chickahominy Road and Toano Drive. Architectural guidelines were established for these areas and should be incorporated in any future development or redevelopment of this area. The ultimate goal is to preserve the village character of this historic community.

For the area west of Richmond Road and north of Forge Road, development should follow the streetscape plan and associated recommendations of the Toano CCA Design Guidelines for creating and maintaining a sense of place in Toano. This area of Toano is located in the "Entrance Corridor From Anderson's Corner" as described in the guidelines and should follow the design elements recommended in the study. Primary uses *directly* along Richmond Road should be commercial in nature with larger buildings closer to the road. Development of multiuse buildings, with retail on the first floor and residences above are also encouraged. Desired elements include two- and three-story buildings, windows on all floors, and first or second floor balcony. It is important to keep the scale of the building relatively small with density being reduced farther away from Richmond Road. Larger buildings should be broken down into smaller masses to give the appearance of shops or residential units. Buildings removed from Richmond Road should be limited to one and one-half and two stories. Development to the west of Richmond Road Other development in this area should focus more on residential development, with commercial as a clearly secondary use. Densities for this area should be to the lower end of the Moderate Density Residential scale, with building scale and massing decreasing. Vehicle parking and sidewalks should be internal rather than along the perimeter of this residential area, providing a more pleasing transitional view when traveling from Rural Lands into Toano. Buildings should have architectural treatments on the outward facing sides as well as on the front. Increased buffer sizes should be employed to help transition this area into the more rural areas outside the mixed use proposal. Enhanced buffers should be provided to preserve existing farm or agricultural uses on adjoining properties. The creation of a street network adjacent and parallel to Richmond Road allows a finer grain of density to develop and contributes to the village-like feel. Additionally, this network should begin to draw development and interest into side streets and neighborhoods. If appropriate, public open space or a village green should also be incorporated into this area.

Development in the eastern most portion of this area, which abuts Richmond Road to the north and is located south of the industrial properties, is to be appropriately buffered, scaled and sited to retain the historic, rural character of Toano and provide a visual gateway into Toano.

The boundaries of the Toano Mixed Use area are intended to encourage infill residential and commercial development and discourage "strip" shopping centers along Richmond Road (Route 60), thereby preserving the identity and character of Toano.

4. Norge

UDA: "Small Town or Suburban Center" For the Mixed Use area in the northeast corner of the Richmond Road (Route 60) and Croaker Road intersection, a balance of office uses and moderate density residential is recommended. The office buildings should complement the adjacent future residential development in terms of size, scale, and architecture. Preferably, the Mixed Use area should be designed and developed under a unified development plan which emphasizes shared access and parking, consistent treatment for landscaping and architecture, and the preservation of environmental and cultural resources. Uses should be internally oriented with adequate buffers along Richmond Road (Route 60) and Croaker Road which preserve the visual separation between Norge and Toano. Designation of this area is not intended to promote or accommodate an extension of commercial development beyond these boundaries.

For the Mixed Use area on the north side of Cokes Lane east of the Massie, Inc. property and adjacent to the CSX railroad and Mirror Lakes subdivision, a balance of small offices and warehouses and moderate density residential is recommended.

The office and warehouse buildings should complement the adjacent Moderate Density Residential development in terms of size, scale, and architecture. The Mixed Use area should be designed and developed under a binding master plan which emphasizes shared access and parking and consistent treatment for landscaping and architecture. Internal streets and sidewalks should be connected to adjacent properties to the extent possible. Uses should be limited to those which do not present traffic, noise, light, odor, and other impacts to adjacent residential development. The intensity of development should be conditioned on the provision of sufficient buffering and screening to protect adjacent residential development.

For lands southwest of the Croaker Road/Richmond Road intersection, suggested uses include commercial and office as primary uses with limited industry as a secondary use. The Croaker Road and Richmond Road intersection is approaching capacity; therefore, any proposed development should be conditioned on maintenance of acceptable levels of service. Building scale and massing should complement the potential adjacent residential development and architecture—should—complement—historic—structures—in—Norge.—Development—plans—should—include—adequate transportation connections, including both road—and pedestrian—level facilities, between the Mixed Use and adjacent Low Density Residential areas.

The office, warehouse or commercial uses should be compatible with the adjacent residential development in terms of size, scale, and architecture. The architecture should also complement historic structures in Norge. These areas should be designed and developed under a unified development plan or multiple coordinated development plans which emphasize shared access and parking, consistent treatment for landscaping and architecture, and the preservation of environmental and cultural resources. The intensity of development should be conditioned on the provision of sufficient buffering and screening to protect adjacent residential development, and traffic, noise, light, odor and other impacts should be assessed and mitigated. Internal streets and sidewalks should be connected to adjacent properties to the extent possible.

5. Croaker Interchange

UDA: "Medium Town or Suburban Center" Future development for the Mixed Use interchange quadrants should be developed in accordance with a binding master plan which maintains the appropriate mixture of principal and secondary uses. The binding master plan shall address how the future development and/or redevelopment of adjacent parcels, *including the Mooretown Road/Hill Pleasant Farm Economic Opportunity area*, would be integrated into the overall plan of development for the Mixed Use area.

As development occurs for each of these quadrants, an appropriate mixture of preferred and secondary uses shall be maintained at all times. Future development for these interchange quadrants will be conditioned upon County acceptance of a specific plan and implementation schedule to maintain adequate levels of service on the surrounding road system, including the interstate and the interchange. Suggested uses for the two quadrants are outlined below.

5A. Northwest Quadrant (adjacent to and east of the Mirror Lakes subdivision)

For lands within the northwest quadrant of the Croaker Road and I 64 interchange, tThe principal suggested uses include commercial and office. Secondary uses may include light industry and moderate density residential development. Moderate density residential development would be accommodated where it does not preclude the development of the principal uses.

For the three properties to the west of Point O Woods Road and to the north of Croaker Road, suggested uses are those that meet the description and intensity of the Neighborhood Commercial designation (as found in Chart 3. Commercial /Industrial Designation Descriptions in the Land Use section), including medical offices, professional offices, branch banks, day care centers, and small restaurants. These three properties should be designed so they can share a single entrance onto Croaker Road, in a way that implements or incorporates best practices for access management. Particular attention should also be paid to adequately buffering potential development from the existing adjacent residential areas, and complementing the architecture of surrounding uses.

#### 5B. Southeast Quadrant

Significant portions of this area have been placed in conservation easements or are developed as golf course and are expected to remain as open space. For lands within the southeast quadrant of the Croaker Road and I 64 interchange, The principal suggested uses for new development or redevelopment include light manufacturing and office. New development or redevelopment within this quadrant is to include adequate buffering for the portion of any parcels designated for Community Character Conservation, Open Space or Recreation. Secondary uses shall only be permitted where they do not preclude the development of the principal uses. Commercial and limited residential development that complements the principal uses may be considered as secondary uses provided they require significantly smaller portions of land area than the primary uses; are master planned and developed commensurate with an appropriate level of primary uses; are integrated with the primary uses as an interconnected mixed use community as intended in the Comprehensive Plan rather than separate developments; do not significantly diminish the ability of the primary uses to meet level of service standards, particularly for road and interchange capacity; and support the overall quality of economic development expected in this area. Commercial and limited residential development shall be located away from the immediate interchange area. In particular, residential development shall be limited to the area zoned R 5, Multifamily Residential, as of May 5, 2003, and to the portions of the site fronting Croaker Road and in the area between the existing golf clubhouse and along the length of the lake to the dam.

6. Lightfoot

UDA: "Small Town or Suburban Center" For Tthe land east of Richmond Road (Route 60), the principal suggested uses are commercial and office development. is developed or developing as support uses for the Williamsburg Pottery Factory. The property is adjacent to the railroad and, (if passenger or light rail were to become available), would be suitable for a transit-oriented mixed use development with a mixture of limited industry, commercial, and moderate density housing. This broader set of uses could also be recommended if found suitable through a corridor redevelopment plan. Recognizing that shallow parcels may limit development options, uses should emphasize shared access and parking in order to mitigate traffic congestion as well as consistent treatment for landscaping and architecture. Uses in this area should complement the adjacent Economic Opportunity designated area to the extent possible.

For lands west of Richmond Road (Route 60), the principal suggested uses are moderate density housing, commercial developments, and office developments. *The Lightfoot Corridor is particularly well-suited for the development of workforce housing*. The commercial uses should not be developed in a "strip" commercial fashion and should emphasize shared access and parking as well as consistent treatment for landscaping and architecture. Measures to mitigate traffic congestion will be critical to maintaining the economic vitality of the area and to maintaining an acceptable degree of mobility.

For land west of the Colonial Heritage entrance, for the parcels along Richmond Road with existing B-1 zoning, office uses and low traffic generating secondary uses are recommended in order ensure the commercial separation between Lightfoot and Norge. All other design criteria should follow the existing description for the west side of Richmond Road.

There are significant capacity issues in this segment of Richmond Road and at the Lightfoot/Richmond Road intersection and Route 199/Richmond Road interchange, with development occurring in both the County and adjacent localities. Measures to mitigate traffic congestion and enhance multimodal facilities will be critical to maintaining the economic vitality of the area and to maintaining an acceptable degree of mobility. Commercial uses should not be developed in a "strip" commercial fashion, and should emphasize shared access and parking as well as consistent treatment for landscaping and architecture. Uses in this area should complement be compatible and integrate with the adjacent Economic Opportunity designated area to the extent possible.

#### 7. New Town

#### UDA: "Medium Town or Suburban Center"

New Town is located in the vicinity of and including the Route 199/Monticello Avenue interchange and extends from just west of Route 199 to just west of Ironbound Road and the border with the City of Williamsburg. The principal suggested uses are a mixture of commercial, office, *residential*, and limited industrial with some residential as a secondary use.

The development in this area is Most of this area is governed by a detailed master plan and design guidelines for each distinct area within the New Town development, which provides guidelines for street, building, open space design, and construction which complements similar to the scale, architecture, and urban pattern found in the City of Williamsburg. New development or redevelopment in this area, including any portion of the Eastern State Hospital property to be brought into the New Town development, should follow the appropriate consistent design guidelines and strive to integrate uses as appropriate. For the Eastern state property to be brought into the New Town development, it is of critical important that environmentally sensitive features such as topography, RPA features and wooded areas be protected and permanently preserved, where possible. The portion of this parcel located west of Route 199 is recommended to be conserved as open space, meaning no development is recommended for this portion. Furthermore, no vehicular access is recommended for the portion of the parcel located west of Route 199.

A portion of this area is not governed by New Town development master plan and design guidelines, including areas along the west side of Ironbound Road and areas south of Monticello Avenue. These areas should have design, scale and development pattern that is consistent with the New Town development. For the area Aalong the west side of the Ironbound Road corridor, the expansion of existing businesses, or similar uses, is encouraged, with the added opportunity for mixed use structures that incorporate housing as a clearly secondary use in upper stories. The area located south of Monticello Avenue and zoned M-1 should follow the same principal and secondary suggested uses, should be developed under a master plan and should follow the same general design guidelines as the rest of New Town.

#### 8. Five Forks

### Not a UDA, Use Level 1 Guidance

Development at the intersection of John Tyler Highway (Route 5) and Ironbound Road primarily serves nearby residential development neighborhoods. Limited commercial development of this nature may continue so long as the resulting land use mix of the area is limited primarily to *The principal suggested uses are* community-scale and neighborhood commercial and office uses. Moderate density residential development is encouraged as a secondary use. New dDevelopment should tie into the larger Five Forks area with complementary building types and connections to surrounding commercial and residential development.

The property on the west side of Ironbound Road and south side of John Tyler Highway (Route 5) is envisioned to be limited to community-scale and neighborhood commercial and office uses. Specifically, future development on the parcel directly to the south and west of the existing 7-Eleven should not exceed the intensity and density of development identified on the approved master plan and approved proffers for James City County Case Z-9-05/MP-6-05 (Governor's Grove at Five Forks, approved by the Board of Supervisors August 9, 2005). The property immediately west of this parcel, and identified on the Governor's Grove Master Plan as "open space," is envisioned to remain in conservation easement.

For the parcel located at 133 Powhatan Springs Road, historical uses have included a contractor's office/warehouse. Similar small-scale, low-intensity Limited Industrial uses that are consistent in terms of scale and impact to the contractor's office/warehouse and those that can adequately mitigate impacts to adjacent low density residential areas may be appropriate. Expansion of the facilities to more intense industrial or commercial/retail uses is not recommended.

Preservation and adaptive re-use of historic buildings are encouraged, as is the redevelopment of existing residential and commercial uses in the immediate area. Future development and redevelopment should also reflect the historic and scenic qualities of the Five Forks area and should adhere to the Board adopted Primary Principles for the Five Forks Area. Overall development intensities should be closely monitored to ensure they can be accommodated within the capacities of the existing two-lane roads, both of which are projected to be above capacity by 2030.

### 9. Williamsburg Crossing

# UDA: "Small Town or Suburban Center

For the undeveloped land in the vicinity of the intersection of John Tyler Highway (Route 5) and Route 199 including the Williamsburg Crossing Shopping Center, tThe principal suggested uses are commercial and office, and moderate density residential. Moderate density residential will be accommodated as a secondary use. The development of this area is limited to the portions of land in the southwest quadrant of the intersection of John Tyler Highway (Route 5) and Route 199 developed as part of Williamsburg Crossing Shopping Center and is subject to a binding master plan. Continued access management is needed to maintain acceptable levels of service on John Tyler Highway (Route 5). Additional access points beyond those that currently exist for the Route 199 corridor will be strongly discouraged by the County.

# 10. Jamestown Ferry Approach

Not a UDA, Level 1 & Level 2 Do Not Apply; See #4 General Language for Guidance This land is located southeast of Jamestown Road and is bounded by Powhatan Creek, Jamestown Road, Jamestown Settlement, and undeveloped residential property. This area is designated as a CCA, and therefore all development should conform to the CCA design principles. Due to the unique character and location of this area, it should be developed in accordance with the approved Shaping Our Shores master plan and emphasis should be given to preserving the tree cover of the site, protecting on site and nearby—historic, archaeological, and environmental resources, and providing public access to the James River. Principal suggested uses include recreational and water-related establishments such as marinas (including associated residential caretaker units) and boat launches, but no water-dependent industries. Commercial uses may also be considered appropriate when their scale, intensity, and impacts can be appropriately accommodated. Future uses which would benefit from having a waterfront location (i.e., restaurant, retail space, and recreation) are encouraged. Designs should be encouraged to provide views of and public access to the James River and other points of interest and to provide environmental and historical education opportunities linked to the property's proximity to the Powhatan Creek, wetlands, and Historic Jamestowne and other cultural resources.

With *capacity limitations on* Jamestown Road <del>approaching or overcapacity by 2030</del>, access management should be strongly encouraged. The traffic generation of any proposal should be in line with the goal of retaining Jamestown Road as a two-lane facility, as widening would significantly impact the visual character of the road.

11. Routes 60/143/199 Interchanges The County portion of this area to the south of the interchange is developed with minimal potential for additional development or redevelopment. For any new development or redevelopment that is proposed, the principal suggested uses are commercial, office and limited industrial development.

UDA: "Medium Town or Suburban Center" For the portion of the Mixed Use area located north of the interchange and zoned B-1, several uses have relocated or been removed since 2003, and there is more potential for development and redevelopment. The County has participated in plan review of components of the Riverside development approved on the adjacent parcels in the City of Williamsburg, and the economic development potential of parcels in the County has been an important consideration. The principal suggested uses for this corridor from Routes 60/199 interchange to the City of Williamsburg line are commercial and office development, with moderate density residential development as a secondary use. Future development should be integrated with and complement consistent with the layout of development planned in the City, including uses, architecture, landscaping, historic resources, and pedestrian amenities. Development approved in the City did not include plans for a light rail station, but a *A light* rail station would be encouraged in this area should this be a viable option in the future. Given substantial planned development in both the City of Williamsburg and York County, future development should be aware of, and take steps to mitigate to the degree possible, roadway and interchange capacity constraints, to the degree possible.

12. James River Commerce Center This area is located on the southwest side of Pocahontas Trail (Route 60) adjacent to James River Elementary School. The property is being jointly developed by Williamsburg Development Inc. (WDI), a subsidiary of Colonial Williamsburg, and James City County. Principal suggested land uses are limited industrial and office development. Public facilities are suggested as clearly secondary uses. The timing and intensity of development in this area are also is conditioned on sufficient buffering and screening of Carter's Grove and other adjacent residential development, if necessary.

Not a UDA, Level 1 & Level 2 Do Not Apply; See #4 General Language for Guidance

13. Green Mount

UDA: "Small Town or Suburban Center"

For the Green Mount tracts north of Pocahontas Trail (Route 60), a balanced and integrated mixture of industrial, commercial, and residential uses is suggested. *General Industry is the dominant use envisioned for this portion of the County. Uses in this Mixed Use area should therefore be comprised of support uses and should leave sufficient road and water capacity.* The combination of uses should complement the General Industry property surrounding it by concentrating on support uses and by leaving sufficient road and water capacity for the general industry uses to develop.

Commercial uses should have a limited market area, primarily focused on direct services to nearby neighborhoods and employment centers, and should not include high traffic generators. In order to protect and enhance the character of the area and to maintain an access level that keeps the area attractive to large-scale economic development, the area should be designed and developed under a unified master plan that provides shared access and parking, compatible landscaping and architectural treatment, adequate buffering and screening, true mixed use concepts, and other measures that ensure it does not develop in a typical strip commercial fashion. Careful coordination between development and transportation issues will be important to avoid worsening the level of service along Pocahontas Road (Route 60), to retain a high degree of mobility through the area, and to preserve the options for improvements and/or alternatives to Pocahontas Road (Route 60). Shared access with the parcel to the north should be preserved as an option.

14. Treyburn Drive

UDA: "Small Town or Suburban Center" This land is located west of Treyburn Drive and is bounded by the City of Williamsburg/James City County line to the west and Monticello Avenue to the south. Primary suggested uses for this area include neighborhood-scale commercial establishments and small offices that serve the needs of residents in surrounding neighborhoods. Residential is suggested as a secondary use and, where proposed, should be limited to integrated mixed use buildings. Safe and convenient pedestrian and bicycle connections from the area to the surrounding area including. High Street, Chambrel, and the College of William and Mary School of Education should be provided where feasible, due to environmental constraints. Overall, development should have a limited impact on adjacent residential areas especially in terms of visible parking area, lighting, signage, odor, noise, and hours of operation.

While RPA and steep slopes limit the developable area, designs should avoid linear strip patterns and instead aim to develop smaller groupings of inter-connected buildings with shared parking and access to Treyburn Drive. As a result, the area should preferably be developed in accordance with a unified development plan.

15. Eastern State

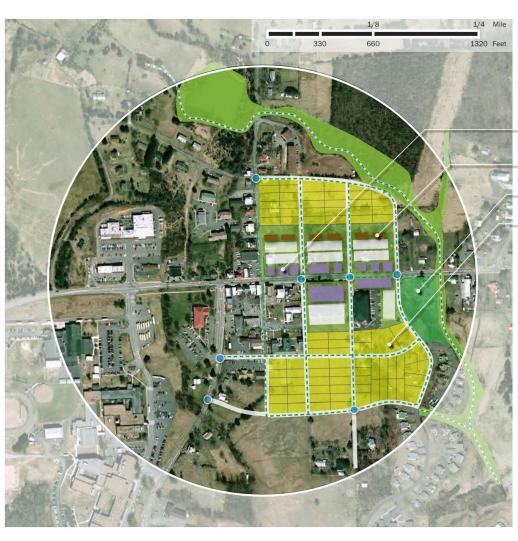
Proposed Inclusion As UDA: "Medium Town or Suburban Center" The portion of this site designated for this use is to be developed as a master planned community that harmoniously blends the Eastern State Hospital campus with the adjacent New Town community, though this development is expected to have its own mixture of uses and design expectations. This community should employ careful site orientation, landscaping and buffering and transportation network connectivity to connect these areas, while also allowing for proper land use separation where appropriate.

The two guiding principles for mitigating impacts regarding the redevelopment of this site are a) the preservation and protection of environmentally sensitive features and b) the protection and expected enhancement of the immediate transportation network. Natural ravines, topography, RPA features and wooded areas are to provide enveloped buffering of the site and be protected from disturbance and stormwater facilities are to be integrated seamlessly as low-impact, "green infrastructure" within the site. The portion of this parcel located west of Route 199 is recommended to be conserved as open space, meaning no development is recommended for this portion. Furthermore, no vehicular access is recommended for the portion of the parcel located west of Route 199. Controlled ingress/egress points will direct traffic solely to intersections with suitable capacity and traffic calming infrastructure.

The master planned community is to be centered on passive and active open spaces and associated amenities. These open spaces are to be interconnected via pedestrian, bicycling and vehicular travel networks and are to serve as the central and perimeter congregational and buffer areas for the development. This development is to be clustered and strategically situated adjacent to natural conservation areas and topographic features.

This community is to be integrated into the existing transportation networks. Sidewalks, bike paths and vehicular connections are to be designed to facilitate community residents' enjoyment of parks and amenities internal to the development, but to permit residents to walk, bike or drive to nearby schools, recreational areas, restaurants and shops.

In combination with the Eastern State Hospital complex and employment center, this community is to provide a mixed-use area consisting of residential, institutional, medical, office and civic uses. Each of these uses are to be appropriately interconnected to blend and support one another. The residential development will provide housing opportunities for the adjacent employment centers and will be located in close proximity to the civic uses, allowing convenient pedestrian mobility.



# Mixed Use Level 1

SAMPLE DEVELOPMENT CONCEPT

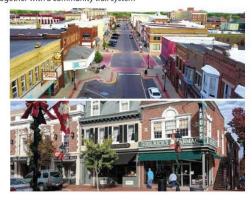
This illustration represents one potential way that the policies in the Land Use chapter for this land use could be interpreted. Alternate concepts that follow these policies may also be acceptable. This development concept is only for illustrative purposes and design guidelines, policies and ordinance requirements are a factor, particularly with respect to detailed requirements such as landscaping

Mixed use buildings with ground floor shopping uses to create a traditional small town Main Street design character

A mixed density community with some attached or multifamily housing types mixed in with single family neighborhoods. Workforce housing mixed in with the various busing types.

Community focused parks or open space in easy walking distance to residential neighborhoods

A mixture of housing types and densities designed with traditional bolcks and neighborhood patterns, integrated with mixed use buildings and tied together with a community trail system.



### Legend

Mixed use

Low Density Resider

Moderate Density
Residential - Level 1

Moderate Density
Residential - Level 2

Parking

I - Level 1
Density
I - Level 2
Pedestrian/
Bike Paths

Common Open Space
Wooded or Landscaped
Buffer Areas



# **Mixed Use Level 2**

SAMPLE DEVELOPMENT CONCEPT

This illustration represents one potential way that the policies in the Land Use chapter for this land use could be interpreted. Alternate concepts that follow these policies may also be acceptable. This development concept is only for illustrative purposes and design guidelines, policies and ordinance requirements are a factor, particularly with respect to detailed requirements such as landscaping

Mixed use clusters designed as "complete communities" around a major interchange

A combination of multifamily and mixed use buildings to create "main street" character with housing and walkable retail uses



Office and employment uses integrated into the community and oriented towards walkable amenities and community open spaces

Ample open space in the community organized as small pocket parks or village greens with buildings fronting on them

A mixture of housing types and densities integrated with commercial and mixed use buildings and tied together with a community trail system

#### Legend

Civic

Mixed use

Low Density Residential

Moderate Density
Residential - Level 1

Moderate Density
Residential - Level 2

Parking

Common Open Space
Wooded or Landscaped
Buffer Areas

Pedestrian/ Bike Paths



### Goals, Strategies, and Actions

#### Goal

LU - Achieve a pattern of land use and development that reinforces and improves the quality of life for citizens by encouraging infill, redevelopment, and adaptive re-use within the PSA; limiting development on rural and natural lands outside the PSA; and achieving the other eight goals of this Comprehensive Plan.

#### **Strategies and Actions**

#### LU 1 - Promote the use of land in a manner harmonious with other land uses and the environment.

- LU 1.1 Craft regulations and policies such that development is compatible in scale, size, and location to surrounding existing and planned development. Protect uses of different intensities through buffers, access control, and other methods.
- LU 1.2 Review and update the Zoning Ordinance to ensure consistency between densities and intensities of development recommended by the Comprehensive Plan and the residential and commercial zoning districts.
- LU 1.3 Use policy and Ordinance tools to ensure the provision of open space as part of development proposals, as applicable. In particular, maintain or increase incentives for cluster development in exchange for additional open space that provides significant benefits to the community.
- LU 1.4 Require that any development of new public streets, public parks or other public areas, public buildings or public structures, public utility facilities, or public service corporation facilities, inside or outside the Primary Service Area (PSA), be subject to individualized review as provided under Section 15.2-2232, Legal Status of Plan, of the Code of Virginia, as amended.
- LU 1.5 In coordination with the Board of Supervisors and the County Attorney's Office, update the Planning Commission as-needed on major new planning legislation topics during non-Comprehensive Plan update years.
- LU 1.6 Explore the creation of a solar and wind energy ordinance that establishes performance standards for solar farms, carbon sequestration facilities, and other emerging technologies in the renewable energy industry, with the intention of protecting the County's unique rural character, preserving natural resources, and mitigating impacts to neighboring properties.
- LU 1.7 Amend the Zoning Ordinance to address short-term rentals, including re-examining the districts where such uses are permitted.
- LU 1.8 Use the conceptual plan process to provide early input and to allow applicants to better
  assess critical issues with the goal of having a predictable and timely development plan approval
  process.

# LU 2 - Promote pedestrian, bicycle, and automotive linkages between adjacent land uses where practical.

- LU 2.1 Plan for and encourage the provision of strategically located greenways, sidewalks, and bikeways to connect neighborhoods with retail and employment centers, parks, schools, and other public facilities and to effectively connect buildings and activities within individual sites, using the Pedestrian Accommodations Master Plan, the Historic Triangle Regional Bikeways Map, the Greenway Master Plan and other adopted plans for guidance.
- LU 2.2 Facilitate the provision of road interconnections within new developments and between arterial and collector roads by promoting land use and road patterns within the developments which are conducive to such interconnections.

# LU 3 - Promote regional cooperation among Hampton Roads localities, particularly the Peninsula, to ensure compatibility of land use planning activities.

- LU 3.1 Promote regional solutions to managing growth through the following actions:
  - LU 3.1.1 Engaging in joint planning efforts and allocating resources toward implementation.
  - LU 3.1.2 Encouraging redevelopment, compact communities, and mass transit.
- LU 3.2 Communicate with adjacent jurisdictions regarding development plans that have potential impacts on adjacent localities and public facilities. Work with them to coordinate plans and to identify and mitigate areas where there are conflicts.
- LU 3.3 Continue to participate in regional planning processes with York County and the City of Williamsburg. Use the *Historic Triangle Coordinated Comprehensive Plan Review Summary Report* as a regional planning resource, particularly with regard to transportation and to land use issues in the three geographic focus areas (Riverside/Marquis/Busch, Lightfoot/Pottery, Northeast Triangle and Surrounding Area).
- LU 3.4 In accordance with the recommendations of the adopted Joint Base Langley Eustis (Fort Eustis) Joint Land Use Study, establish a Military Influence Overlay District (MIOD) on the Future Land Use Map.
  - LU 3.4.1 For areas within the MIOD, ensure a Fort Eustis representative provides input into development proposals.
  - LU 3.4.2 For areas within the MIOD, update the Zoning and Subdivision Ordinances to incorporate the Code of Virginia sections that promote coordination between military installations and local municipalities.
  - LU 3.4.3 For areas within the MIOD, update the Zoning and Subdivision Ordinances to establish a Military Influence Area (MIA) overlay district. The exact boundary of the MIA should be determined through additional discussion with Fort Eustis. The Zoning and Subdivision Ordinances should include:
  - (a) Siting guidelines for commercial solar wind farms and wind turbine farms, only if those uses become added to the Use List.

- (b) Standards and requirements for increased setbacks, buffers, and other design requirements to increase safety and security around the Fort Eustis installation.
- (c) Vertical obstruction standards and limitations.
- (d) Additional dark sky lighting requirements, as needed, within the defined air space of the Fort Eustis installation.
- (e) References to a newly created vertical constraints map identifying locations where tall structures should be prohibited.
- LU 3.4.4 For areas within the MIOD, ensure planned CIP projects would not conflict with the mission of Fort Eustis or otherwise promote incompatible growth with the installation.
- LU 3.4.5 For areas within the MIOD, create a user-friendly plan that provides guidance for a process by which water management issues can be addressed. Include an analysis of the use of the waterway and a strategy for emergency waterway closure, should the need arise.
- LU 3.5 In accordance with the recommendations of the adopted Joint Base Langley Eustis (Fort Eustis) Joint Land Use Study, create a communication and coordination plan with the installation that provides opportunities to share information and a forum to receive feedback.
- LU 3.6 In accordance with the recommendations of the adopted Joint Base Langley Eustis (Fort Eustis) Joint Land Use Study, create an education plan for the community in consultation with the installation.

#### LU 4 - Direct growth into designated growth areas in an efficient and low-impact manner.

- LU 4.1 Enforce policies of the Comprehensive Plan to steer growth to appropriate sites in the PSA.
- LU 4.2 Provide for low density and moderate density residential development in appropriate locations inside the PSA and prohibit such development on rural lands outside the PSA.
- LU 4.3 Promote infill, redevelopment, revitalization, and rehabilitation within the PSA. Consider the following strategies when appropriate:
  - LU 4.3.1 Use of financial tools such as public-private partnerships.
  - LU 4.3.2 Revisions to the Zoning Ordinance and/or Subdivision Ordinance or the development of guidelines to provide additional flexibility, clear standards, or incentives, such as expedited plan review.
  - LU 4.3.3 Partnerships with government agencies, non-profits, and private entities to facilitate improvements in areas identified for redevelopment.
- LU 4.4 Accommodate mixed-use developments within the PSA, as further defined in the Mixed
  Use land use designation and development standards. Support design flexibility to promote the
  mixing of various types of residential and non-residential uses and structures. Encourage mixed use
  developments and complete communities to develop in compact nodes in well-defined locations
  within the PSA.

- LU 4.5 Through the development process, reinforce clear and logical boundaries for commercial and industrial property within the PSA.
  - LU 4.5.1 Provide sufficient buffering and open space from nearby residential uses.
  - LU 4.5.2 Develop in a node pattern with a grid of internal parcels, internal streets, and judicious external connections, rather than in a strip pattern with individual connections along a single street.
- LU 4.6 Emphasize the economic potential of interstate interchanges and encourage a mix of uses Develop and maintain land use policies and other measures to achieve this strategy.
- LU 4.7 Facilitate the development of sub-area/corridor master plans for strategic areas such as the County's interstate interchanges, Economic Opportunity Designations, and Mixed Use Designations/Urban Development Areas.
- LU 4.8 Encourage development in the Economic Opportunity designations that is consistent with the Economic Opportunity land use designation and development standards. Explore tax incentives or other incentives used by other localities for such designations.

# LU 5 - Continue land use planning and perform development review consistent with the capacity of existing and planned public facilities and services and the County's ability to provide such facilities and services.

- LU 5.1 Encourage development of public facilities and the provision of public services within the PSA. As one component of this, maintain a utility policy that, along with other tools such as zoning regulations, supports the PSA as the growth boundary. Within the PSA, extend water and sewer service in the PSA according to a phased plan in accordance with the County's Comprehensive Plan and JCSA's master water/sewer planning. Outside the PSA, restrict the extension of water and sewer utilities.
- LU 5.2 Through the following measures, coordinate allowable densities and intensities of proposed developments with the capacities and availability of water, public roads, schools, and other facilities and services:
  - LU 5.2.1 Continue to develop and refine a model or models to assess and track the cumulative impact of development proposals and development of existing and planned public facilities and services.
  - LU 5.2.2 Support-development of State enabling legislation for adequate public facilities Ordinances to extend the policies to already zoned lands, if in a form acceptable to the Board of Supervisors.
  - LU 5.2.3 Permit higher densities and more intensive development in accordance with the Future Land Use Map where existing public facilities and services are adequately provided.
- LU 5.3 Ensure that developments are subject to zoning or special use permit review to mitigate their impacts through the following means:

- LU 5.3.1 Require sufficient documentation to determine the impacts of a proposed development, including but not limited to studies of traffic impact, capacity of public schools, historic and archaeological resources, water quality and quantity, other environmental considerations, and fiscal impact.
- LU 5.3.2 Ensure that the recommendations of such studies are adequately addressed prior to preparation of development plans, or in instances where a rezoning or special use permit is required, as part of those applications.
- LU 5.3.3 Continue to calculate and make available up-to-date information on the costs of new development in terms of public transportation, public safety, public schools, public parks and recreation, public libraries and cultural centers, groundwater and drinking water resources, watersheds, streams and reservoirs.
- LU 5.3.4 Consider and evaluate the use of impact fees to help defray the capital costs of public facilities related to residential development.

# LU 6 - Enhance and preserve the agricultural and forestal economy and retain the character of Rural Lands and the predominantly wooded, natural, and small-town character of the County.

- LU 6.1 Promote the economic viability of traditional and innovative farming and forestry as industries.
  - LU 6.1.1 Support both the use value assessment and Agricultural and Forestal District (AFD) programs to the maximum degree allowed by the Code of Virginia. Explore extending the terms of the County's Districts.
  - LU 6.1.2 Seek public and private funding for existing programs, investigate new programs, and support private or non-profit (such as land trust) actions that promote continued agricultural or forestal use of property.
  - a. Encourage dedication of conservation easements to allow property owners to take advantage of State and Federal tax provisions. Develop a program that would provide information to property owners on the benefits of easement donation, including helping owners consider future possible plans for their property to verify they can be pursued under deed language.
  - b. Seek a dedicated funding stream for open space preservation programs. Develop information for property owners on the benefits of participating in open space preservation programs.
  - c. Stay informed of State legislation related to Transfer of Development Rights (TDR) and on the status of TDR programs in Virginia peer localities.
  - LU 6.1.3 Continue to update the Zoning Ordinance list of permitted and specially permitted uses in the A-1 zoning district. Investigate adding a development standards policy for those uses that might benefit from a rural location. Continue to look at non-residential uses and development standards that may be appropriate, such as agri-business, eco-tourism, or green energy uses, and uses related to projects that are identified by the Strategy for Rural Economic Development.

- LU 6.1.4 As resources allow, support implementation of the recommendations in the Strategy for Rural Economic Development to maintain and create viable economic options for rural landowners.
- LU 6.1.5 Consider funding a staff position for a rural or agricultural development officer to support and help acquire funding for rural protection programs and to undertake other similar activities.
- LU 6.1.6 Protect farming and forestry uses from conflicting activities by encouraging buffers and open space design and by raising awareness among new rural land purchasers about existing farming and forestry uses in the County.
- LU 6.1.7 Craft regulations and policies in a manner that recognizes the value of, and promotes the conservation of, prime farmland soils and environmentally sensitive areas, and consider impacts to the County's farm and forestal assets in land use decisions.
- LU 6.1.8- Examine the actionable framework from the Lower Chickahominy study and consider incorporating the items recommended by that study that are a best fit with the overall economic development strategies and conservation goals for the County's rural lands.
- LU 6.2 Residential development is not a recommended use in the Rural Lands. Creation of any residential lots should be in a pattern that protects the economic viability of farm and forestal assets, natural and cultural resources and rural character. Amend the Subdivision Ordinance, Zoning Ordinance, utility regulations, and related policies to promote such an overall pattern. Consider providing more than one option, such as the following, so long as an overall very low density pattern can be achieved, and the design and intensity of the development is consistent with the stated Rural Lands designation description and development standards and available infrastructure.
  - LU 6.2.1 Revise the R-8 and A-1 zoning districts to set lot sizes to be consistent with the stated Rural Lands designation description and development standards. As part of this amendment, consider easing the subdivision requirements, such as eliminating the central well requirement or permitting the waiver of the central well requirement and/or allowing private streets in limited circumstances, as part of an overall balanced strategy.
  - LU 6.2.2 Revise the rural cluster provisions in the A-1 zoning district to be more consistent with the Rural Lands designation description and development standards. As part of this amendment, consider easing the subdivision requirements such as eliminating the central well requirement or permitting the waiver of the central well requirement, allowing private streets in limited circumstances, making it a streamlined by-right use at certain scales, allowing off-site septic or community drainfields, etc.
  - LU 6.2.3 Consider implementing a subdivision phasing program, where the number of blocks that could be created from a parent parcel within a given time period is limited.
  - LU 6.2.4 Consider adding strong buffer and expanded setback regulations to the A-1 and R-8 districts, particularly if the permitted densities are not lowered in these districts.
  - LU 6.3 To help retain the character of Rural Lands, develop additional zoning and subdivision tools (e.g., scenic easement dedication requirements, increased minimum lot sizes, increased setbacks, and/or overlay districts) to protect and preserve scenic roadways such as Forge Road.

# LU 7 - Develop tools for targeted open space preservation inside the PSA that work in concert with the tools used in the Rural Lands, while acknowledging that the PSA is the County's designated growth area.

- LU 7.1 Align eligibility criteria for applications for open space preservation with state and federal
  eligibility criteria for funding and other County efforts such as green infrastructure and greenway
  master planning, watershed preservation, and recreational planning, and prioritize properties at
  greatest threat of development. Monitor development trends and zoning regulations to periodically
  assess the threat of development and prioritization for properties inside the PSA versus those in
  Rural Lands.
- LU 7.2 Incorporate rural and open space preservation best practices within the new character design guidelines. Develop additional guidelines as necessary for specific resource protections including historic, environmental, or scenic resources.
- LU 7.3 Refine the buffer and setback standards specifically for visual character protection, addressing viewshed protection and maintenance of community character.

#### MEMORANDUM

DATE: May 25, 2021

TO: Board of Supervisors

FROM: Ellen Cook, Principal Planner

Tammy Mayer Rosario, Assistant Director of Community Development

SUBJECT: Engage 2045 Comprehensive Plan Update, Draft Future Land Use Map (FLUM) materials

\_\_\_\_\_

As part of each Comprehensive Plan update process, the County reviews and considers changes to the adopted Land Use Map, as well as revisions to the policies and descriptions expressed within the Land Use section. These are the two most direct way of changing land use policy during the Comprehensive Plan update process. For this update, the County has had the benefit of the scenario planning exercises, which has shown what the impact of growth in the County could be in a "business as usual" model (Scenario A) or the alternative model (Scenario B). The community selected alternative model (Scenario B) as the preferred future outcome for James City County. This scenario planning process has given the County an insight to the effect of land use policy in the long term in terms of impact and future development.

For this Comprehensive Plan update, 27 land use applications have been selected and reviewed. Three of these applications were submitted by property owners in the spring and summer of 2020. Nine were initiated by Planning staff, with the majority of these nine being pursued for establishing consistency between the use of County-owned properties with the Comprehensive Plan. The remaining fifteen applications were initiated by the Planning Commission Working Group (PCWG) over the course of three public meetings in December of 2020 and January of 2021.

Once the PCWG finalized the application list, the County mailed three rounds of notification letters to property owners who would be directly affected by the proposed Land Use change. Each application was transmitted for review by Planning staff, other County agencies, and the Virginia Department of Transportation. As part of its review, Planning staff analyzed multiple factors. These include the history of the properties, their use and zoning, their current Land Use designation, transportation considerations (including the traffic congestion projections provided by the consultant team) and whether or not the proposed Land Use change aligned with the Key Land Use Policy Ideas summarized in the Revised Preferred Scenario Framework produced as a result of the public engagement received during the Comprehensive Plan update process.

Planning staff prepared a master spreadsheet that summarized the application information, referenced the public comments received, and included staff's recommendation of approval or denial. Staff presented this information to the PCWG over the course of two public meetings in March 2021. The PCWG voted on each of these applications over the course of these meetings. All of this summary information is included within the attached staff reports, which contain the same information as the master spreadsheet provided to the PCWG. Attachments referenced within the staff reports can be located at the links listed below.

#### Attachments:

1. Land Use Applications Staff Reports

2. Other Public Correspondence – Updated Since April 27, 2021

## Links:

- 1. Land Use Map Questionnaire Public Comments:
  <a href="https://www.jamescitycountyva.gov/DocumentCenter/View/27058/Attachment-22-Future-Land-Use-Map-Questionnaire-Public-Comments-PDF">https://www.jamescitycountyva.gov/DocumentCenter/View/27058/Attachment-22-Future-Land-Use-Map-Questionnaire-Public-Comments-PDF</a>
- 2. Congestion Maps (prepared by consultants):
  <a href="https://www.jamescitycountyva.gov/DocumentCenter/View/27060/Attachment-24-Land-Use-Applications-Congestion-Maps-PDF">https://www.jamescitycountyva.gov/DocumentCenter/View/27060/Attachment-24-Land-Use-Applications-Congestion-Maps-PDF</a>

#### **SUMMARY FACTS**

Case Number: LU-20-0001

Case Description: Marston Parcels

Source: Property owner-initiated

Property Addresses: 282 Bush Springs Road, 290 Bush Springs

Road, 291 Bush Springs Road, and 308

**Bush Springs Road** 

Tax Map/Parcel Nos.: 2220100036, 2220100034, 2220100090,

and 2220100035

Acreage:  $\pm$  57.11

Property Owner: Marston LLC Health-E Community

Zoning: R-1, Limited Residential

Primary Service Area:

(PSA) Outside

Current Land Use

Designation: Rural Lands

Proposed Land Use

Designation: Low Density Residential/Addition to PSA

PSA Change: Yes

#### PROPOSAL RATIONALE

#### PARCEL BACKGROUND

These parcels are located at the end of Bush Springs Road beyond state maintenance. A similar proposal to this was reviewed in both 1997 and 2003 and was denied each time, with the Board deciding to keep these parcels designated for Rural Lands and outside of the PSA.

#### **AGENCY COMMENTS**

The Virginia Department of Transportation raised no issues regarding this proposal, only noting this property is beyond the end of state maintenance.

James City Service Authority (JCSA) noted the closest part of this site is approximately 4050 linear feet from the JCSA 3-inch force main and the JCSA 8-inch water main at Toano Woods Road and 4900 linear feet from the JCSA 6-inch force and 12-inch water main on Richmond Road. JCSA noted a water and sewer connection could be possible on the condition of an infrastructure capacity analysis and all needed upgrades being provided by the applicant. JCSA also noted the requirement for existing structures along Bush Springs Road to connect to public water and sewer if well and or septic ceases to function for those structures.

The Stormwater and Resource Protection Division (SRP) noted the location of these properties within the Yarmouth Creek watershed and the requirement for this proposal to adhere to the Special Stormwater Criteria, the approved Yarmouth watershed management plan, and

other administrative requirements. Generally, SRP expressed no opposition to PSA expansion, but noted the need for the upgrading of Bush Springs Road due to traffic flows.

The Fire Department, Office of Economic Development, Parks and Recreation Department, and the Neighborhood Development Division raised no comments regarding this proposal.

#### KEY LAND USE POLICY IDEAS ANALYSIS

This proposal aligns with none of the key land use policy ideas.

#### TRANSPORTATION CONSIDERATIONS

Bush Springs Road is not a major roadway and does not have an established corridor vision within the Comprehensive Plan.

#### TRANSPORTATION ROAD NETWORKS

The congestion maps provided by EPR do not address Bush Springs Road.

Per the congestion maps, Richmond Road and the immediate surrounding transportation network is identified as currently having low levels of congestion.

In the Virtual Future Scenario A and the Alternative Future Scenario B maps, the immediate transportation network surrounding this application would continue to operate at a low congestion level, while severe and moderate congestion levels are projected near the Richmond Road/Route 199/Centerville Road interchange.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Denial.

#### RECOMMENDATION RATIONALE

This application is similar to the land use proposal that was submitted in 2003. No substantial changes have occurred in the surrounding community in the time since then, meaning the immediate context for evaluating this application has remained constant. Regarding potential traffic impact, this portion of Bush Springs Road is substandard and would require considerable upgrades to serve a residential development. Furthermore, the conversion of Rural Lands to Low Density Residential contradicts the key land use policy ideas and public input themes received during Engage 2045, which support protecting Rural Lands and directing new growth to infill and redevelopment within the PSA.

# PLANNING COMMISSION WORKING GROUP RECOMMENDATION

The Planning Commission Working Group (PCWG) recommended denial of this proposal by a vote of 6-1 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

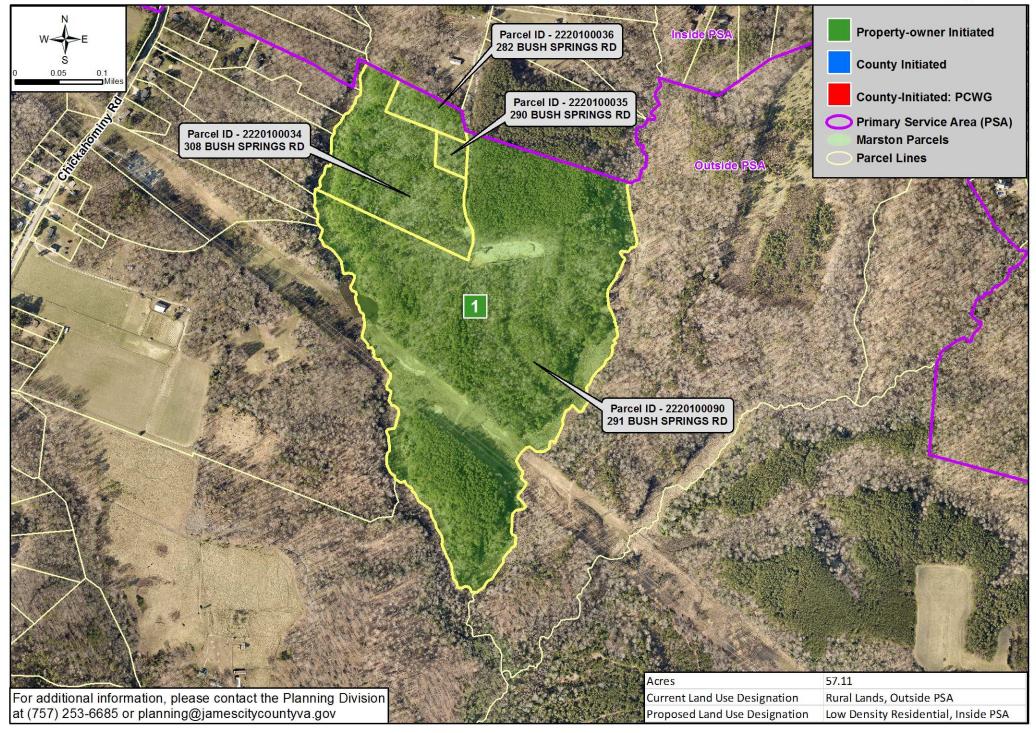
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-1MarstonPrcls

Attachment:

# JCC LU-20-0001: Marston Parcels





# LAND USE-20-0002: Eastern State-New Town Addition Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0002

Case Description: Eastern State-New Town Addition

Source: Property owner-initiated

Property Address: 4601 Ironbound Road

Tax Map/Parcel No.: 3910100152

Acreage:  $\pm 540.65$ 

Property Owner: Commonwealth of Virginia Eastern State

Hospital

Zoning: PL, Public Lands

Primary Service Area:

(PSA) Inside

Current Land Use

Designation: Federal, State, and County Land

Proposed Land Use

Designation: Mixed Use-New Town

PSA Change: No

#### PROPOSAL RATIONALE

See applicant narrative on PermitLink: <a href="https://comdev.jamescitycountyva.gov/EnerGov\_Prod/SelfService/#/plan/62d37899-9ee4-482e-9f29-2e2d2a7207bf?tab=attachments">https://comdev.jamescitycountyva.gov/EnerGov\_Prod/SelfService/#/plan/62d37899-9ee4-482e-9f29-2e2d2a7207bf?tab=attachments</a>

#### PARCEL BACKGROUND

This parcel is located between Route 199 and Depue Road and is located north of the New Town development. The Commonwealth of Virginia has utilized this property as a psychiatric hospital and intends to continue this use in the portion of the parcel not subject to this proposal.

#### **AGENCY COMMENTS**

The Virginia Department of Transportation recommended the County be aware that in the case of Olive Drive and Rollison Drive, a large increase in traffic through narrow residential streets with on-street parking may be problematic.

James City Service Authority (JCSA) noted that upgrades to the existing sewer main will be required if the developer intends to connect to it. If the developer intends to use the private sewer mains outside of the site, the private infrastructure will have to be transferred to JCSA. JCSA raised no issues with extending water mains to serve the site, on the condition that capacity analyses be submitted and required upgrades be provided by the developer.

The Stormwater and Resource Protection Division (SRP) noted the location of these properties within the Powhatan Creek watershed and the requirement for this proposal to adhere to the Special Stormwater Criteria (where appropriate), the approved Powhatan Creek watershed

management plan, and other administrative requirements. SRP also noted the need for Olive Drive and Rollison Drive to be upgraded.

The Fire Department, Office of Economic Development, Parks and Recreation Department, and the Neighborhood Development Division raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 3: Encouraging the majority of new growth as Complete Communities by redesignating land as Mixed Residential/Commercial (e.g., some existing Low Density Residential areas) or Mixed Commercial/Industrial (e.g., the existing Economic Opportunity areas).

Key Land Use Policy Idea No. 4: Directing some new growth as feasible into redevelopment and infill development rather than into vacant rural areas.

Key Land Use Policy Idea No. 6: Directing new commercial growth into Mixed Use areas, as part of Complete Communities by redesignating existing commercial areas and/or revising zoning to encourage mixed use in these areas.

#### TRANSPORTATION CONSIDERATIONS

This parcel is surrounded by Community Character Corridors to the west (Route 199), north (Longhill Road), and east (Depue Road and Ironbound Road). For Longhill Road, Phase 1 of the widening is under way to include bicycle and pedestrian facilities. The proposed access to this property is through the extension of Olive Drive and Discovery Park Boulevard, meaning no additional entrances are proposed on Route 199 or Longhill Road. The conceptual plan for this proposal

shows Community Character buffering adjacent to Route 199, in accordance with County policy.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Longhill Road, Depue Drive, and Ironbound Road) is currently experiencing low levels of congestion, with some congestion already at the Longhill Road and Depue Drive intersection.

In the Virtual Future Scenario A map, some congestion is expected to continue at the Longhill Road and Depue Drive intersection.

In the Alternative Future Scenario B map, there is less congestion at some of the Route 199 and Monticello Avenue ramps. The immediate surrounding roads continue to operate with low levels of congestion.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

Proposed Revised Draft Language for Mixed Use New Town: "New development or redevelopment in this area, including any portion of the Eastern State Hospital property to be brought into the New Town development, should follow consistent design guidelines and strive to integrate uses." Please see the Land Use Designation Descriptions and Development Standards for the full description of the New Town Mixed Use designation.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of the public input provided during the Engage 2045 process. Specifically, this proposal supports the redevelopment/infill development of an existing site within the PSA by the redesignation of land to Mixed Use, which also supports future growth in the form of the Complete Communities concept. The projected traffic congestion for this area is not expected to be severe, nor are the transportation linkages required for the development expected to hinder the County's Corridor vision for Longhill Road and Route 199. Finally, the proposed Land Use designation description language contains development standards and clear expectations regarding design that will guide any future legislative applications to ensure the preservation of the established community character of the area.

# PLANNING COMMISSION WORKING GROUP RECOMMENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 6-1 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-2Estate-NTwnAdd

#### Attachment:

# JCC LU-20-0002: Eastern State - New Town Addition





# LAND USE-20-0003: Eastern State-New Town Addition Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0003

Case Description: Eastern State-New Town Addition

Source: Property owner-initiated

Property Address: 4601 Ironbound Road

Tax Map/Parcel No.: 3910100152

Acreage:  $\pm 540.65$ 

Property Owner: Commonwealth of Virginia Eastern State

Hospital

Zoning: PL, Public Lands

Primary Service Area:

(PSA) Inside

Current Land Use

Designation: Federal, State, and County Land

Proposed Land Use

Designation: Mixed Use-Eastern State (new)

PSA Change: No

#### PROPOSAL RATIONALE

See applicant narrative on PermitLink: <a href="https://comdev.jamescitycountyva.gov/EnerGov\_Prod/SelfService/#/plan/380a9a62-4555-4798-a087-85253a9ad25c">https://comdev.jamescitycountyva.gov/EnerGov\_Prod/SelfService/#/plan/380a9a62-4555-4798-a087-85253a9ad25c</a>

#### PARCEL BACKGROUND

This parcel is located between Route 199 and Depue Road and is located north of the New Town development. The Commonwealth of Virginia has utilized this property as a psychiatric hospital and intends to continue this use in the portion of the parcel not subject to this proposal.

#### **AGENCY COMMENTS**

The Virginia Department of Transportation (VDOT) noted that a mixed use development on this property will have significant impact on Depue Drive and Ironbound Road and surrounding intersection. VDOT recommended a traffic study be conducted for this proposal prior to development.

James City Service Authority (JCSA) noted that if the developer intends to use the private water or sewer mains outside of the site, the private infrastructure will have to be transferred to JCSA after completion of a capacity analysis and required upgrades. JCSA raised no issues with portions of the site connecting to water mains to serve the site, on the condition that capacity analyses be submitted and required upgrades be provided by the developer.

The Stormwater and Resource Protection Division noted the location of these properties within the Powhatan Creek watershed and the requirement for this proposal to adhere to the Special Stormwater Criteria (where appropriate), the approved Powhatan Creek watershed management plan, and other administrative requirements.

The Fire Department, Office of Economic Development, Parks and Recreation Department, and the Neighborhood Development Division raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 3: Encouraging the majority of new growth as Complete Communities by redesignating land as Mixed Residential/Commercial (e.g., some existing Low Density Residential areas) or Mixed Commercial/Industrial (e.g., the existing Economic Opportunity areas)

Key Land Use Policy Idea No. 4: Directing some new growth as feasible into redevelopment and infill development rather than into vacant rural areas.

Key Land Use Policy Idea No. 6: Directing new commercial growth into Mixed Use areas, as part of Complete Communities by redesignating existing commercial areas and/or revising zoning to encourage mixed use in these areas.

#### TRANSPORTATION CONSIDERATIONS

This parcel is surrounded by Community Character Corridors to the west (Route 199), north (Longhill Road), and east (Depue Road, and Ironbound Road.) For Longhill Road, Phase 1 of the widening is under way to include bicycle and pedestrian facilities. The conceptual master plan for this proposal shows the site layout utilizing Ashbury Lane and Galt Lane to reach these corridors. Per VDOT's recommendation, a traffic study prior to development would be helpful in assessing the

required improvements for these roads and the potential impact on other roadways.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Longhill Road, Depue Drive, and Ironbound Road) is currently experiencing low levels of congestion, with some congestion already at the Longhill Road and Depue Drive intersection.

In the Virtual Future Scenario A map, some congestion is expected to continue at the Longhill Road and Depue Drive intersection.

In the Alternative Future Scenario B map, there is less congestion at some of the Route 199 and Monticello Avenue ramps. The immediate surrounding roads continue to operate with low levels of congestion.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

Proposed Draft Language: The portion of this site designated for this use is to be developed as a master planned community that harmoniously blends the Eastern State Hospital campus with the adjacent New Town community. This community should employ careful site orientation, landscaping and buffering, and transportation network connectivity to connect these areas, while also allowing for proper land use separation where appropriate. Natural ravines, topography, Resource Protection Area features and wooded areas are to provide enveloped buffering of the site and be protected from disturbance. Controlled ingress/egress points will direct traffic to intersections with suitable capacity and traffic calming infrastructure.

The master planned community is to be centered on passive and active open spaces and associated amenities. These open spaces are to be interconnected via pedestrian, bicycling, and vehicular travel networks, and are to serve as the central and perimeter congregational and buffer areas for the development. This development is to be clustered and strategically situated adjacent to natural conservation areas and topographic features.

This community is to be integrated into the existing transportation networks. Sidewalks, bike paths, and vehicular connections are to be designed to facilitate community residents' enjoyment of parks and amenities internal to the development, but to permit residents to walk, bike, or drive to nearby schools, recreational areas, restaurants, and shops.

In combination with the Eastern State Hospital complex and employment center, this community is to provide a mixed use area consisting of residential, institutional, medical, office, and civic uses. Each of these uses are to be appropriately interconnected to blend and support one another. The residential development will provide housing opportunities for the adjacent employment centers and will be located in close proximity to the civic uses, allowing convenient pedestrian mobility.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of the public input provided during the Engage 2045 process. Specifically, this proposal supports the redevelopment/infill development of an existing site within the PSA by the redesignation of land to Mixed Use, which also supports future growth being in the form of the Complete Communities concept. The

projected traffic congestion for this area is not expected to be severe, nor are the transportation linkages required for the development expected to hinder the County's Corridor vision for Longhill Road and Route 199. Finally, the proposed Land Use designation description language contains development standards and clear expectations regarding design that will guide any future legislative applications to ensure the preservation of the established community character of the area.

## PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 5-2 at its March 22, 2021 meeting.

### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-3EastStateNTAdd

Attachment:

# JCC LU-20-0003: Eastern State - Mixed Use Community





## LAND USE-20-0004: 7341 Richmond Road Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0004

Case Description: 7341 Richmond Road

Source: County Initiated

Property Address: 7341 Richmond Road

Tax Map/Parcel No.: 2320100034

Acreage:  $\pm 0.33$ 

Property Owner: Gilette, Anthony P. and Leslie, Christina

Zoning: R-2, General Residential

Primary Service Area:

(PSA) Inside

Current Land Use

Designation: Federal, State, and County Land

Proposed Land Use

Designation: Low Density Residential

PSA Change: No

#### PROPOSAL RATIONALE

The school (Norge Elementary School) has no intention of purchasing this property and the current use is residential.

#### PARCEL BACKGROUND

The parcel is located between Norge Elementary and Richmond Road. The property has been historically used as a residential dwelling. The Williamsburg-James City County Schools (WJCC) has no intentions to acquire this property for school use.

#### **AGENCY COMMENTS**

The Virginia Department of Transportation, James City Service Authority, Fire Department, Office of Economic Development, Stormwater Resource Protection Division, Parks and Recreation Department, and the Neighborhood Development Division raised no comments regarding this proposal.

## **KEY LAND USE POLICY IDEAS ANALYSIS**

This parcel is adjacent to Richmond Road which is designated as an Urban/Suburban Community Character Corridor.

#### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Richmond Road which is designated as an Urban/Suburban Community Character Corridor.

#### TRANSPORTATION ROAD NETWORKS

Per the congestion maps, Richmond Road is identified as having a low level of congestion.

In both Scenario A and Scenario B, Richmond Road is projected to have a low level of congestion.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This property has been historically used as a single-family residence. It is not intended to be developed for public use (school or otherwise). Staff finds that changing this designation from Federal, State, and County Land to Low Density Residential would provide consistency between the proposed use of the property and the County's vision for this area.

## PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 7-0 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

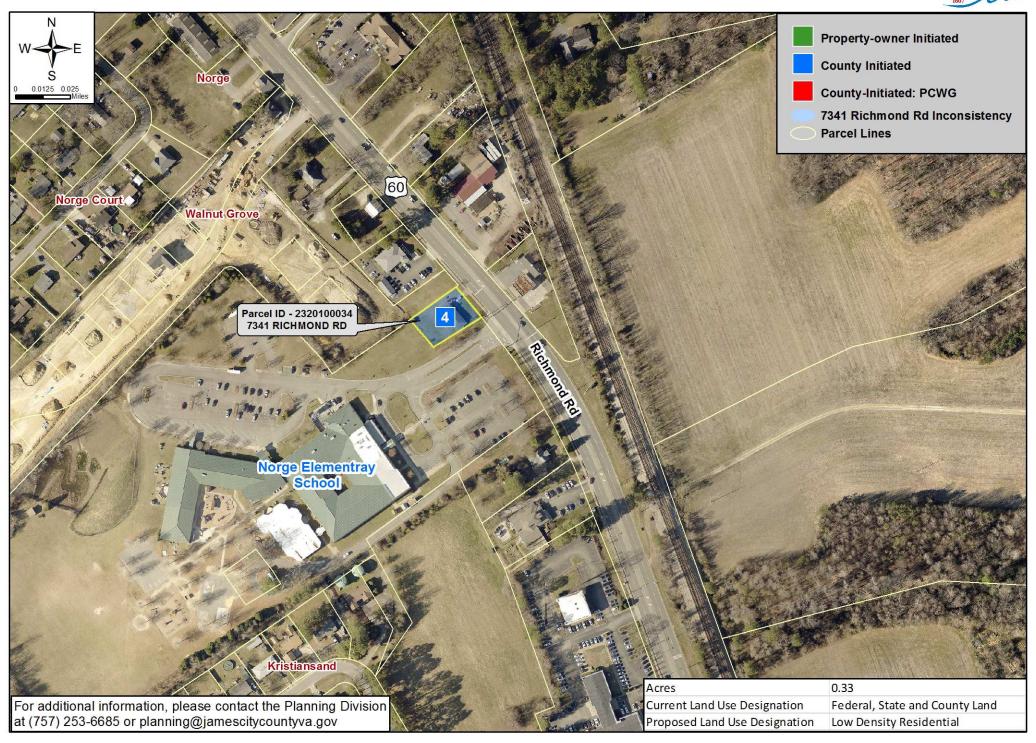
TW/md

LU20-4-7341RichmdRd

#### Attachment:

# JCC LU-20-0004: 7341 Richmond Road Inconsistency





## LAND USE-20-0005: Stonehouse Tract Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### **SUMMARY FACTS**

Case Number: LU-20-0005

Case Description: Stonehouse Tract

Source: County Initiated

Property Address: 9800 Six Mt. Zion Road

Tax Map/Parcel No.: 0630100005

Acreage:  $\pm 2702$  portion of 3,031 total parcel acreage

Property Owner: SCP-JTL Stonehouse Owner 2 LLC

Zoning: A-1, General Agricultural

Primary Service Area:

(PSA) Inside

Current Land Use

Designation: Low Density Residential/Within PSA

Proposed Land Use

Designation: Rural Lands/Outside PSA

PSA Change: Yes

#### PROPOSAL RATIONALE

Due to changes in the Stonehouse Master Plan, this property is planned for rural preservation (with a small number of lots permitted on this parcel) instead of residential development. A conservation easement is guaranteed for this parcel as part of the Stonehouse Master Plan.

#### PARCEL BACKGROUND

This parcel is located in the northern part of the County and is included as part of the Stonehouse Master Plan. In 2019, the Board of Supervisors approved a rezoning application, proffer amendment, and master plan amendment that significantly reduced the number of residential units permitted for this parcel and instituted a conservation easement to ensure perpetual conservation of the parcel. This proposal also included a central well waiver for these future lots, allowing development using individual private well and septic without public water and sewer.

#### **AGENCY COMMENTS**

James City Service Authority noted this change is acceptable.

The Stormwater and Resource Protection Division noted that this property is located within the Ware Creek watershed and is subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 1: Limiting new residential development in Rural Lands through potential changes in utility or regulatory standards or public investments for land protection.

Key Land Use Policy Idea No. 2: Potential reductions in the PSA to maintain the rural character of some currently undeveloped areas.

#### TRANSPORTATION CONSIDERATIONS

This proposal is adjacent to Ware Creek Road and Sycamore Landing Road, neither of which are Community Character Corridors.

## TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Croaker Road, Riverview Road, and Interstate 64) is currently experiencing low levels of congestion.

Both Scenario A and Scenario B show Croaker Road and Riverview Road remaining at a low congestion level. Interstate 64 is expected to have some increased congestion in both the Scenario A and Scenario B.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This proposal aligns with the key land use policy ideas recommended as a result of the public input. Specifically, this proposal provides for limiting new development in Rural Lands by revising the boundaries of the PSA, while also removing undeveloped land from the PSA. The projected traffic congestion for this area is not expected to be impacted by this Land Use change. Finally, the proposed Land Use designation matches the proposed use of this property on the binding master plan and proffers put forward for the Stonehouse development.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 8-0 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

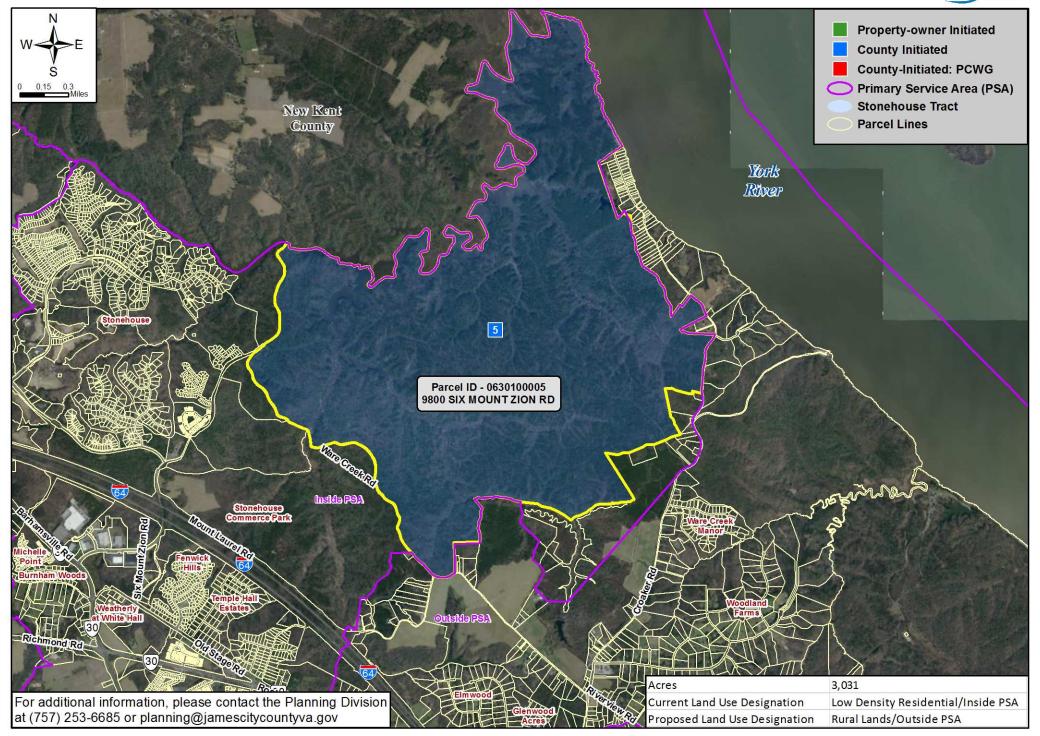
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-5Stnhse-RichRd

Attachment:

# JCC LU-20-0005: Stonehouse Tract





#### **SUMMARY FACTS**

Case Number: LU-20-0006

Case Description: Primary Service Area Adjustment

Source: County Initiated

Property Addresses: Please refer to Location Map (Attachment

No. 1)

Tax Map/Parcel Nos.: 1410100013, 0740100007, 0740100006,

0740100008, 0740100009, 0740100010, 0740100011D, 0740100011E, 0740100011F, 0740100012, 0740100011B, 0740100011A, 0740100013, 1410100013A, 1410100046,

1410100004, 1410100008, 1410100007,

and 1320100015A

Acreage:  $\pm 300$ 

Property Owners: York River Estates, Lc Attn: Fred T. Shaia,

Scruggs, Michael W. and Mary M., Jones, Matthew Edward and Lyndia Beth, Carter, William Z. and Hazel Carter Pierce, Piggott, Sherman Eugene, Lucas, Garland W. Jr. and Barbara G., Joyner, Cole E. and Megan J., Parsons, Howard and Nancy, Coulter, Lera Cunningham, Herman, Leslie A., Ewing, Yvonne R., Kinney, Jonathan C. Trustee, James City County, Kinney, Jonathan C. Trustee, Piggott, Arthur Est

and Oliver Piggott, Stephenson, Alphonso, Wenger Farms, LLC, James, Antonio O.

Zoning: A-1, General Agricultural

Primary Service Area:

(PSA) Yes (all or partial depending on property)

Current Land Use

Designation: Rural Lands and Low Density Residential

Proposed Land Use

Designation: Rural Lands/Outside PSA

PSA Change: Yes

#### PROPOSAL RATIONALE

If the PSA is revised for the Stonehouse parcel, it is logical to continue the revision for PSA continuity.

#### PARCEL BACKGROUND

These parcels are located in the northern part of the County and are adjacent to the master-planned Stonehouse development. These parcels consist of properties that have been historically used for agricultural and forestal use or as scattered, rural residential development.

#### AGENCY COMMENTS

James City Service Authority noted this change is acceptable.

The Stormwater Resource Protection Division noted that this property is located within the Ware Creek watershed and is subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 1: Limiting new residential development in Rural Lands through potential changes in utility or regulatory standards or public investments for land protection.

Key Land Use Policy Idea No. 2: Potential reductions in the PSA to maintain the rural character of some currently undeveloped areas

### TRANSPORTATION CONSIDERATIONS

These parcels are adjacent to Croaker Road. This portion of Croaker Road is not identified as a Community Character Corridor.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Croaker Road, Riverview Road, and Interstate 64) is currently experiencing low levels of congestion.

Both Scenario A and Scenario B show Croaker Road and Riverview Road remaining at a low congestion level. Interstate 64 is expected to have some increased congestion in both the Scenario A and Scenario B.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This proposal aligns with the key land use policy ideas recommended as a result of the public input. Specifically, this proposal provides for limiting new development in Rural Lands by revising the boundaries of the PSA, while also removing undeveloped land from the PSA. The projected traffic congestion for this area is not expected to be severe. Furthermore, changing the designation from Low Density Residential to Rural Lands is expected to potentially lessen the future impact on transportation networks.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 7-1 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

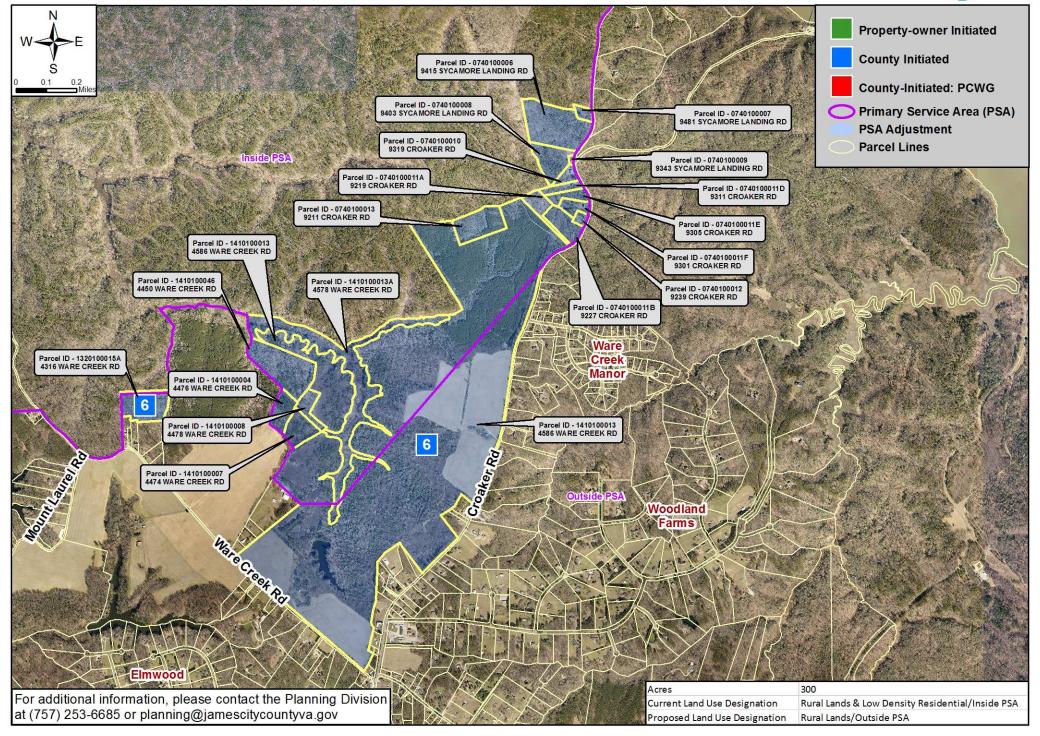
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-6PSA-Adjmt

Attachment:

# JCC LU-20-0006: PSA Adjustment





#### SUMMARY FACTS

Case Number: LU-20-0007

Case Description: Mainland Farm

Source: County Initiated

Property Address: 2881 Greensprings Road

Tax Map/Parcel No.: 4610100012

Acreage:  $\pm 214.05$ 

Property Owner: James City County

Zoning: PL, Public Lands

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Community Character Conservation, Open

Designation: Space or Recreation

PSA Change: No

#### PROPOSAL RATIONALE

This property is a historic working farm that is owned by the County.

#### PARCEL BACKGROUND

This parcel is located adjacent to Greensprings Road, near the James City County Marina and Jamestown Island. This parcel is a historic working farm that has been farmed continuously since 1609 and is currently owned by the County with a conservation easement on it.

#### **AGENCY COMMENTS**

The Fire Department, James City Service Authority, Office of Economic Development, Parks and Recreation Department, Stormwater Resource Protection Division, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None (Proposed for County Consistency).

#### TRANSPORTATION CONSIDERATIONS

Greensprings Road is designated as an Open/Agricultural Community Character Corridor, with the Greensprings Interpretive Trail traversing this property.

### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Greensprings Road, John Tyler Highway, and Jamestown Road) is currently experiencing low levels of congestion.

In both Scenario A and Scenario B, the immediate surrounding transportation network will remain at low congestion levels, with some slight increase on John Tyler Highway.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

See revised language for Community Character Conservation, Open Space or Recreation.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This property has been historically used as a working farm dating back to 1609. It is not intended to be developed for residential use, but is to be preserved as a working farm and to allow for some recreational use via the Greensprings Interpretive Trail. Staff finds that changing this designation from Low Density Residential to Community Character Conservation, Open Space or Recreation would provide consistency between the historic and proposed use of the property and the County's vision for this area.

## PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 8-0 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

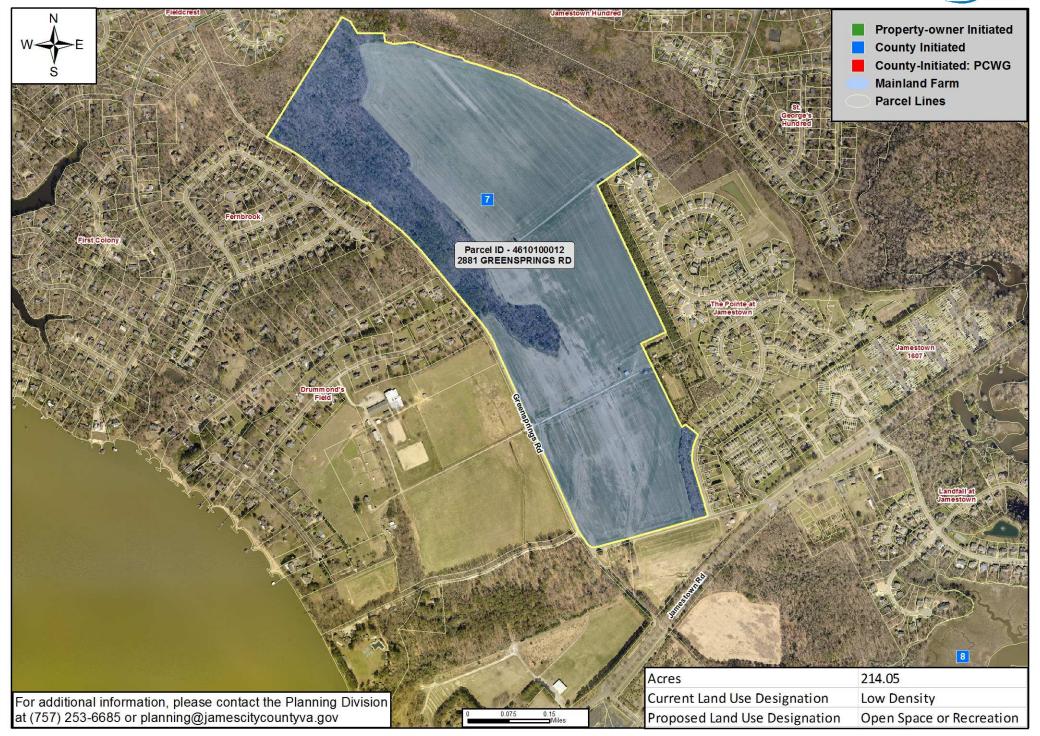
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-7MainldFm

Attachment:

# JCC LU-20-0007: Mainland Farm





#### SUMMARY FACTS

Case Number: LU-20-0008

Case Description: Powhatan Creek Wetlands

Source: County Initiated

Property Addresses: 2000 A Jamestown Road, 2000 B

Jamestown Road, and 4380 A Landfall

Drive

Tax Map/Parcel Nos.: 4640100013, 4640100014, and

4640100015

Acreage:  $\pm 64$ 

Property Owner: James City County

Zoning: B-1, General Business

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use Community Character Conservation, Open

Designation: Space or Recreation

PSA Change: No

#### PROPOSAL RATIONALE

Parcels are environmentally constrained and not suitable for development.

#### PARCEL BACKGROUND

These parcels are located adjacent to the James City County Marina and consists of wetlands. Development of this property is deemed unfeasible due to its environmental constraints and the terms of the conservation easement.

#### **AGENCY COMMENTS**

The Fire Department, James City Service Authority, Office of Economic Development, Parks and Recreation Department, Stormwater and Resource Protection Division, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None (Proposed for County Consistency).

#### TRANSPORTATION CONSIDERATIONS

This parcel does not abut the transportation network.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Greensprings Road and Jamestown Road) is currently experiencing low levels of congestion.

In both Scenario A and Scenario B, the immediate surrounding transportation network will remain at low congestion levels.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

See revised language for Community Character Conservation, Open Space or Recreation.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This property consists of wetlands and cannot be developed for residential use. Staff finds that changing this designation from Low Density Residential to Community Character Conservation, Open Space or Recreation would provide consistency between the proposed use of the property as an environmental feature near the marina.

# PLANNING COMMISSION WORKING GROUP RECOMMENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 8-0 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

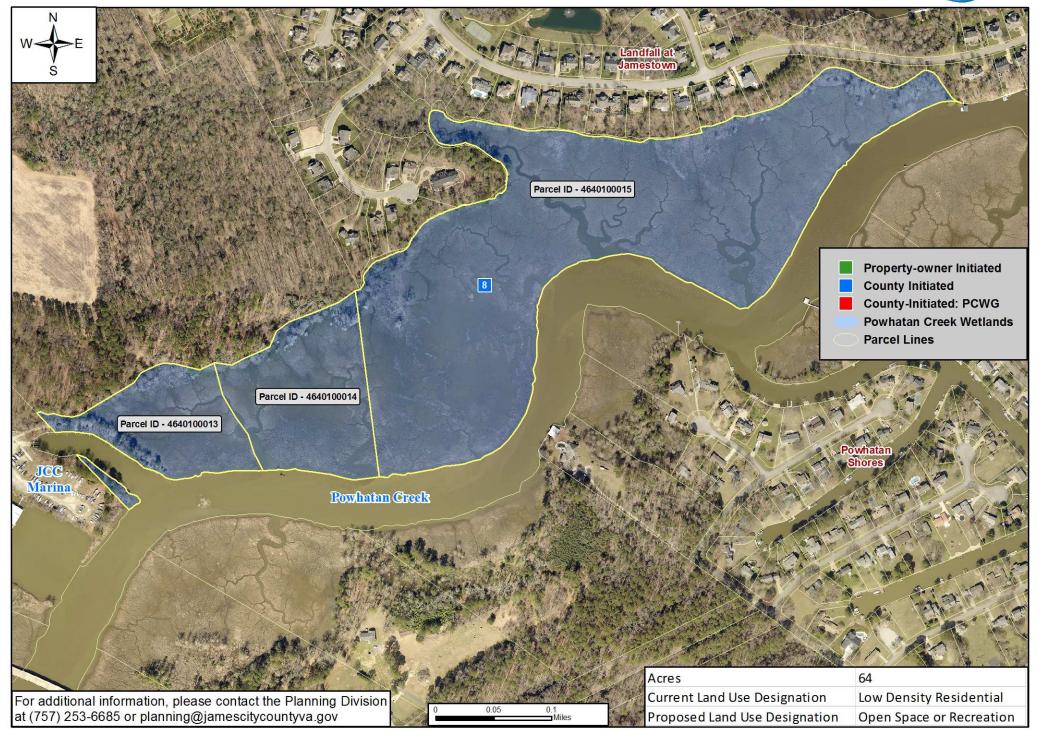
TW/md

LU20-8PowhatCrkWtlds

#### Attachment:

# JCC LU-20-0008: Powhatan Creek Wetlands





# LAND USE-20-0009: James City Service Authority Tewning Road Office and Convenience Center Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### **SUMMARY FACTS**

Case Number: LU-20-0009

Case Description: James City Service Authority (JCSA)

Tewning Road Office and Convenience

Center

Source: County Initiated

Property Address: 105 Tewning Road

Tax Map/Parcel No.: 3910100003

Acreage:  $\pm 19.62$ 

Property Owner: James City Service Authority

Zoning: M-1, Limited Business/Industrial, Public

Land

Primary Service Area:

(PSA) Yes

Current Land Use Mixed Use New Town, Federal, State and

Designation: County

Proposed Land Use

Designation: Federal, State, and County Land

PSA Change: No

#### PROPOSAL RATIONALE

Property is owned by JCSA and utilized for public services.

#### PARCEL BACKGROUND

This parcel is located off of Tewning Road, adjacent to the New Town development and the Eastern State parcel. This parcel is currently used as the JCSA office and convenience center and is not intended to be connected to the New Town development.

#### **AGENCY COMMENTS**

The Fire Department, JCSA, Office of Economic Development, Parks and Recreation Department, Stormwater and Resource Protection Division, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None (Proposed for County Consistency).

#### TRANSPORTATION CONSIDERATIONS

This parcel abuts Tewning Road, which is not designated as a Community Character Corridor within the County. This portion of Tewning Road is included in the Community Character Area for New Town.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Longhill Road, Depue Drive, and

# LAND USE-20-0009: James City Service Authority Tewning Road Office and Convenience Center Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

Ironbound Road) is currently experiencing low levels of congestion, with some congestion already at the Longhill Road and Depue Drive intersection.

In the Virtual Future Scenario A map, some congestion is expected to continue at the Longhill Road and Depue Drive intersection.

In the Alternative Future Scenario B map, there is less congestion at some of the Route 199 and Monticello Avenue ramps. The immediate surrounding roads continue to operate with low levels of congestion.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This property is planned to be continued for use by JCSA and is not expected to be privately developed for mixed use. Staff finds that changing this designation would provide consistency between the continued use of the property by JCSA.

# PLANNING COMMISSION WORKING GROUP RECOMMENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 8-0 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

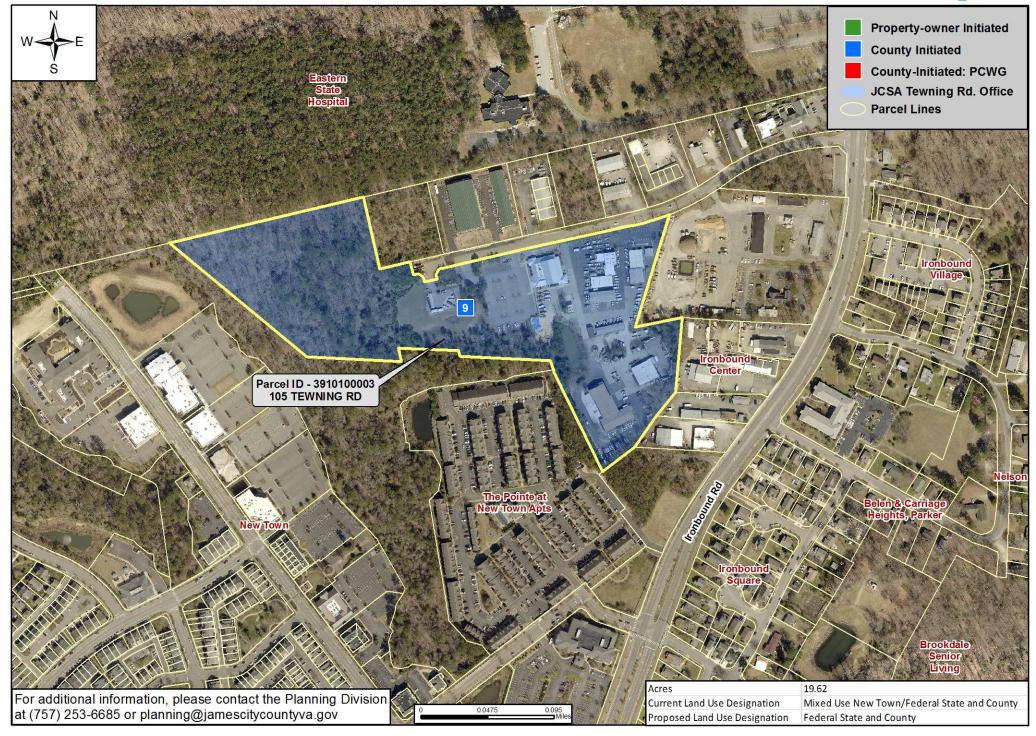
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-9JCSATwngRdOff-ConvCtr

#### Attachment:

# JCC LU-20-0009: JCSA Tewning Rd. Office & Convenience Center





## LAND USE-20-0010: Brickyard Parcels Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0010

Case Description: Brickyard Parcels

Source: County Initiated

Property Addresses: 990 and 1006 Brickyard Road

Tax Map/Parcel Nos.: 1920100018A and 1920100018

Acreage:  $\pm 119.33$ 

Property Owner: James City County

Zoning: A-1, General Agricultural, PL, Public

Lands

Primary Service Area:

(PSA) No

Current Land Use

Designation: Rural Lands

Proposed Land Use

Community Character Conservation, Open

Designation: Space or Recreation

PSA Change: No

#### PROPOSAL RATIONALE

The County intends to utilize these parcels for a potential passive park.

#### PARCEL BACKGROUND

These parcels are located at the end of Brickyard Landing Road and front on the Chickahominy River. Currently there is a public boat ramp located here. The County purchased the larger property in 2020 for the purpose of establishing a passive park.

#### **AGENCY COMMENTS**

The Fire Department, James City Service Authority, Office of Economic Development, Parks and Recreation Department, Stormwater Resource Protection, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None (Proposed for County Consistency).

#### TRANSPORTATION CONSIDERATIONS

This parcel abuts Brickyard Road, which is not designated as a Community Character Corridor within the County.

### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Brickyard Road and Forge Road) is currently experiencing low levels of congestion. In both Scenario A and Scenario B, the immediate surrounding transportation network will increase in congestion, with the intersection of Brickyard Road and Forge Road being at a moderate level.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

See revised language for Community Character Conservation, Open Space or Recreation.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This property is planned to be utilized as a passive park by the County and subsequently is not planned to be developed for residential use. Staff finds that changing this designation would provide consistency between the Comprehensive Plan and the planned use for this County property.

## PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 8-0 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

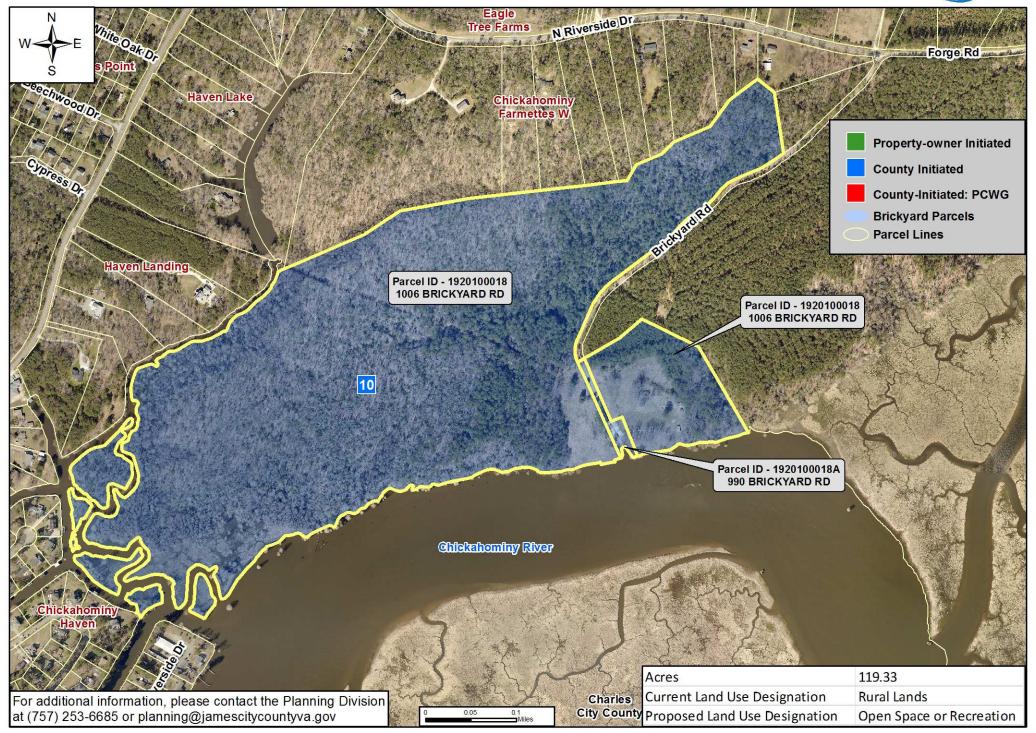
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-10BrkydParcels

#### Attachment:

# JCC LU-20-0010: Brickyard Parcels





# LAND USE-20-0011: Winston Terrace Stream Restoration Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### **SUMMARY FACTS**

Case Number: LU-20-0011

Case Description: Winston Terrace Stream Restoration

Source: County Initiated

Property Address: 1305 Jamestown Road

Tax Map/Parcel No.: 4810100004A

Acreage:  $\pm 2.41$ 

Property Owner: James City County

Zoning: B-1, General Business

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Community Commercial

Proposed Land Use

Designation: Low Density Residential

PSA Change: No

#### PROPOSAL RATIONALE

Less intense development (no development) is preferable for this site due to environmental constraints.

#### PARCEL BACKGROUND

This parcel is located between the Colony Square Shopping Center and the Winston Terrace subdivision. This parcel was purchased by the County in the mid-2010s in order to restore the stream and environmental features on site. Specifically, the intent of this ongoing project is to stabilize outfalls and stream banks to reduce erosion caused by uncontrolled runoff from the upper east branch of the Mill Creek Watershed. This project will provide stabilization to the eroding streams in Mill Creek and protect adjacent utilities and properties from undermining due to erosion.

#### AGENCY COMMENTS

The Fire Department, James City Service Authority, Office of Economic Development, Parks and Recreation Department, Stormwater and Resource Protection Division, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None (Proposed for County Consistency).

#### TRANSPORTATION CONSIDERATIONS

This parcel is not immediately adjacent to a transportation network, given its location behind the shopping center.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the intersection of Route 199 and Jamestown Road is currently shown as having mostly low levels of congestion.

In both Scenario A and Scenario B, the immediate surrounding transportation network will increase in congestion, though Scenario B is expected to have lower levels of congestion on Jamestown Road.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

### STAFF RECOMMENDATION

Approval.

### RECOMMENDATION RATIONALE

This property consists of a stream in the process of being restored by the County and is not planned to be developed for residential or non-residential use. Staff finds that changing this designation from Community Commercial to Low Density Residential is an appropriate step. Although Low Density Residential is not necessarily a likely use for this parcel, it is a less intense proposed use, is in keeping with other small, neighborhood-scale open spaces, and is thus more appropriate.

# PLANNING COMMISSION WORKING GROUP RECOMMENDATION

The Planning Commission Working Group (PCWG) recommended to change the land use designation to Community Character Conservation, Open Space or Recreation instead of Low Density

Residential and recommended approval of this proposal by a vote of 7-1 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

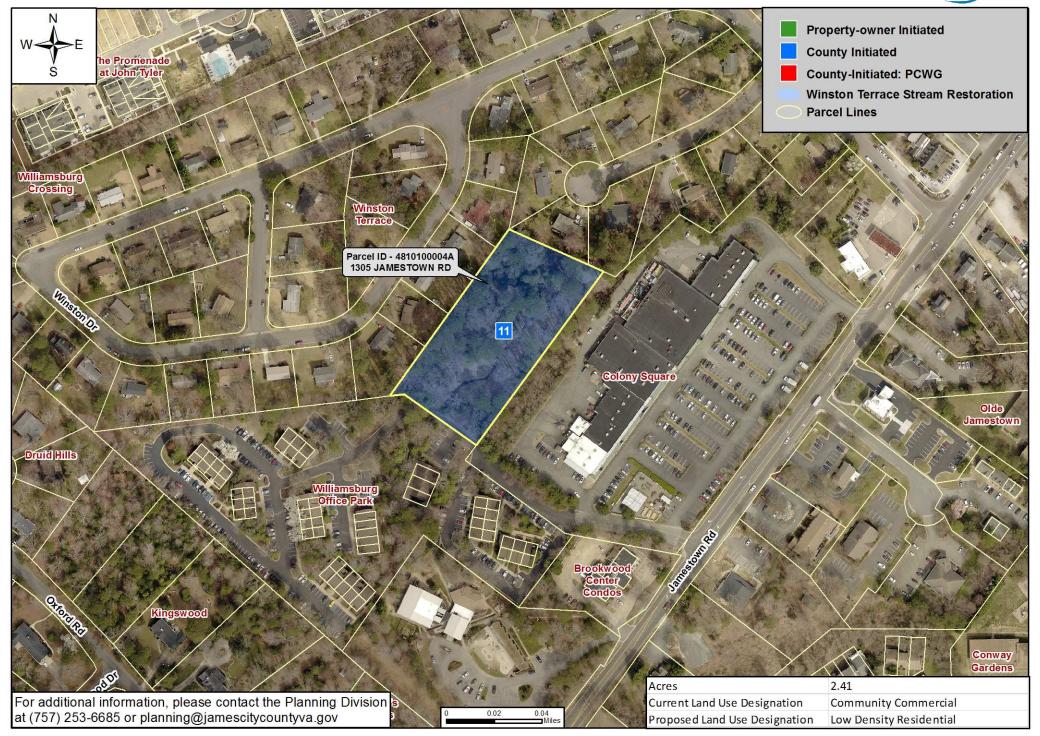
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-11WinstTerrStrmRestor

#### Attachment:

# JCC LU-20-0011: Winston Terrace Stream Restoration





#### LAND USE-20-0012: Grove Convenience Center Site Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0012

Case Description: Grove Convenience Center Site

Source: County Initiated

Property Address: 8451 Pocahontas Trail

Tax Map/Parcel No.: 5230100113

Acreage:  $\pm 2.03$ 

Property Owner: James City County

Zoning: M-1, Limited Business/Industrial

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Limited Industry

Proposed Land Use

Designation: Federal, State, and County Land

PSA Change: No

#### PROPOSAL RATIONALE

County purchased this property for a Grove Convenience Center.

#### PARCEL BACKGROUND

This parcel is located adjacent to Pocahontas Trail and abuts the Grove Fire Station. This parcel was purchased by the County in 2020 for the purpose of establishing a convenience center there in the future.

#### **AGENCY COMMENTS**

The Fire Department, James City Service Authority, Office of Economic Development, Parks and Recreation Department, Stormwater Resource Protection Division, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### KEY LAND USE POLICY IDEAS ANALYSIS

None (Proposed for County Consistency).

#### TRANSPORTATION CONSIDERATIONS

Pocahontas Trail is an Urban/Suburban Community Character Corridor. The vision for the Pocahontas Trail Corridor study should be pursued, which includes bicycle and pedestrian facilities, added lighting and landscaping, a center turn lane and bus pull-offs.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, this segment of Pocahontas Trail is identified as currently having moderate

congestion, while Interstate 64 is currently having moderate to severe congestion.

Both Scenario A and Scenario B show a decrease in congestion from moderate to low on Pocahontas Trail, while Interstate 64 will continue to experience moderate to severe congestion.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval.

#### **Recommendation Rationale**

This property is planned to be utilized as a convenience center by the County and subsequently is not planned to be developed for private, industrial use. Staff finds that changing this designation would provide consistency between the Comprehensive Plan and the planned use for this County property.

### PLANNING COMMISSION WORKING GROUP RECOMMENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal by a vote of 8-0 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

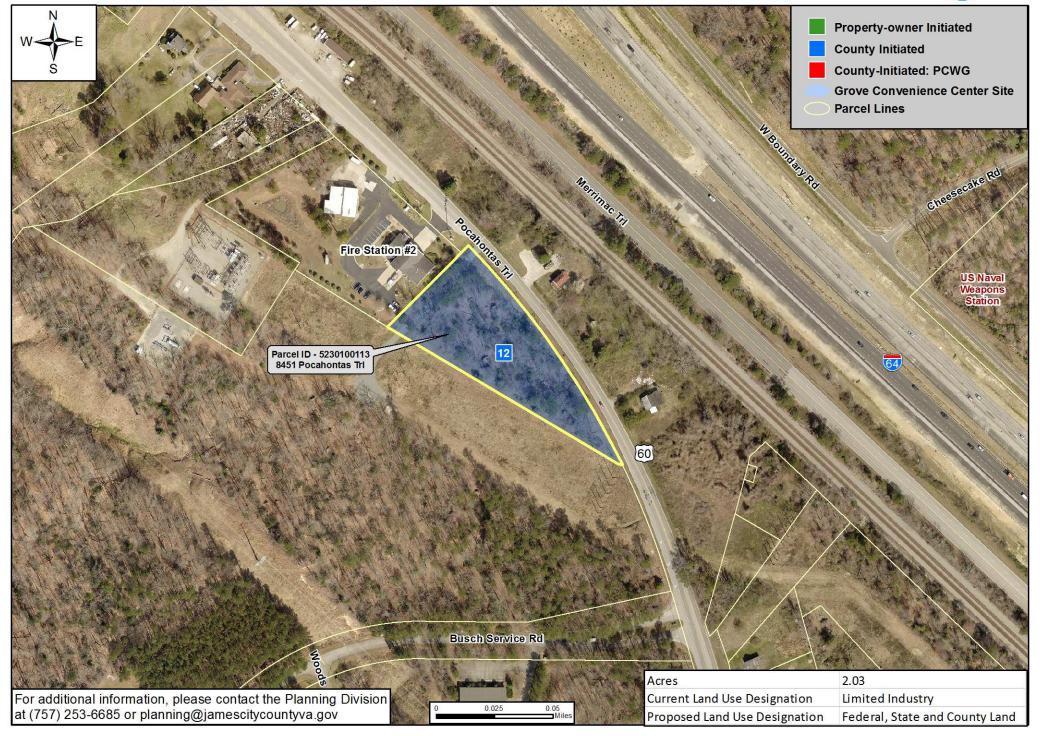
TW/md LU20-12GroveConvCtr

#### Attachment:

1. Location Map

### JCC LU-20-0012: Grove Convenience Center Site





# LAND USE-20-0013: Parcel(s) between Oakland Farms and Richmond Road Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0013

Case Description: Parcel(s) between Oakland Farms and

Richmond Road

Source: Planning Commission Working Group

Initiated

Property Address: 7607 Richmond Road

Tax Map/Parcel No.: 2310100001

Acreage:  $\pm 95.02$ 

Property Owner: Broughton LLC

Zoning: A-1, General Agricultural

Primary Service Area:

(PSA) Yes

Current Land Use Low Density Residential/Moderate

Designation Density Residential

Proposed Land Use

Designation: Low Density Residential

PSA Change: No

#### PROPOSAL RATIONALE

See Attached Proposal Rationale for Case Nos. LU 20-0013, 20-0014, and 20-0015.

#### PARCEL BACKGROUND

This parcel is located adjacent to Richmond Road between Toano Woods and the Village at Candle Station. This parcel is adjacent to the Oakland Pointe rezoning, which was approved in 2018 to allow for 119 units on the adjacent parcel and is designated for Moderate Density Residential. A small portion of this parcel was rezoned to allow for access, though that access is not affected by this proposed land use change.

#### **AGENCY COMMENTS**

James City Service Authority (JCSA) noted there is a JCSA water main and sewer force main located along the south side of Richmond Road. Due to limited capacity at Lift Station 6-6, redirection of the flow of the force main to Lift Station 6-8 has been discussed. Wastewater conveyance options will need to be reviewed and approved by JCSA.

The Stormwater and Resource Protection Division noted that this parcel is situated in the Yarmouth Creek watershed of the County and is subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Neighborhood Development Divisions, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None.

#### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Richmond Road, which is designated as an Urban/Suburban Community Character Corridor. Multi-use paths are recommended to separate pedestrians from traffic flow. For the Norge area, sidewalks, enhanced landscaping, and on-street parking should be encouraged to preserve a small village feel. Croaker Road, which intersects with Richmond Road nearby, is expected to be widened by 2025, a proposal that includes a multi-use trail. As part of the Oakland Pointe rezoning, an easement was approved guaranteeing median improvements for Richmond Road, among other improvements.

#### TRANSPORTATION ROAD NETWORKS

Per the congestion maps, the immediate surrounding transportation network (Richmond Road and Croaker Road) is identified as currently having low levels of congestion.

In the Scenario A and the Scenario B maps, the immediate transportation network surrounding this application would continue to operate at a low congestion level, while severe and moderate congestion levels are projected near the Richmond Road/Route 199/Centerville Road interchange.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Denial.

#### RECOMMENDATION RATIONALE

Historically, this property has been designated for residential use. The Residential Capacity Analysis updated for the Comprehensive Plan shows there to be 11,486 units of development potential remaining within the existing PSA. This proposal would decrease this capacity. Traffic impact wise, this portion of Richmond Road is experiencing low congestion and is expected to have a similar level of congestion in 2045. Furthermore, the re-designation of a portion of this parcel from Moderate Density Residential to Low Density Residential does not align with the key land use policy ideas recommended as a result of public input received during Engage 2045, which supports directing growth within the PSA and increasing residential density in certain appropriate locations.

#### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal to change the land use designation to Low Density Residential by a vote of 6-2 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

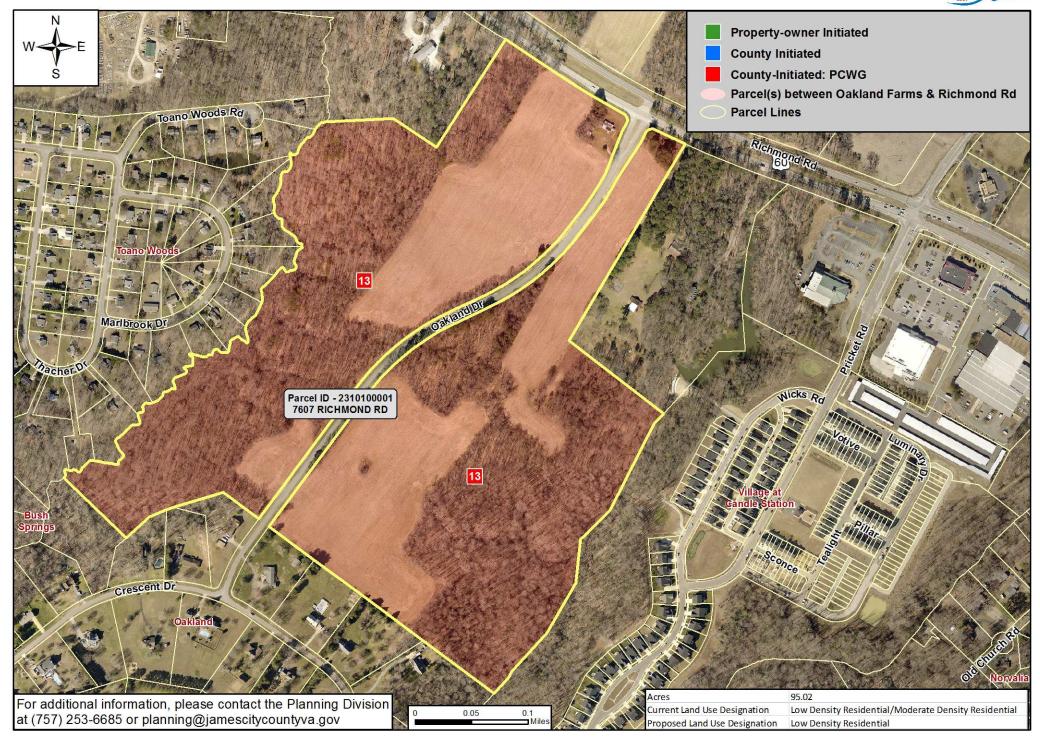
TW/md LU20-13PclOakldFm-RichRd

#### Attachment:

- 1. Location Map
- 2. PCWG Member Proposal Rationale

### JCC LU-20-0013: Parcel(s) between Oakland Farms & Richmond Rd





To: Planning Commission Working Group

From: Jack Haldeman

Re: Comprehensive Plan Land Use Designation Change Applications

Date: August 17, 2020

"The Land Use Map and Comprehensive Plan will be reviewed on a periodic basis to consider changes in development patterns or County policy which may affect rationale behind particular Land Use map descriptions or designations. Because the plan is reviewed on a regular basis, the LU Map and Comprehensive Plan are intended to be relatively rigid guidelines for development over the next five years (Comp Plan P174)." Within that context, I recommend four changes to the county's land use designations and two changes to road plans:

- 1. Change the designation of Anderson's Corner from Mixed Use, the current Comp Plan designation and the designation of Scenario A and B in the current modeling process.
- 2. Change 7607 Richmond Road (2310100001) and 3820 Cokes Lane (1330100008) from Low Density Residential to Rural Lands and/or re-zone to R-6.
- 3. Address 3927, 3905 and 3897 Ironbound Road (3840100024, 3830100003, and 383010004, respectively) and 4744 Old News Road (3830100002A).
- 4. Re-designate 3400 (3620100061) and 3401 Westport (3620100060).
- 5. Formally remove the Mooretown Road extension from the Comprehensive Plan and from the HRTPO LRTP and cancel Phase 3 of the Longhill Road extension (except for the multi-use path), ending it at the Warhill sports entrance.

These recommendations, with the Working Group's consent, can be used to develop a hybrid Land Use Map – neither Scenario A nor B – as we discussed at our May 11<sup>th</sup> meeting.

- 1. Change the designation of Anderson's Corner from Mixed Use, the current Comp Plan designation and the designation of Scenario A and B in the current modeling process. "Mixed Use developments should create vibrant urban environments," according to development standards in the Comprehensive Plan (P186). Andersons Corner, on the other hand "is one of the few remaining areas in the PSA with significant rural agricultural vistas and contains one of the few remaining rural historic structures in the county, the Whitehall Tavern. Future development should ... maintain an appropriate historic setting for the Whitehall Tavern and preserve the rural, historic character of the area." These two descriptions obviously do not match. The close proximity of Andersons Corner to the two Mixed Use areas of I64 Exits 227 (3.0 miles) and 231 (4.1 miles) and Toano (1.9 miles) obviate the need for another such designation in this area. Having four Mixed Use districts under one small blanket makes no sense, particularly in a rural setting. Several parcels in this area are county-owned or protected by easements, making a comprehensive re-designation complicated, but a combination of Rural Lands, Neighborhood Commercial (with its smaller footprint and lack of a residential component) and Low Density Residential is a much better fit for the stated vision for this property. This area is also an ideal target for a PDR program.
- 2. Change 7607 Richmond Road (2310100001) and 3820 Cokes Lane (1330100008) from Low Density Residential to Rural Lands.

7607 Richmond Road is designated LDR with some MDR and zoned, ominously, R-5, Multi-Family Residential. 3820 Cokes Lane is also designated LDR, but is zoned A-1, Agricultural. Scenarios A and B of the modeling designate these parcels as "New Medium/High Residential."

While building dwelling units on these sites will carry challenges – school capacity, water and sewer issues, environmental, etc. – common to all residential development, these sites carry three unique problems:

- A. The Comprehensive Plan laments about Norge that "... the early 20<sup>th</sup> century "village" character of its business and residential areas has been visually impacted by automobile-oriented infill development. Also, newer development from the east has substantially blurred the distinction between Norge and Lightfoot (P92)." Westward development pressure from Norge now threatens to do the same to Toano, a Community Character Area. Weekday traffic volume through Toano is projected to increase almost 50%, from 15,047 to 22,000, by 2040. Further:
  - GSA CC2 (P103) asks us to "maintain the unique heritage and identity of designated Community Character Areas within the County."
  - "Toano has retained a fairly clear visual separation from more recent development along Richmond Road, with visitors enjoying a distinct sense of arrival from both the east and the west (P91)." This implies that separation is desirable.
  - "The *ultimate goal* [emphasis added] is to protect the village character of this historic community." "Development should "... creat[ing] and maintain[ing] a sense of place in Toano (P188)."
  - "The County's rural character is also highly valued, including rural communities like Toano, ..." From the Community Character Public Engagement Theme.
  - 85.2% of survey respondents want us to do more to "protect and preserve the county's rural character."

Replacing the last open space separation between Norge and Toano and merging Toano with the "blurred" Lightfoot/Norge sprawl are clearly inconsistent with these goals and should be prevented.

B. Richmond Road is a Community Character Corridor, which the Comp Plan describes as "entrance corridors and roads which promoted the rural, natural and historic character of the county (P89)." The Comp Plan asks us to place "Emphasis on coordinating land use development with transportation capacity", and Richmond Road already has problems: "Although future volumes indicate the potential need for widening Richmond Road between the City of Williamsburg and Olde Towne Road and between Humelsine Parkway and Lightfoot Road, it is recommended that Richmond Road remain four lanes. Widening these sections should be avoided or limited due to physical limitations and the negative impacts on existing lanes. ... New developments should be permitted only if it is determined that the project can be served by the existing road while maintaining an acceptable LOS or if the impacts can be addressed through road and signalization improvements (P145)." "Emphasis is placed on coordinating land use development with transportation capacity (P132)." Residents accord high importance to roads and highways (97.5%), and yet only 73.2% are satisfied with conditions.

Richmond Road from Croaker Road to Centerville is listed in the Transportation Chapter of the Comprehensive Plan as "Forecasted 2035 volumes indicate improvement needed. WATCH" (Table T-1, URS 2035 Daily Traffic Volume Projections on page 140). The traffic study in the Comp Plan (P142-A) projects the following Peak PM Hour LOS for Richmond Road by 2034:

2

<sup>&</sup>lt;sup>1</sup> Historic Triangle Comprehensive Transportation Study, 2020, Page 93: https://drive.google.com/file/d/1LkAlY7xMCae6Z\_9lvluHZZrU3LEa6oeb/view

Olde Town Road to Williamsburg City line:
 Lightfoot Road to Centerville Road:
 Centerville Road to Rte 199:

HRTPO's recent Historic Triangle Comprehensive Transportation Study classifies one section as already severely congested and another projected to be by 2040.<sup>2</sup> Several large housing developments are under construction in previously designated Economic Opportunity Zones in upper York County and several more are proposed. The proximity of these parcels will, together with the widening of Croaker Road and I64, encourage more demand for housing for commuters. The Comp Plan makes clear that if we underestimate future traffic on Richmond Road, there will be no way to fix it.

C. The confluence of two branches of the Yarmouth Creek lies a short distance to the west of these properties in a county-owned parcel. The county invested over \$1.2 million restore damage to the stream caused by stormwater runoff from existing development. We should not risk undoing that mitigation by accommodating additional high-density building.

For these three reasons, these two properties should be re-designated Rural lands and/or re-zoned R-6, Low Density Residential. The intended use of R-6, "... for the purposes of stabilizing and protecting the existing low-density residential character from encroachment from nonresidential or higher density uses, ensuring that limited farming and livestock operations with function harmoniously with residential uses, ensuring that future development will be of similar character and protecting watersheds (Yarmouth) waterways and natural resources." This would buffer Toano from Norge-creep, honor residents' wish to protect and preserve the county's rural character, reduce traffic growth, and protect Yarmouth Creek.

3. 3927, 3905 and 3897 Ironbound Road (3840100024, 3830100003, and 383010004, respectively) and 4744 Old News Road (3830100002A).

Designated Neighborhood Commercial and Zoned R-8, Rural Residential

The Planning Commission, in December 2018, recommended that the Board of Supervisors reject an application to develop three of these properties that exactly fit the Zoning Ordinance's Statement of Intent for R-8 and the Comprehensive Plan's Designation Description for Neighborhood Commercial (Please see attachment). The two major concerns expressed by Commissioners (both rational in my opinion) were the convoluted design of Monticello Avenue, particularly at the 199 cloverleaf, and traffic congestion. Significant resistance was also registered by area residents for the same reasons. I don't have a recommendation for changing this designation, but some action must be taken to restore the value of these residents' property, perhaps by creating some public space.

4. 3400 (3620100061) and 3401 Westport (3620100060)

Designated Low Density Residential and zoned A-1, General Agricultural

Consistent with LU GSA 4.3 and 4.3.2, I recommend re-designating these two parcels to Rural lands. The small protuberance of the PSA and LDR into the Rural Lands west of Centerville Road at Westport is an oddity, to say the least. (Perhaps somebody hiccoughed years ago when they were

3

<sup>&</sup>lt;sup>2</sup> Historic Triangle Comprehensive Transportation Study, 2020, Page 93: https://drive.google.com/file/d/1LkAlY7xMCae6Z\_9lvluHZZrU3LEa6oeb/view

drawing the lines.) Anyway, this small parcel designation is contrary to the findings of the citizen survey, to the vision of the Comp Plan, and to common sense. Centerville Road, a Wooded Community Character Corridor, has its own section in the Comprehensive Plan: "Presently a two-lane road, Centerville Road's future traffic volumes are expected to grow significantly over the next 20 years, approaching levels that could warrant widening the section from Longhill to Richmond Road to four lanes. The County should continue to maximize current capacity of the road by adding turn lanes and *discouraging suburban-style residential development on the western side of the road* (emphasis added, P145)." The Board of Supervisors in 2017 turned down an application to re-zone this parcel into R-4, Planned Residential Community, but the threat remains. As with #2 above, residential development of this area west of Centerville Road is contrary to the wishes of county residents as expressed during the CPT process.

5. In addition to the above-mentioned re-designations, I believe that we should formally remove the Mooretown Road extension from the Comprehensive Plan and from the HRTPO LRTP. I support Mr. Polster's suggestion that we re-designate the Hill Pleasant Farm back to A-1/Rural Lands. I also recommend that we cancel Phase 3 of the Longhill widening project (except for the shared use path), ending the widening at the entrance to the Warhill sports complex. More on these to follow.

# LAND USE-20-0014: Parcel Near the Northwest Side of the Croaker Road/Richmond Road Intersection Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### **SUMMARY FACTS**

Case Number: LU-20-0014

Case Description: Parcel near the northwest side of the

Croaker Road/Richmond Road intersection

Source: Planning Commission Working Group

Initiated

Property Address: 3820 Cokes Lane

Tax Map/Parcel No.: 1330100008

Acreage:  $\pm 30.29$ 

Property Owner: Taylor, R K, SR EST C/O Carolyn Taylor

Davis

Zoning: A-1, General Agricultural

Primary Service Area:

(PSA) Yes

Current Land Use Low Density Residential/Mixed Use -

Designation: Toano

Proposed Land Use

Designation: Low Density Residential

PSA Change: No

#### PROPOSAL RATIONALE

See Attached Proposal Rationale for Cases LU 20-0013, 20-0014, and 20-0015.

#### PARCEL BACKGROUND

This parcel fronts on Richmond Road and Cokes Lane. It abuts the Luck Stone properties, which are actively utilized as a distribution yard for aggregate materials.

#### **AGENCY COMMENTS**

James City Service Authority (JCSA) noted that water mains are located within the median of Richmond Road and near 3924 Cokes Lane. There is a JCSA sewer force main along Cokes Lane. A sewer capacity analysis will be required. Upgrades to the Lift Station may be required.

The Stormwater and Resource Protection noted that this parcel is situated in the Yarmouth Creek watershed of the County and is subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None.

#### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Richmond Road, which is designated as an Urban/Suburban Community Character Corridor. Multiuse paths are recommended to separate pedestrians from traffic flow. This parcel is adjacent to the Norge area, where sidewalks, enhanced landscaping, and on-street parking should be encouraged to preserve a small village feel. Croaker Road, which intersects with Richmond Road nearby, is expected to be widened by 2025, a proposal that includes a multiuse trail.

#### TRANSPORTATION ROAD NETWORKS

Per the congestion maps, the immediate surrounding transportation network (Richmond Road and Croaker Road) is identified as currently having low levels of congestion.

In the Scenario A and Scenario B maps, the immediate transportation network surrounding this application would continue to operate at a low congestion level, while severe and moderate congestion levels are projected near the Richmond Road/Route 199/Centerville Road interchange.

#### Land Use Designation Description Language

Existing Draft Language Toano Mixed Use Area: The 2006 Toano Community Character Area (CCA) Design Guidelines and Streetscape Plan recognized the special character of Historic Toano and the Transition Areas that included Forge Road, Chickahominy Road, and Toano Drive. Architectural and streetscape guidelines were established for these areas and should be incorporated in any future development or redevelopment of this area. The ultimate goal is to preserve the village character of this historic community.

Principal suggested uses include moderate density residential development, neighborhood scale commercial establishments, and small office developments. Limited industrial uses may be appropriate as secondary uses provided that they are set back and screened from Richmond Road (Route 60). Preservation and adaptive re-use of historic buildings are encouraged. Redevelopment of existing residential areas and commercial development are also encouraged. The following principles should guide streetscape and building designs in this area:

- · Highlight and honor history
- Encourage appropriate growth that enhances unique small town character:
- Preserve open space: establish communal greenspace;
- Enhance pedestrian and bicycle environment while slowing vehicular traffic; and
- Improve streetscape and landscape to create a sense of place.

For the area west of Richmond Road and north of Forge Road, development should follow the streetscape plan and associated recommendations of the Toano CCA Design Guidelines for creating and maintaining a sense of place in Toano. This area of Toano is located in the "Entrance Corridor from Anderson's Corner" as described in the guidelines and should follow the design elements recommended in the study. Primary uses directly along Richmond Road should be commercial in nature with larger buildings closer to the road. Development of multiuse buildings, with retail on the first floor and residences above are also encouraged. Desired elements include two- and three-story buildings, windows on all floors, and first or second floor balcony. It is important to keep the scale of the building relatively small with density being reduced farther away from Richmond Road. Larger buildings should be broken down into smaller masses to give the appearance of shops or residential units. Buildings removed from Richmond Road should be limited to one and one-half and two stories. Other development in this area should focus more on residential development, with commercial as a clearly secondary use. Densities for this area should be to the lower end of the Moderate Density Residential scale, with building scale and massing decreasing. Vehicle parking and sidewalks should be internal rather than along the perimeter of this residential area, providing a more pleasing transitional view when traveling from Rural Lands into Toano. Buildings should have architectural treatments on the outward facing sides as well as on the front. Enhanced buffers should be provided to preserve existing farm or agricultural uses on adjoining properties. The creation of a street network adjacent and parallel to Richmond Road allows a finer grain of density to develop and contributes to the village-like feel. Additionally, this network should begin to draw development and interest into side streets and neighborhoods. If appropriate, public open space or a village green should also be incorporated into this area.

#### STAFF RECOMMENDATION

Denial, Revise Mixed Use language instead.

#### RECOMMENDATION RATIONALE

Historically, this property has been designated for Low Density Residential use. Traffic impact wise, this portion of Richmond Road is experiencing low congestion and is expected to have a similar level of congestion in 2045, meaning the presence of the Mixed Use portion is not a critical concern at this point. Furthermore, the conversion of a portion of this parcel from Mixed Use to Low Density Residential does not align with the key land use policy ideas recommended as a result of public input received during Engage2045, which supports directing growth within the PSA and increasing residential density in certain appropriate locations adjacent to Mixed Use areas. As part of this recommendation, staff recommends that the Mixed Use - Toano

area designation language be further revised to specify that any development should provide a buffer at the east end of the Mixed Use area, which would likely affect some or all of the mixed use designated portion of this parcel.

#### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended approval of this proposal to keep the land use designation as Low Density Residential/Mixed Use and revise the Mixed Use designation description language by a vote of 7-1 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

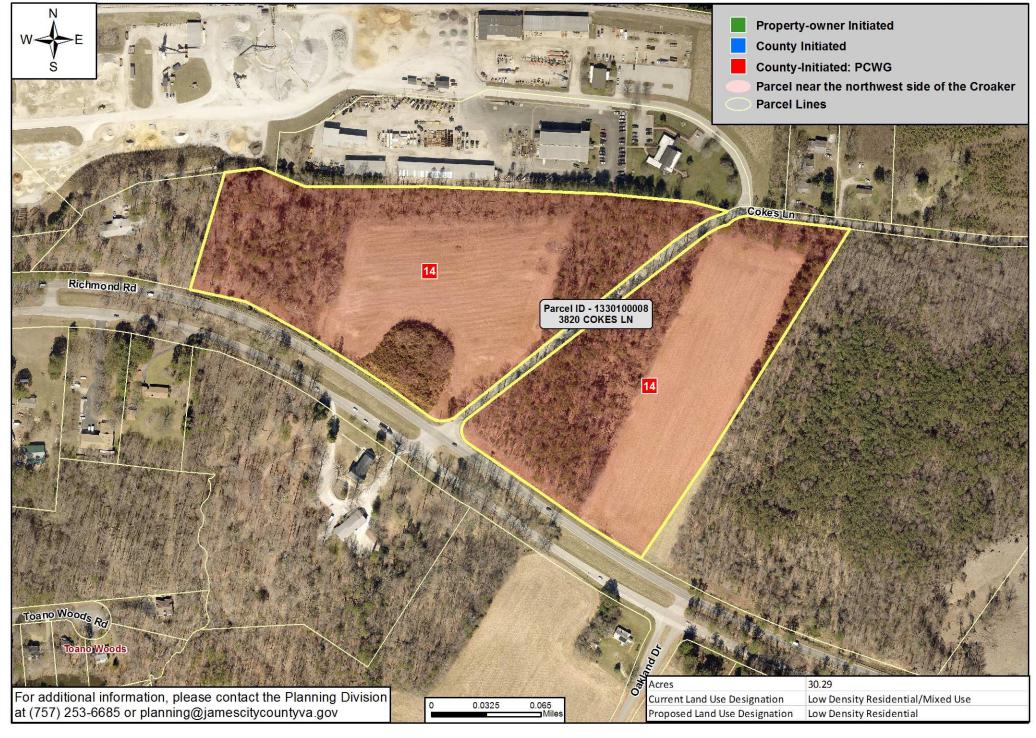
TW/md LU20-14NWCrkrRichRd

#### Attachment:

- 1. Location Map
- 2. PCWG Member Proposal Rationale

### JCC LU-20-0014: Parcel near the northwest side of the Croaker





To: Planning Commission Working Group

From: Jack Haldeman

Re: Comprehensive Plan Land Use Designation Change Applications

Date: August 17, 2020

"The Land Use Map and Comprehensive Plan will be reviewed on a periodic basis to consider changes in development patterns or County policy which may affect rationale behind particular Land Use map descriptions or designations. Because the plan is reviewed on a regular basis, the LU Map and Comprehensive Plan are intended to be relatively rigid guidelines for development over the next five years (Comp Plan P174)." Within that context, I recommend four changes to the county's land use designations and two changes to road plans:

- 1. Change the designation of Anderson's Corner from Mixed Use, the current Comp Plan designation and the designation of Scenario A and B in the current modeling process.
- 2. Change 7607 Richmond Road (2310100001) and 3820 Cokes Lane (1330100008) from Low Density Residential to Rural Lands and/or re-zone to R-6.
- 3. Address 3927, 3905 and 3897 Ironbound Road (3840100024, 3830100003, and 383010004, respectively) and 4744 Old News Road (3830100002A).
- 4. Re-designate 3400 (3620100061) and 3401 Westport (3620100060).
- 5. Formally remove the Mooretown Road extension from the Comprehensive Plan and from the HRTPO LRTP and cancel Phase 3 of the Longhill Road extension (except for the multi-use path), ending it at the Warhill sports entrance.

These recommendations, with the Working Group's consent, can be used to develop a hybrid Land Use Map – neither Scenario A nor B – as we discussed at our May 11<sup>th</sup> meeting.

- 1. Change the designation of Anderson's Corner from Mixed Use, the current Comp Plan designation and the designation of Scenario A and B in the current modeling process. "Mixed Use developments should create vibrant urban environments," according to development standards in the Comprehensive Plan (P186). Andersons Corner, on the other hand "is one of the few remaining areas in the PSA with significant rural agricultural vistas and contains one of the few remaining rural historic structures in the county, the Whitehall Tavern. Future development should ... maintain an appropriate historic setting for the Whitehall Tavern and preserve the rural, historic character of the area." These two descriptions obviously do not match. The close proximity of Andersons Corner to the two Mixed Use areas of I64 Exits 227 (3.0 miles) and 231 (4.1 miles) and Toano (1.9 miles) obviate the need for another such designation in this area. Having four Mixed Use districts under one small blanket makes no sense, particularly in a rural setting. Several parcels in this area are county-owned or protected by easements, making a comprehensive re-designation complicated, but a combination of Rural Lands, Neighborhood Commercial (with its smaller footprint and lack of a residential component) and Low Density Residential is a much better fit for the stated vision for this property. This area is also an ideal target for a PDR program.
- 2. Change 7607 Richmond Road (2310100001) and 3820 Cokes Lane (1330100008) from Low Density Residential to Rural Lands.

7607 Richmond Road is designated LDR with some MDR and zoned, ominously, R-5, Multi-Family Residential. 3820 Cokes Lane is also designated LDR, but is zoned A-1, Agricultural. Scenarios A and B of the modeling designate these parcels as "New Medium/High Residential."

While building dwelling units on these sites will carry challenges – school capacity, water and sewer issues, environmental, etc. – common to all residential development, these sites carry three unique problems:

- A. The Comprehensive Plan laments about Norge that "... the early 20<sup>th</sup> century "village" character of its business and residential areas has been visually impacted by automobile-oriented infill development. Also, newer development from the east has substantially blurred the distinction between Norge and Lightfoot (P92)." Westward development pressure from Norge now threatens to do the same to Toano, a Community Character Area. Weekday traffic volume through Toano is projected to increase almost 50%, from 15,047 to 22,000, by 2040. Further:
  - GSA CC2 (P103) asks us to "maintain the unique heritage and identity of designated Community Character Areas within the County."
  - "Toano has retained a fairly clear visual separation from more recent development along Richmond Road, with visitors enjoying a distinct sense of arrival from both the east and the west (P91)." This implies that separation is desirable.
  - "The *ultimate goal* [emphasis added] is to protect the village character of this historic community." "Development should "... creat[ing] and maintain[ing] a sense of place in Toano (P188)."
  - "The County's rural character is also highly valued, including rural communities like Toano, ..." From the Community Character Public Engagement Theme.
  - 85.2% of survey respondents want us to do more to "protect and preserve the county's rural character."

Replacing the last open space separation between Norge and Toano and merging Toano with the "blurred" Lightfoot/Norge sprawl are clearly inconsistent with these goals and should be prevented.

B. Richmond Road is a Community Character Corridor, which the Comp Plan describes as "entrance corridors and roads which promoted the rural, natural and historic character of the county (P89)." The Comp Plan asks us to place "Emphasis on coordinating land use development with transportation capacity", and Richmond Road already has problems: "Although future volumes indicate the potential need for widening Richmond Road between the City of Williamsburg and Olde Towne Road and between Humelsine Parkway and Lightfoot Road, it is recommended that Richmond Road remain four lanes. Widening these sections should be avoided or limited due to physical limitations and the negative impacts on existing lanes. ... New developments should be permitted only if it is determined that the project can be served by the existing road while maintaining an acceptable LOS or if the impacts can be addressed through road and signalization improvements (P145)." "Emphasis is placed on coordinating land use development with transportation capacity (P132)." Residents accord high importance to roads and highways (97.5%), and yet only 73.2% are satisfied with conditions.

Richmond Road from Croaker Road to Centerville is listed in the Transportation Chapter of the Comprehensive Plan as "Forecasted 2035 volumes indicate improvement needed. WATCH" (Table T-1, URS 2035 Daily Traffic Volume Projections on page 140). The traffic study in the Comp Plan (P142-A) projects the following Peak PM Hour LOS for Richmond Road by 2034:

2

<sup>&</sup>lt;sup>1</sup> Historic Triangle Comprehensive Transportation Study, 2020, Page 93: https://drive.google.com/file/d/1LkAlY7xMCae6Z\_9lvluHZZrU3LEa6oeb/view

Olde Town Road to Williamsburg City line:
 Lightfoot Road to Centerville Road:
 Centerville Road to Rte 199:

HRTPO's recent Historic Triangle Comprehensive Transportation Study classifies one section as already severely congested and another projected to be by 2040.<sup>2</sup> Several large housing developments are under construction in previously designated Economic Opportunity Zones in upper York County and several more are proposed. The proximity of these parcels will, together with the widening of Croaker Road and I64, encourage more demand for housing for commuters. The Comp Plan makes clear that if we underestimate future traffic on Richmond Road, there will be no way to fix it.

C. The confluence of two branches of the Yarmouth Creek lies a short distance to the west of these properties in a county-owned parcel. The county invested over \$1.2 million restore damage to the stream caused by stormwater runoff from existing development. We should not risk undoing that mitigation by accommodating additional high-density building.

For these three reasons, these two properties should be re-designated Rural lands and/or re-zoned R-6, Low Density Residential. The intended use of R-6, "... for the purposes of stabilizing and protecting the existing low-density residential character from encroachment from nonresidential or higher density uses, ensuring that limited farming and livestock operations with function harmoniously with residential uses, ensuring that future development will be of similar character and protecting watersheds (Yarmouth) waterways and natural resources." This would buffer Toano from Norge-creep, honor residents' wish to protect and preserve the county's rural character, reduce traffic growth, and protect Yarmouth Creek.

3. 3927, 3905 and 3897 Ironbound Road (3840100024, 3830100003, and 383010004, respectively) and 4744 Old News Road (3830100002A).

Designated Neighborhood Commercial and Zoned R-8, Rural Residential

The Planning Commission, in December 2018, recommended that the Board of Supervisors reject an application to develop three of these properties that exactly fit the Zoning Ordinance's Statement of Intent for R-8 and the Comprehensive Plan's Designation Description for Neighborhood Commercial (Please see attachment). The two major concerns expressed by Commissioners (both rational in my opinion) were the convoluted design of Monticello Avenue, particularly at the 199 cloverleaf, and traffic congestion. Significant resistance was also registered by area residents for the same reasons. I don't have a recommendation for changing this designation, but some action must be taken to restore the value of these residents' property, perhaps by creating some public space.

4. 3400 (3620100061) and 3401 Westport (3620100060)

Designated Low Density Residential and zoned A-1, General Agricultural

Consistent with LU GSA 4.3 and 4.3.2, I recommend re-designating these two parcels to Rural lands. The small protuberance of the PSA and LDR into the Rural Lands west of Centerville Road at Westport is an oddity, to say the least. (Perhaps somebody hiccoughed years ago when they were

3

<sup>&</sup>lt;sup>2</sup> Historic Triangle Comprehensive Transportation Study, 2020, Page 93: https://drive.google.com/file/d/1LkAlY7xMCae6Z\_9lvluHZZrU3LEa6oeb/view

drawing the lines.) Anyway, this small parcel designation is contrary to the findings of the citizen survey, to the vision of the Comp Plan, and to common sense. Centerville Road, a Wooded Community Character Corridor, has its own section in the Comprehensive Plan: "Presently a two-lane road, Centerville Road's future traffic volumes are expected to grow significantly over the next 20 years, approaching levels that could warrant widening the section from Longhill to Richmond Road to four lanes. The County should continue to maximize current capacity of the road by adding turn lanes and *discouraging suburban-style residential development on the western side of the road* (emphasis added, P145)." The Board of Supervisors in 2017 turned down an application to re-zone this parcel into R-4, Planned Residential Community, but the threat remains. As with #2 above, residential development of this area west of Centerville Road is contrary to the wishes of county residents as expressed during the CPT process.

5. In addition to the above-mentioned re-designations, I believe that we should formally remove the Mooretown Road extension from the Comprehensive Plan and from the HRTPO LRTP. I support Mr. Polster's suggestion that we re-designate the Hill Pleasant Farm back to A-1/Rural Lands. I also recommend that we cancel Phase 3 of the Longhill widening project (except for the shared use path), ending the widening at the entrance to the Warhill sports complex. More on these to follow.

# LAND USE-20-0015: Parcels Between Westport Subdivision and Centerville Road Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### **SUMMARY FACTS**

Case Number: LU-20-0015

Case Description: Parcels between Westport subdivision and

Centerville Road

Source: Planning Commission Working Group

Initiated

Property Addresses: 3400 Westport and 3401 Westport

Tax Map/Parcel Nos.: 3620100061 and 3620100060

Acreage:  $\pm 44.97$ 

Property Owner: Parke at Westport LLC

Zoning: A-1, General Agricultural

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Designation: Rural Lands/Outside PSA

PSA Change: Yes

#### PROPOSAL RATIONALE

See Attached Proposal Rationale for Case Nos. LU 20-0013, 20-0014, and 20-0015.

#### PARCEL BACKGROUND

These parcels front on Centerville Road and are located in between this roadway and the remainder of the Westport Ford's Colony Subdivision. Both of these parcels were proposed for a rezoning in 2017 (Case No. Z-0002-2017/MP-0002-2017) from A-1 to R-4 to permit 81 single-family homes, which was ultimately denied by the Board of Supervisors. In 1997, the PSA line west of Centerville Road was evaluated for reduction as part of the Comprehensive Plan update occurring at the time; however, the Board of Supervisors ultimately decided against reducing the PSA in any areas after going through the review process.

#### **AGENCY COMMENTS**

James City Service Authority (JCSA) noted that if these parcels are outside the PSA, the connection to JCSA's water would be to the Westport Well water main. Nearest location of water main is located at the intersection of Westport and Locklomond. The sewer system would be a private septic system for each lot.

The Stormwater and Resource Protection Division noted these parcels are situated in the Gordon Creek watershed of the County and are subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Neighborhood Development Division and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 2. Potential reductions in the PSA to maintain the rural character of some currently undeveloped areas.

#### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Centerville Road, which is designated as a Wooded Community Character Corridor. This is presently a two-lane road. The vision for this corridor is to continue to maximize current capacity of the road by adding turn lanes and continue to discourage suburban style development.

#### TRANSPORTATION ROAD NETWORKS

Per the congestion maps, the immediate surrounding transportation network (Centerville Road and News Road) is identified as currently having low levels of congestion.

In the Scenario A and Scenario B maps, the immediate transportation network surrounding this application would continue to be low, with a slight increase in congestion for the intersection of Centerville and News Roads.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Denial.

#### RECOMMENDATION RATIONALE

Historically, the use of this area has been residential, with subdivisions located on either side of these parcels. The Residential Capacity

Analysis updated for the Comprehensive Plan shows there to be 11,486 units of development potential remaining within the existing PSA. This proposal would decrease this capacity. Traffic impact wise, this portion of Centerville Road is experiencing low congestion and is expected to have a similar level of congestion in 2045. The redesignation of this parcel from Low Density Residential inside the PSA to Rural Lands outside the PSA does generally align with the key land use policy idea of reducing the PSA in currently undeveloped areas. However, such an adjustment of the PSA would be most appropriate in the context of undeveloped land not located adjacent to an established subdivision.

#### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) denied the recommendation to remove the subject parcels from the PSA and change their land use designation to Rural Lands by a vote of 3-5 at its March 22, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

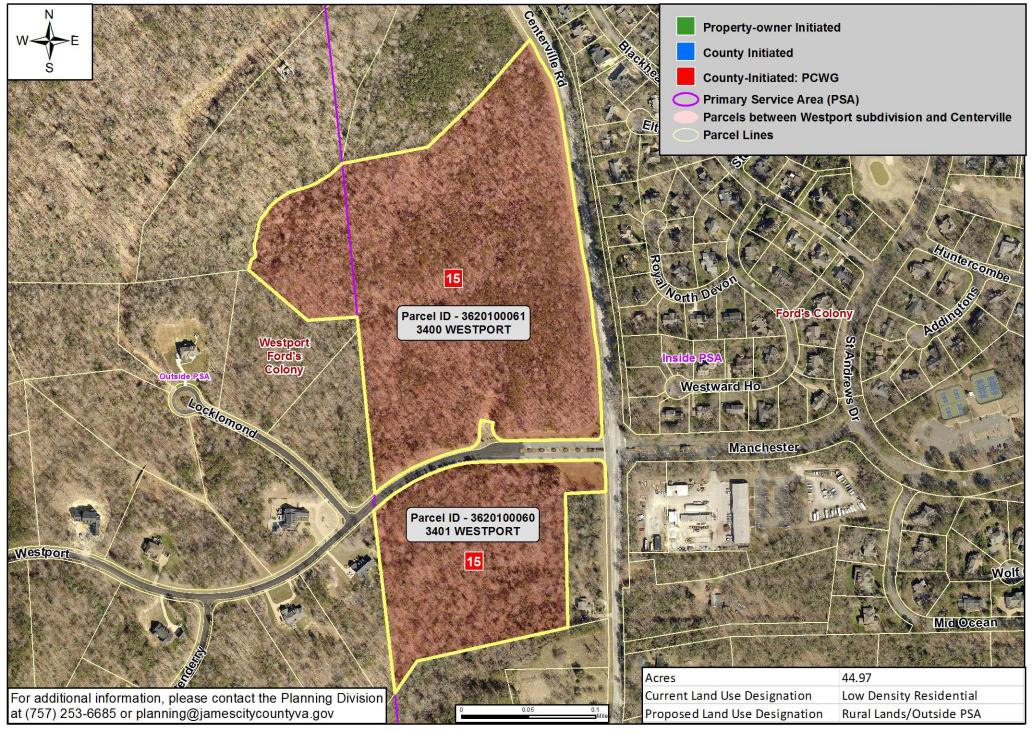
TW/md LU20-15Westpt-CentrvRd

#### Attachment:

- 1. Location Map
- 2. PCWG Member Proposal Rationale

### JCC LU-20-0015: Parcels between Westport subdivision and Centerville





To: Planning Commission Working Group

From: Jack Haldeman

Re: Comprehensive Plan Land Use Designation Change Applications

Date: August 17, 2020

"The Land Use Map and Comprehensive Plan will be reviewed on a periodic basis to consider changes in development patterns or County policy which may affect rationale behind particular Land Use map descriptions or designations. Because the plan is reviewed on a regular basis, the LU Map and Comprehensive Plan are intended to be relatively rigid guidelines for development over the next five years (Comp Plan P174)." Within that context, I recommend four changes to the county's land use designations and two changes to road plans:

- 1. Change the designation of Anderson's Corner from Mixed Use, the current Comp Plan designation and the designation of Scenario A and B in the current modeling process.
- 2. Change 7607 Richmond Road (2310100001) and 3820 Cokes Lane (1330100008) from Low Density Residential to Rural Lands and/or re-zone to R-6.
- 3. Address 3927, 3905 and 3897 Ironbound Road (3840100024, 3830100003, and 383010004, respectively) and 4744 Old News Road (3830100002A).
- 4. Re-designate 3400 (3620100061) and 3401 Westport (3620100060).
- 5. Formally remove the Mooretown Road extension from the Comprehensive Plan and from the HRTPO LRTP and cancel Phase 3 of the Longhill Road extension (except for the multi-use path), ending it at the Warhill sports entrance.

These recommendations, with the Working Group's consent, can be used to develop a hybrid Land Use Map – neither Scenario A nor B – as we discussed at our May 11<sup>th</sup> meeting.

- 1. Change the designation of Anderson's Corner from Mixed Use, the current Comp Plan designation and the designation of Scenario A and B in the current modeling process. "Mixed Use developments should create vibrant urban environments," according to development standards in the Comprehensive Plan (P186). Andersons Corner, on the other hand "is one of the few remaining areas in the PSA with significant rural agricultural vistas and contains one of the few remaining rural historic structures in the county, the Whitehall Tavern. Future development should ... maintain an appropriate historic setting for the Whitehall Tavern and preserve the rural, historic character of the area." These two descriptions obviously do not match. The close proximity of Andersons Corner to the two Mixed Use areas of I64 Exits 227 (3.0 miles) and 231 (4.1 miles) and Toano (1.9 miles) obviate the need for another such designation in this area. Having four Mixed Use districts under one small blanket makes no sense, particularly in a rural setting. Several parcels in this area are county-owned or protected by easements, making a comprehensive re-designation complicated, but a combination of Rural Lands, Neighborhood Commercial (with its smaller footprint and lack of a residential component) and Low Density Residential is a much better fit for the stated vision for this property. This area is also an ideal target for a PDR program.
- 2. Change 7607 Richmond Road (2310100001) and 3820 Cokes Lane (1330100008) from Low Density Residential to Rural Lands.

7607 Richmond Road is designated LDR with some MDR and zoned, ominously, R-5, Multi-Family Residential. 3820 Cokes Lane is also designated LDR, but is zoned A-1, Agricultural. Scenarios A and B of the modeling designate these parcels as "New Medium/High Residential."

While building dwelling units on these sites will carry challenges – school capacity, water and sewer issues, environmental, etc. – common to all residential development, these sites carry three unique problems:

- A. The Comprehensive Plan laments about Norge that "... the early 20<sup>th</sup> century "village" character of its business and residential areas has been visually impacted by automobile-oriented infill development. Also, newer development from the east has substantially blurred the distinction between Norge and Lightfoot (P92)." Westward development pressure from Norge now threatens to do the same to Toano, a Community Character Area. Weekday traffic volume through Toano is projected to increase almost 50%, from 15,047 to 22,000, by 2040. Further:
  - GSA CC2 (P103) asks us to "maintain the unique heritage and identity of designated Community Character Areas within the County."
  - "Toano has retained a fairly clear visual separation from more recent development along Richmond Road, with visitors enjoying a distinct sense of arrival from both the east and the west (P91)." This implies that separation is desirable.
  - "The *ultimate goal* [emphasis added] is to protect the village character of this historic community." "Development should "... creat[ing] and maintain[ing] a sense of place in Toano (P188)."
  - "The County's rural character is also highly valued, including rural communities like Toano, ..." From the Community Character Public Engagement Theme.
  - 85.2% of survey respondents want us to do more to "protect and preserve the county's rural character."

Replacing the last open space separation between Norge and Toano and merging Toano with the "blurred" Lightfoot/Norge sprawl are clearly inconsistent with these goals and should be prevented.

B. Richmond Road is a Community Character Corridor, which the Comp Plan describes as "entrance corridors and roads which promoted the rural, natural and historic character of the county (P89)." The Comp Plan asks us to place "Emphasis on coordinating land use development with transportation capacity", and Richmond Road already has problems: "Although future volumes indicate the potential need for widening Richmond Road between the City of Williamsburg and Olde Towne Road and between Humelsine Parkway and Lightfoot Road, it is recommended that Richmond Road remain four lanes. Widening these sections should be avoided or limited due to physical limitations and the negative impacts on existing lanes. ... New developments should be permitted only if it is determined that the project can be served by the existing road while maintaining an acceptable LOS or if the impacts can be addressed through road and signalization improvements (P145)." "Emphasis is placed on coordinating land use development with transportation capacity (P132)." Residents accord high importance to roads and highways (97.5%), and yet only 73.2% are satisfied with conditions.

Richmond Road from Croaker Road to Centerville is listed in the Transportation Chapter of the Comprehensive Plan as "Forecasted 2035 volumes indicate improvement needed. WATCH" (Table T-1, URS 2035 Daily Traffic Volume Projections on page 140). The traffic study in the Comp Plan (P142-A) projects the following Peak PM Hour LOS for Richmond Road by 2034:

2

<sup>&</sup>lt;sup>1</sup> Historic Triangle Comprehensive Transportation Study, 2020, Page 93: https://drive.google.com/file/d/1LkAlY7xMCae6Z\_9lvluHZZrU3LEa6oeb/view

Olde Town Road to Williamsburg City line:
 Lightfoot Road to Centerville Road:
 Centerville Road to Rte 199:

HRTPO's recent Historic Triangle Comprehensive Transportation Study classifies one section as already severely congested and another projected to be by 2040.<sup>2</sup> Several large housing developments are under construction in previously designated Economic Opportunity Zones in upper York County and several more are proposed. The proximity of these parcels will, together with the widening of Croaker Road and I64, encourage more demand for housing for commuters. The Comp Plan makes clear that if we underestimate future traffic on Richmond Road, there will be no way to fix it.

C. The confluence of two branches of the Yarmouth Creek lies a short distance to the west of these properties in a county-owned parcel. The county invested over \$1.2 million restore damage to the stream caused by stormwater runoff from existing development. We should not risk undoing that mitigation by accommodating additional high-density building.

For these three reasons, these two properties should be re-designated Rural lands and/or re-zoned R-6, Low Density Residential. The intended use of R-6, "... for the purposes of stabilizing and protecting the existing low-density residential character from encroachment from nonresidential or higher density uses, ensuring that limited farming and livestock operations with function harmoniously with residential uses, ensuring that future development will be of similar character and protecting watersheds (Yarmouth) waterways and natural resources." This would buffer Toano from Norge-creep, honor residents' wish to protect and preserve the county's rural character, reduce traffic growth, and protect Yarmouth Creek.

3. 3927, 3905 and 3897 Ironbound Road (3840100024, 3830100003, and 383010004, respectively) and 4744 Old News Road (3830100002A).

Designated Neighborhood Commercial and Zoned R-8, Rural Residential

The Planning Commission, in December 2018, recommended that the Board of Supervisors reject an application to develop three of these properties that exactly fit the Zoning Ordinance's Statement of Intent for R-8 and the Comprehensive Plan's Designation Description for Neighborhood Commercial (Please see attachment). The two major concerns expressed by Commissioners (both rational in my opinion) were the convoluted design of Monticello Avenue, particularly at the 199 cloverleaf, and traffic congestion. Significant resistance was also registered by area residents for the same reasons. I don't have a recommendation for changing this designation, but some action must be taken to restore the value of these residents' property, perhaps by creating some public space.

4. 3400 (3620100061) and 3401 Westport (3620100060)

Designated Low Density Residential and zoned A-1, General Agricultural

Consistent with LU GSA 4.3 and 4.3.2, I recommend re-designating these two parcels to Rural lands. The small protuberance of the PSA and LDR into the Rural Lands west of Centerville Road at Westport is an oddity, to say the least. (Perhaps somebody hiccoughed years ago when they were

3

<sup>&</sup>lt;sup>2</sup> Historic Triangle Comprehensive Transportation Study, 2020, Page 93: https://drive.google.com/file/d/1LkAlY7xMCae6Z\_9lvluHZZrU3LEa6oeb/view

drawing the lines.) Anyway, this small parcel designation is contrary to the findings of the citizen survey, to the vision of the Comp Plan, and to common sense. Centerville Road, a Wooded Community Character Corridor, has its own section in the Comprehensive Plan: "Presently a two-lane road, Centerville Road's future traffic volumes are expected to grow significantly over the next 20 years, approaching levels that could warrant widening the section from Longhill to Richmond Road to four lanes. The County should continue to maximize current capacity of the road by adding turn lanes and *discouraging suburban-style residential development on the western side of the road* (emphasis added, P145)." The Board of Supervisors in 2017 turned down an application to re-zone this parcel into R-4, Planned Residential Community, but the threat remains. As with #2 above, residential development of this area west of Centerville Road is contrary to the wishes of county residents as expressed during the CPT process.

5. In addition to the above-mentioned re-designations, I believe that we should formally remove the Mooretown Road extension from the Comprehensive Plan and from the HRTPO LRTP. I support Mr. Polster's suggestion that we re-designate the Hill Pleasant Farm back to A-1/Rural Lands. I also recommend that we cancel Phase 3 of the Longhill widening project (except for the shared use path), ending the widening at the entrance to the Warhill sports complex. More on these to follow.

#### LAND USE-20-0016: Croaker Interchange Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0016

Case Description: Croaker Interchange

Source: Planning Commission Working Group

Initiated

Property Addresses: 8196 Croaker Road and 8240 Croaker

Road

Tax Map/Parcel Nos.: 1430100039 and 1440100019

Acreage:  $\pm 104.95$ 

Property Owners: Historic Virginia Land Conservancy

Williamsburg Land Conservancy

Zoning: M-1, Limited Business/Industrial and R-5,

Multifamily Residential

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Mixed Use (MU)

Proposed Land Use

Community Character Conservation, Open

Designation: Space or Recreation

PSA Change: No

#### PROPOSAL RATIONALE

Flagged as an area worth revisiting due to potential development and traffic concerns/investigate if open space would be an appropriate designation for the conservancy parcels.

#### PARCEL BACKGROUND

These parcels are located adjacent to Croaker Road and are each under the stewardship of a land conservancy.

#### **AGENCY COMMENTS**

James City Service Authority noted that water and sewer is not available for these parcels.

The Fire Department, Office of Economic Development, Stormwater and Resource Protection Divisions, Parks and Recreation Department, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None.

#### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Croaker Road, which is not designated as a Community Character Corridor. This is presently a four-lane road and is not planned to be widened as part of the Croaker Road transportation improvements. The vision for the portion of Croaker Road being expanded includes design considerations to preserve rural character.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Croaker Road, Riverview Road, and Interstate 64) is currently experiencing low levels of congestion.

Both Scenario A and Scenario B show Croaker Road and Riverview Road remaining at a low congestion level. Interstate 64 is expected to have some increased congestion in both the Scenario A and Scenario B.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

Existing Draft Language for Mixed Use - Croaker Area: Future development for the Mixed Use interchange quadrants should be developed in accordance with a binding master plan, which maintains the appropriate mixture of principal and secondary uses. The binding master plan shall address how the future development and/or redevelopment of adjacent parcels, including the Mooretown Road/Hill Pleasant Farm Economic Opportunity area, would be integrated into the overall plan of development for the Mixed Use (MU) area.

As development occurs for each of these quadrants, an appropriate mixture of preferred and secondary uses shall be maintained at all times. Future development for these interchange quadrants will be conditioned upon County acceptance of a specific plan and implementation schedule to maintain adequate levels of service on the surrounding road system, including the interstate and the interchange. Suggested uses for the two quadrants are outlined below.

# 5A. Northwest Quadrant (adjacent to and east of the Mirror Lakes subdivision):

The principal suggested uses include commercial and office. Secondary uses may include light industry and moderate density residential development. Moderate density residential development would be accommodated where it does not preclude the development of the principal uses.

For the three properties to the west of Point O' Woods Road and to the north of Croaker Road, suggested uses are those that meet the description and intensity of the Neighborhood Commercial designation (as found in Chart 3. Commercial /Industrial Designation Descriptions in the Land Use section), including medical offices, professional offices, branch banks, day care centers, and small restaurants. These three properties should be designed so they can share a single entrance onto Croaker Road, in a way that implements or incorporates best practices for access management. Particular attention should also be paid to adequately buffering potential development from the existing adjacent residential areas, and complementing the architecture of surrounding uses.

#### 5B. Southeast Quadrant:

Significant portions of this area have been placed in conservation easements or are developed as golf course. The principal suggested uses for new development or redevelopment include light manufacturing and office.

See also revised language for Community Character Conservation, Open Space or Recreation.

#### STAFF RECOMMENDATION

Denial, Revise Mixed Use language instead.

#### RECOMMENDATION RATIONALE

This property has been included as part of the Croaker Interchange Mixed Use area since its original designation in the 1990s. The redesignation of this parcel from Mixed Use to Community Character Conservation, Open Space or Recreation does not generally align with the key land use policy idea of increasing the MU designation where appropriate within the PSA. Furthermore, the current MU designation of these parcels sets the expectation that the master planning of this area will account for the specific nature of these parcels. Staff recommends that the Mixed Use description of this area be amended to identify these parcels as unique, preserved property that are to be appropriately buffered and accounted for impact-wise regarding future development of the Croaker Interchange.

#### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to change the land use designation to Community Character Conservation, Open Space or Recreation instead of keeping the parcels as Mixed Use and amending the land use designation language and recommended approval of this proposal by a vote of 8-0 at its March 24, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

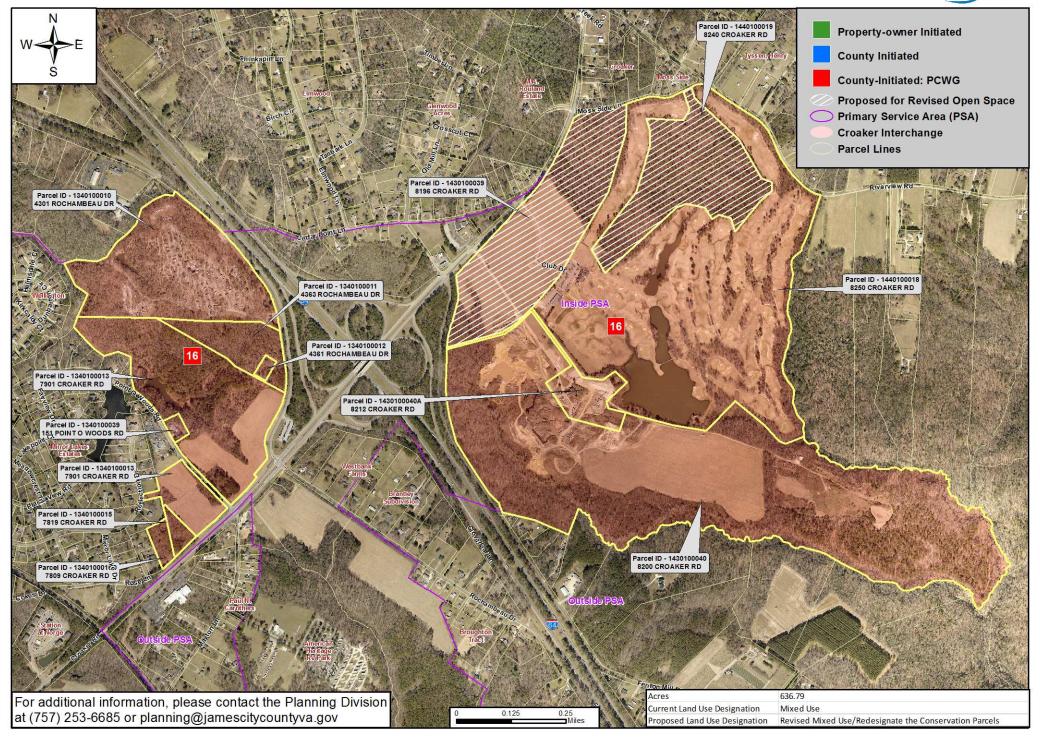
TW/md LU20-16CroakerIntch

Attachment:

1. Location Map

### JCC LU-20-0016: Croaker Interchange





#### **SUMMARY FACTS**

Case Number: LU-20-0017

Case Description: WindsorMeade Parcels Across from

Marketplace

Source: Planning Commission Working Group

Initiated

4744 Old News Road, 3897 Ironbound Property Addresses:

Road, 3905 Ironbound Road, and 3927

Ironbound Road

Tax Map/Parcel Nos.: 3830100002A, 3830100004, 3830100003,

and 3840100024

Acreage:  $\pm 3.74$ 

**Property Owners:** Larry Cooke Ertl, Judy Hodges Trustee and

Ward, Ed Sazaki, Leonard A. and Trustee

Zoning: R-8. Rural Residential

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Neighborhood Commercial

Proposed Land Use

Community Character Conservation, Open Designation: Space or Recreation or Low Density

Residential

**PSA Change:** No

#### PROPOSAL RATIONALE

Flagged as an area worth revisiting due to previous public hearing cases proposing retail in this area.

#### PARCEL BACKGROUND

These parcels are located adjacent to Monticello Avenue and Ironbound Road. These properties were redesignated from Low Density Residential to Moderate Density Residential in 2003, though the applicant applied for a commercial land use designation at the time. In 2008, the property owner applied to change the designation from Moderate Density Residential to Community Commercial. Planning staff recommended denial of this application, citing the availability of nearby commercial property and the potential impacts of the commercial uses on the adjacent residential development. In 2019, a rezoning application and commercial Special Use Permit for three of these parcels was submitted for consideration to allow for office/retail, restaurant, and a three-bay vehicle repair and service facility. This proposal was recommended for denial by the Planning Commission and ultimately withdrawn by the applicant.

#### **AGENCY COMMENTS**

James City Service Authority (JCSA) noted that water mains are located along Monticello Avenue and Ironbound Road. The nearest JCSA sewer manholes are located in Indigo Dam Road and Milden Road. Grinder pumps most likely will be required.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Stormwater and Resource Protection Division, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

None.

#### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Monticello Avenue and Ironbound Road. Monticello Avenue is designated as an Urban/Suburban Community Character Corridor (CCC), while this portion of Ironbound Road is not a CCC. Monticello Avenue is not planned to be widened. The vision for the portion of Monticello Avenue (News Road to Humelsine Parkway) is to maximize capacity through geometric improvements, signal coordination, and other strategies offered in the Hampton Roads Transportation Planning Organization (HRTPO) Congestion Management Process Report. The addition of new traffic signals is discouraged. Future development proposals should be carefully reviewed for potential traffic impacts and bike/pedestrian/transit projects should be pursued to reduce congestion impacts.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the majority of the immediate surrounding transportation network (Monticello Avenue, News Road, Ironbound Road, and Route 199) is currently experiencing low congestion, with the exception of Monticello Avenue (from Route 199 to News Road, immediately adjacent to these parcels) experiencing severe congestion.

Both Scenario A and Scenario B show increased congestion on Monticello Avenue and Ironbound Road, with Scenario B showing lower levels of congestion overall.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval for Low Density Residential.

#### RECOMMENDATION RATIONALE

These properties were redesignated from Low Density Residential to Moderate Density Residential in 2003, though the applicant applied for a commercial land use designation at the time. In 2008, the property owner applied to change the designation from Moderate Density Residential to Community Commercial. Planning staff recommended denial of this application, citing the availability of nearby commercial property and the potential impacts of the commercial uses on the adjacent residential development. No substantial changes have occurred in the surrounding community in the time since then, though increased commercial development in New Town has increased traffic pressure on the immediate roadways, including Monticello Avenue. Traffic impact wise, this portion of Monticello Avenue has been identified as being severely congested, with the same level of congestion projected for 2045. Although the Community Character Conservation, Open Space or Recreation designation may address traffic concerns, it does not ultimately align with this proposal, given that there is existing residential development on the four parcels and the parcels themselves are not of historic character or environmental value. Low Density Residential is a more appropriate designation because it still allows the existing residential use and potentially very limited commercial use while reducing potential traffic impacts on Monticello Avenue.

# PLANNING COMMISSION WORKING GROUP RECOMMENDATION

The Planning Commission Working Group (PCWG) recommended to retain the land use designation of Neighborhood Commercial instead

#### LAND USE-20-0017: Parcels Across from WindsorMeade Marketplace Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

of changing the land use designation to Community Character Conservation, Open Space or Recreation OR Low Density Residential and recommended approval of this proposal by a vote of 6-2 at its March 24, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

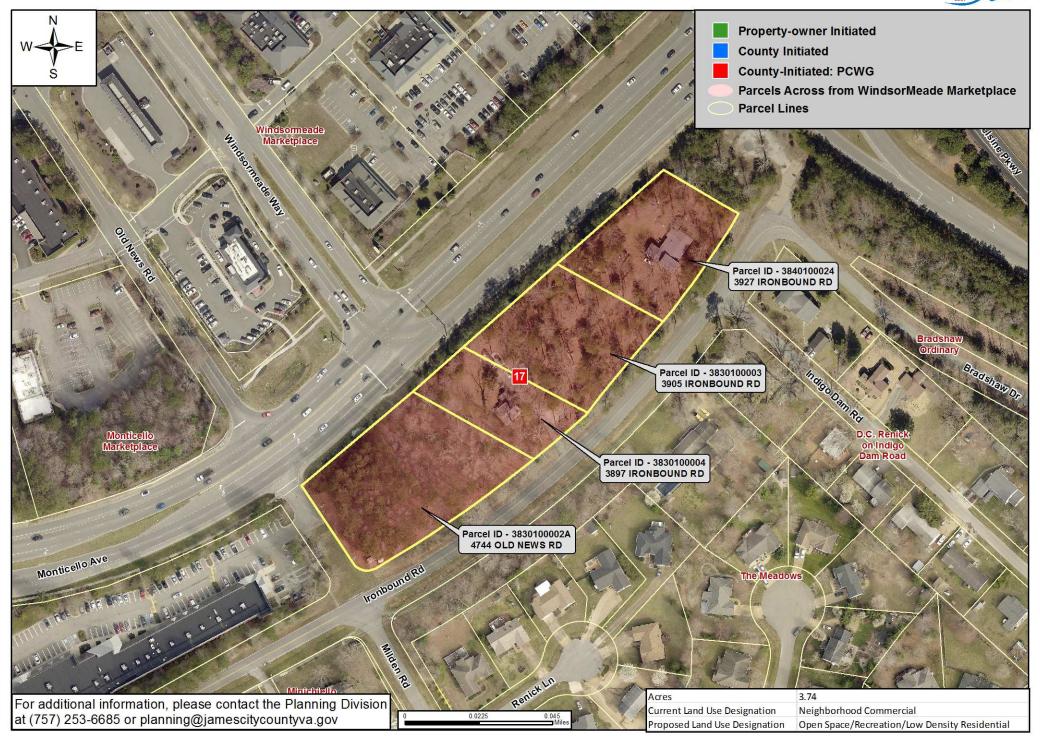
TW/md LU20-17WindsrMdMktpl

Attachment:

1. Location Map

### JCC LU-20-0017: Parcels Across from WindsorMeade Marketplace





# LAND USE-20-0018: Parcel Northeast of Forge Road and Richmond Road Intersection Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0018

Case Description: Parcel Northeast of Forge Road and

Richmond Road Intersection

Source: Scenario B Difference

Property Address: 3026 Forge Road

Tax Map/Parcel No.: 1230100014

Acreage:  $\pm$  56.76

Property Owners: Abbott, Nora Cottrell & Aadahl, Mary C

Trustee & Kruse, Nancy Cottrell

Zoning: A-1, General Agricultural

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Designation: Rural Lands/Outside PSA

PSA Change: Yes

#### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

#### PARCEL BACKGROUND

This parcel is located adjacent to Forge Road on the other side of the railroad tracks from the Hankins Industrial Park. The historic use of this property is agricultural.

#### **AGENCY COMMENTS**

James City Service Authority noted that water and sewer is not immediately available for this site.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Stormwater and Resource Protection Division, Neighborhood Development Division, and the Virginia Department of Transportation raised no comments regarding this proposal.

#### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 2. Potential reductions in the PSA to maintain the rural character of some currently undeveloped areas.

#### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Forge Road, which is an Open/Agricultural Community Character Corridor. Development along this road is

expected to complement the rural character of the area, which showcases the County's mature tree canopies and rural landscapes.

#### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Forge Road, Richmond Road, and Chickahominy Road) is currently experiencing low levels of congestion.

Both Scenario A and Scenario B show the immediate surrounding transportation network (Forge Road, Richmond Road, and Chickahominy Road) remaining at low levels of congestion.

#### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

Historically, this property has been designated for Low Density Residential. Traffic impact wise, this portion of Forge Road is experiencing low congestion and is expected to have a similar level of congestion in 2045. The re-designation of this parcel from Low Density Residential inside the PSA to Rural Lands Outside the PSA does generally align with the key land use policy idea of reducing the PSA in currently undeveloped areas.

#### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to retain the land use designation of Low Density Residential and inside the PSA instead of changing the land use designation to Rural Lands and outside the PSA by a vote of 8-0 at its March 24, 2021 meeting.

#### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

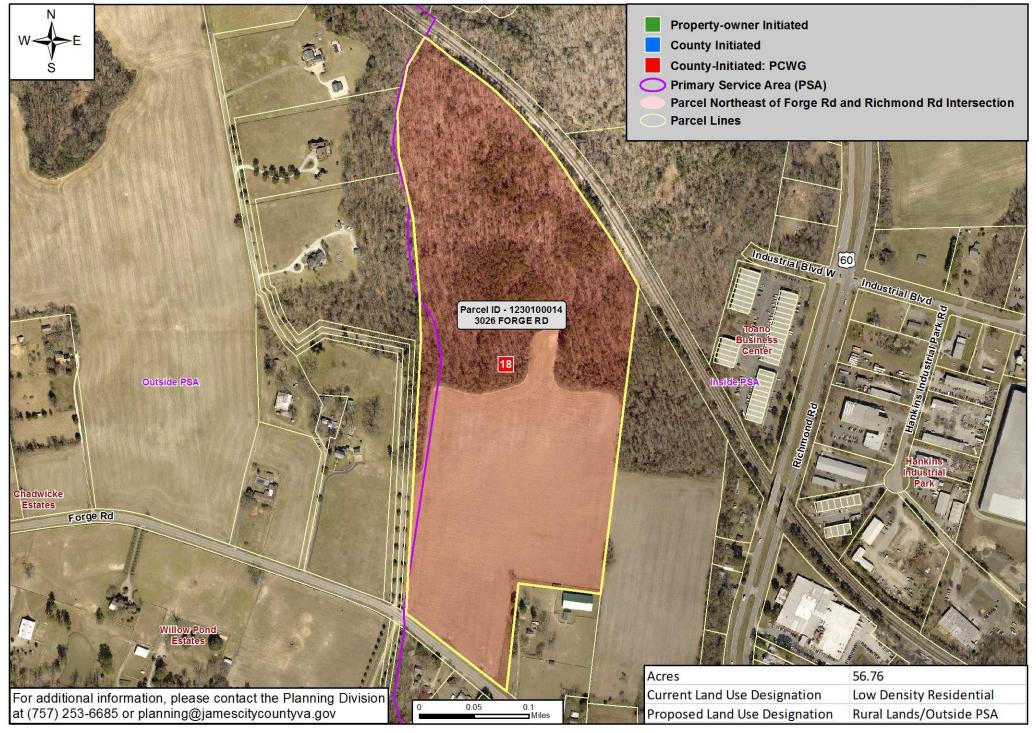
TW/md LU20-18NEFrgeRd-RichRd

#### Attachment:

1. Location Map

# JCC LU-20-0018: Parcel Northeast of Forge Rd and Richmond Rd Intersection





# LAND USE-20-0019: Anderson's Corner Parcels Adjacent to Existing Mixed Use/Economic Opportunity Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

### **SUMMARY FACTS**

Case Number: LU-20-0019

Case Description: Anderson's Corner parcels adjacent to

existing Mixed Use (MU)/Economic

Opportunity (EO)

Source: Scenario B Difference

Property Addresses: 3251 Rochambeau Drive, 8450 Richmond

Road, 3303 Rochambeau Drive, 8399 Richmond Road, and 8251 Richmond Road

Tax Map/Parcel Nos.: 1220100016, 1220100017, 1220100015,

1230100001, and 1240100064

Acreage:  $\pm$  67.03

Property Owners: Ware, William Walker IV, Brothers, Ivy

Irene, AAA Plumbing Co. Inc., Bateman,

Jeff Trustee and McSherry, CU

Zoning: B-1, General Business and A-1, General

Agricultural

Primary Service Area:

(PSA) Yes

Current Land Use

Designation:

Low Density Residential, General Industry

Proposed Land Use

Designation: Mixed Use - Anderson's Corner

PSA Change: No

### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

Group 1: These three parcels (1220100016, 1220100017, and 1220100015) are located adjacent to the Anderson's Corner Mixed Use designation area and abut Richmond Road and Rochambeau Drive. The White Hall Subdivision is located to the east and south. A rezoning proposal for 12201000017 from A-1 to B-1 (Case Nos. Z-07-04 and Z-08-04) was submitted to the County in 2004, but withdrawn prior to public hearing.

Group 2: These parcels are located between Richmond Road and the CSX railroad near Anderson's Corner. These properties have been designated General Industry since the 1997 Comprehensive Plan. In 2019, a Special Use Permit application was submitted for parcel 1240100064 for the consideration of allowing a contractor's office and storage yard. The Planning Commission recommended approval of this application but it has not yet been heard by the Board of Supervisors.

### **AGENCY COMMENTS**

The Virginia Department of Transportation noted this change to mixed use may have an impact. These primary routes will have more limited access opportunities for commercial entrances, and may require right-of-way improvements.

### LAND USE-20-0019: Anderson's Corner Parcels Adjacent to Existing Mixed Use/Economic Opportunity Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

James City Service Authority (JCSA) noted there is a JCSA water main and a JCSA sewer force main within the right-of-way at 8450 and 8251 Richmond Road. JCSA water and sewer are up to 700 feet from 3303 and 3251 Rochambeau Drive. No JCSA water or sewer is available for 8399 Richmond Road.

Stormwater and Resource Protection Division noted these parcels are situated in the Ware Creek watershed of the County and are subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, and Neighborhood Development Division raised no comments regarding this proposal.

### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 3: Encouraging the majority of new growth as Complete Communities by redesignating land as Mixed Residential/Commercial (e.g., some existing Low Density Residential areas) or Mixed Commercial/Industrial (e.g., the existing Economic Opportunity areas).

### TRANSPORTATION CONSIDERATIONS

These parcels are adjacent to Richmond Road which is designated as an Open Space/Agricultural Community Character Corridor (CCC) for this portion. Rochambeau Drive is not a CCC.

### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Richmond Road and Barhamsville Road) is currently experiencing low levels of congestion.

Both Scenario A and Scenario B show the immediate surrounding transportation network (Richmond Road and Barhamsville Road) remaining at low levels of congestion.

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

Existing Draft Language for Mixed Use - Anderson's Corner. Anderson's Corner is one of the few remaining areas in the PSA with significant rural agricultural vistas and contains one of the few remaining rural historic structures in the County, the Whitehall Tavern. Future development should occur in a manner that maintains an appropriate historic setting for the Whitehall Tavern and preserves the rural and historic character of the area.

Views from Richmond Road (Route 60) and Route 30 should receive high priority. To accomplish this, significant amounts of open land and fields should be preserved along with agricultural and rural structures in a manner that creates a village commercial node that is integrated with surrounding residential development and suitably transitions to the Rural Lands areas to the west.

The suggested principal uses are a balance of office and commercial. Residential is recommended as a supporting but not dominant use, and where it is proposed, the preferred format is integration in mixed use buildings that should be blended into the development of the principal uses for an overall village effect. Master planning of each of the Mixed Use intersection quadrants with adjacent existing and future residential development is strongly encouraged, with the use of shared access points as a primary consideration. Due to the width and traffic volumes on Routes 60 and 30, it is recognized that creation of a unified village effect that encompasses all four quadrants may be difficult, and for this reason, careful quadrant planning as described in the previous sentence will be important, and unique pedestrian connections, if feasible and appropriate, are encouraged.

While greater intensities are anticipated, designs and land use patterns should reflect aspects of both appropriate PSA and Rural Lands Development Standards. Buildings and other structures should be small to moderate sized in scale, and of architectural styles that respect local rural and historic traditions. Standardized architectural and site designs should be strongly discouraged.

Sections of Richmond Road (Route 60) east of Croaker Road are projected to be at or above capacity in the future. The extent to which development of this area contributes to traffic congestion in those sections of Richmond Road (Route 60) should be an important consideration in the review of development proposals.

#### STAFF RECOMMENDATION

Approval for Contiguous Parcels to Anderson's Corner (Group 1), Denial for Group 2 Parcels.

### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of public input received during Engage2045. Specifically, this proposal provides for redesignating residential land to mixed use within the PSA in support of the "Complete Communities" concept. The projected traffic congestion for this area is expected to be low. Finally, the proposed Land Use designation contains development standards and clear expectations regarding design that will guide any future legislative applications to ensure the preservation of the established community character of the area. However, it is staff's recommendation that the Group 2 parcels not be included as part of this application, due to the fact they are not contiguous with the current Anderson's Corner Mixed Use designation.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to change the land use designation for Group 1 to Mixed Use and keep the Group 2 parcels as General Industry by a vote of 8-0 at its March 24, 2021 meeting.

### CITIZEN COMMENT RECEIVED

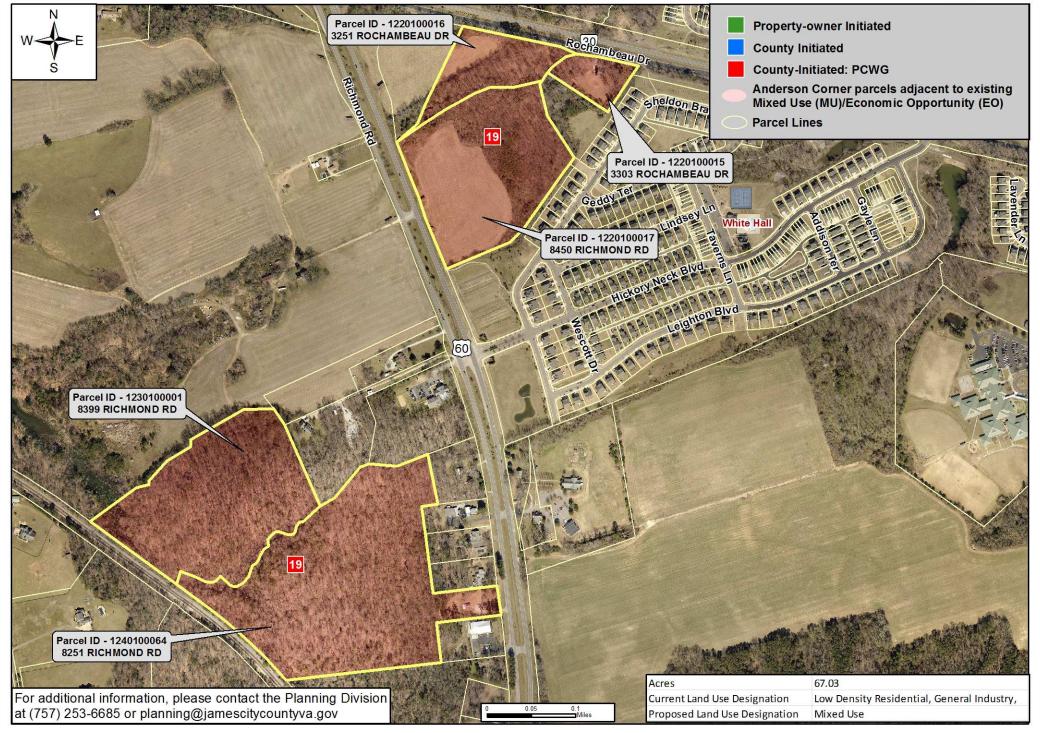
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-19AndrsnCnr-MU-EO

### Attachment:

# JCC LU-20-0019: Anderson Corner parcels adjacent to existing Mixed Use (MU)/Economic Opportunity (EO)





# LAND USE-20-0020: Parcels Adjacent to Colonial Heritage on Richmond Road Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0020

Case Description: Parcels Adjacent to Colonial Heritage on

Richmond Road

Source: Scenario B Difference

Property Addresses: 6925 Richmond Road and 7101 Richmond

Road

Tax Map/Parcel Nos.: 2430100003 and 2410100008

Acreage:  $\pm$  32.33

Property Owner: Dodson, John E, Breezeland LLC C/O

Harvey Lindsay Commercial Real Estate

Zoning: B-1 General Business

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Community Commercial

Proposed Land Use

Designation: Mixed Use - Lightfoot

PSA Change: No

#### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

Both of these parcels front on Route 60 (Richmond Road) and are utilized for commercial purposes, with Parcel Identification Number (PIN) 2430100003 being the location of the Williamsburg Honda dealership and PIN 2410100008 being the location of the Colonial Towne Plaza Shops. Both properties have been historically utilized for commercial purposes.

#### **AGENCY COMMENTS**

The Virginia Department of Transportation noted these developed parcels have existing entrances. Any changes would be subject to review.

James City Service Authority noted that water and sewer are currently provided to these properties.

Stormwater and Resource Protection Division noted these parcels are situated in the Yarmouth Creek watershed of the County and are subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, and Neighborhood Development Division raised no comments regarding this proposal.

### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 3: Encouraging the majority of new growth as Complete Communities by redesignating land as Mixed Residential/Commercial (e.g., some existing Low Density Residential areas) or Mixed Commercial/Industrial (e.g., the existing Economic Opportunity areas).

### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Richmond Road, which is designated as an Urban/Suburban Community Character Corridor. Pedestrian accommodations are recommended to separate pedestrians from traffic flow. Future commercial and residential development is recommended to be concentrated in planned areas and require careful analysis of impacts on surrounding roadway networks.

### TRANSPORTATION ROAD NETWORKS

Per the congestion maps, Richmond Road is identified as having a low level of congestion.

In both Scenario A and Scenario B, Richmond Road is projected to have severe levels of congestion between this parcel and the Route 199 Interchange.

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

Existing Draft Language for Mixed Use - Lightfoot: For the land east of Richmond Road (Route 60), the principal suggested uses are commercial and office development. The property is adjacent to the railroad and (if passenger or light rail were to become available), would be suitable for a transit-oriented mixed use development with a mixture of limited industry, commercial, and moderate density

housing. This broader set of uses could also be recommended if found suitable through a corridor redevelopment plan.

For lands west of Richmond Road (Route 60), the principal suggested uses are moderate density housing, commercial developments, and office developments.

For land west of the Colonial Heritage entrance, for the parcels along Richmond Road with existing B-1 zoning, office uses and low traffic generating secondary uses are recommended in order ensure the commercial separation between Lightfoot and Norge.

There are significant capacity issues in this segment of Richmond Road and at the Lightfoot/Richmond Road intersection and Route 199/Richmond Road interchange, with development occurring in both the County and adjacent localities. Measures to mitigate traffic congestion and enhance multimodal facilities will be critical to maintaining the economic vitality of the area and to maintaining an acceptable degree of mobility. Commercial uses should not be developed in a "strip" commercial fashion, and should emphasize shared access and parking as well as consistent treatment for landscaping and architecture. Uses in this area should be compatible and integrate with the adjacent Economic Opportunity designated area to the extent possible.

### STAFF RECOMMENDATION

Approval, with Modification of Mixed Use Designation.

### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of public input received during Engage2045. Specifically, this proposal provides for redesignating land to mixed

use within the PSA. The projected traffic congestion for this area is expected to be severe. Finally, the proposed Land Use designation contains development standards and clear expectations regarding design that will guide any future legislative applications to ensure the preservation of the established community character of the area and allow for master planning. This change will also allow for the pursuit of the "complete communities" concept in this area, given the Mixed Use designation also permits residential development that is compatible with adjacent commercial uses.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to change the land use designation to Mixed Use and amend the Mixed Use designation description by a vote of 6-2 at its March 24, 2021 meeting.

### CITIZEN COMMENT RECEIVED

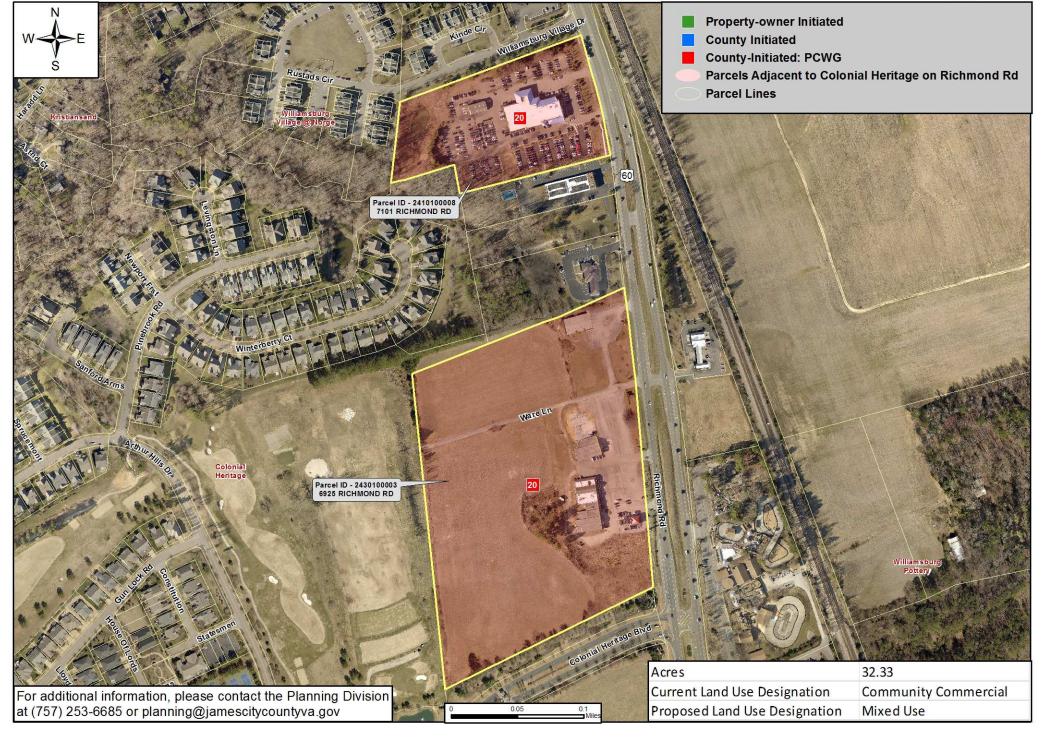
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-20ColHer-RichRd

Attachment:

### JCC LU-20-0020: Parcels Adjacent to Colonial Heritage on Richmond Rd





# LAND USE-20-0021: Parcels Adjacent to Longhill Road and Centerville Road Near Warhill Sports Complex Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

### **SUMMARY FACTS**

Case Number: LU-20-0021

Case Description: Parcels Adjacent to Longhill Road and

Centerville Road near Warhill Sports

Complex

Source: Scenario B Difference

Property Addresses: 6226 Centerville Road, 3900 Longhill

Road, and 4050 Longhill Road

Tax Map/Parcel Nos.: 3120100014, 3120100017, 3130100029,

and 3140100001

Acreage:  $\pm 311.54$ 

Property Owner: Sarah Armistead

Zoning: A-1, General Agricultural and R-8, Rural

Residential

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Designation: Moderate Density Residential

PSA Change: No

### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

Each of these four parcels is located within the Armistead Agricultural and Forestal District (AFD) and has been historically utilized for forestal use. This district was renewed by the Board of Supervisors in 2018 for four years, with 2022 being the date of renewal or expiration. There is a fair amount of Resource Protection Area on each of these parcels, meaning future development will likely be concentrated in compact nodes on the parcels fronting each roadway.

### **AGENCY COMMENTS**

The Virginia Department of Transportation noted that increasing density on these parcels would likely increase pressure to improve these sections of Longhill Road and Centerville Road, and the intersection of these roads.

James City Service Authority (JCSA) noted a JCSA water main is located along Longhill Road and Centerville Road. There is a JCSA gravity main within the north side of 3900 Longhill Road. Wastewater conveyance options will need to be reviewed and approved by JCSA. Water and sewer models may be required.

Stormwater and Resource Protection Division noted these parcels are situated in the Powhatan Creek watershed of the County and are subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, and Neighborhood Development Division raised no comments regarding this proposal.

### KEY LAND USE POLICY IDEAS ANALYSIS

Key Land Use Policy Idea No. 5: Encouraging the development affordable housing by redesignating low-density areas to moderate or higher density designations that would be conducive to a mixture of housing types.

### TRANSPORTATION CONSIDERATIONS

These parcels are adjacent to Longhill Road and Centerville Road, both of which are Wooded Community Character Corridors. Phase 2 and 3 of the Longhill Corridor project has not been funded or scheduled at this time. Future improvements are to align with the Longhill Road Corridor Study.

### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Longhill Road, Centerville Road, and Jolly Pond Road) is mostly experiencing low levels of congestion, with segments of Longhill Road and Centerville Road experiencing moderate and severe levels in certain areas.

Both Scenario A and Scenario B show the immediate surrounding transportation network (Longhill Road, Centerville Road, and Jolly Pond Road) increasing in congestion, with slightly lower levels of congestion in Scenario B.

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

### STAFF RECOMMENDATION

Approval.

### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of public input received during Engage 2045. Specifically, this proposal provides for redesignating Low Density Residential to an increased density within the PSA. The projected traffic congestion for Centerville Road is expected to be moderate, while the projected congestion on Longhill Road is expected to be low. Due to the location of RPA throughout the site, as well as the location of the Longhill Swamp, staff expects future development to be concentrated in distinct nodes adjacent to each respective roadways, rather than being dispersed broadly throughout the site. Moderate Density Residential is an appropriate designation for such a style of development.

### PLANNING COMMISSION WORKING GROUP RECOMMENDATION

The Planning Commission Working Group (PCWG) recommended to keep the land use designation as Low Density Residential instead of changing to Moderate Density Residential by a vote of 7-0 at its March 24, 2021 meeting.

# LAND USE-20-0021: Parcels Adjacent to Longhill Road and Centerville Road Near Warhill Sports Complex Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

### CITIZEN COMMENT RECEIVED

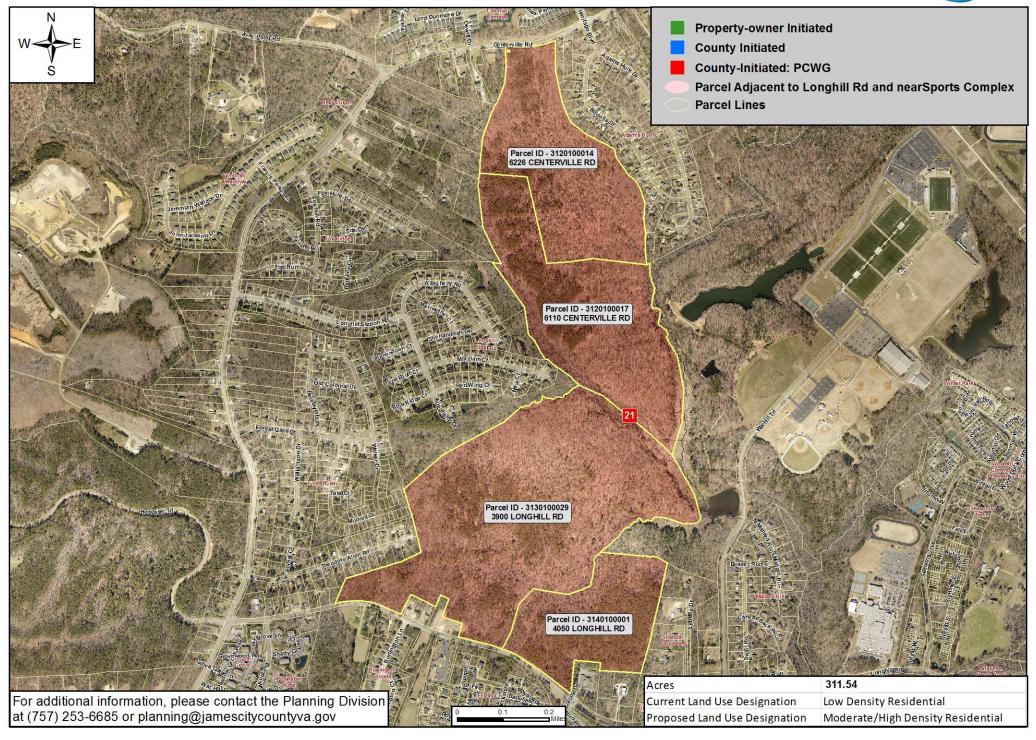
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-21Longhill-Ctrvl-WIS

Attachment:

# JCC LU-20-0021: Parcel Adjacent to Longhill Rd and Centerville Near Warhill Sports Complex





# LAND USE-20-0022: Parcels on Olde Towne Road Approximately Across from The Colonies at Williamsburg Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

### **SUMMARY FACTS**

Case Number: LU-20-0022

Case Description: Parcels on Olde Towne Road

approximately across from The Colonies at

Williamsburg

Source: Scenario B Difference

Property Addresses: 5405 Olde Towne Road and 5427 Olde

Towne Road

Tax Map/Parcel Nos.: 3240100001, 3240100002A, and

3240100002B

Acreage:  $\pm 27.92$ 

Property Owner: Charter LLC, Scott Trust (The)

Zoning: R-2, General Residential

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Designation: Moderate Density Residential

PSA Change: No

### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

Each of these three parcels is located adjacent to Old Towne Road and have been utilized for residential use or have remained vacant. There is currently a 75-foot-wide landscape and buffering easement located on Parcel Identification Number 3240100002A, which would be unchanged by this designation change.

### **AGENCY COMMENTS**

The Virginia Department of Transportation (VDOT) noted that increasing density on these parcels would likely require the need for frontage improvements on Olde Towne Road.

James City Service Authority (JCSA) noted that JCSA water is along Olde Towne Road. The nearest JCSA sewer is on the west side of Route 199 or 650 feet away to the east in front of 6452 Olde Towne Road. Wastewater conveyance options will need to be reviewed and approved by JCSA.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Neighborhood Development Division, and the Stormwater and Resource Protection Division raised no comments regarding this proposal.

### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 5: Encouraging the development affordable housing by redesignating low density areas to moderate or higher density designations that would be conducive to a mixture of housing types

### TRANSPORTATION CONSIDERATIONS

Olde Towne Road is not designated as a Community Character Corridor (CCC). Route 199 is a CCC but no entrances are proposed.

### TRANSPORTATION ROAD NETWORKS

"Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Olde Towne Road, Richmond Road, and Longhill Road) is mostly experiencing low levels of congestion, with portions of Longhill Road and Olde Towne Road experiencing moderate levels of congestion.

Both Scenario A and Scenario B show the immediate surrounding transportation network (Olde Towne Road, Richmond Road, and Longhill Road) increasing in congestion, with Longhill Road increasing to severe in both scenarios."

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

### STAFF RECOMMENDATION

Approval.

### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of public input received during Engage 2045. Specifically, this proposal provides for redesignating Low Density Residential to an increased density within the PSA. The existence of the 75-foot landscape buffer abutting a portion of Olde Towne Road will not be affected by this change and will help ensure the preservation of the treeline along the curve. The curve of Olde Towne Road is to be examined, meaning any future legislative applications regarding these parcels would need to mitigate frontage requirements, per VDOT's general comment at this time.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to keep the land use designation as Low Density Residential instead of changing to Moderate Density Residential by a vote of 5-2 at its March 24, 2021 meeting.

### CITIZEN COMMENT RECEIVED

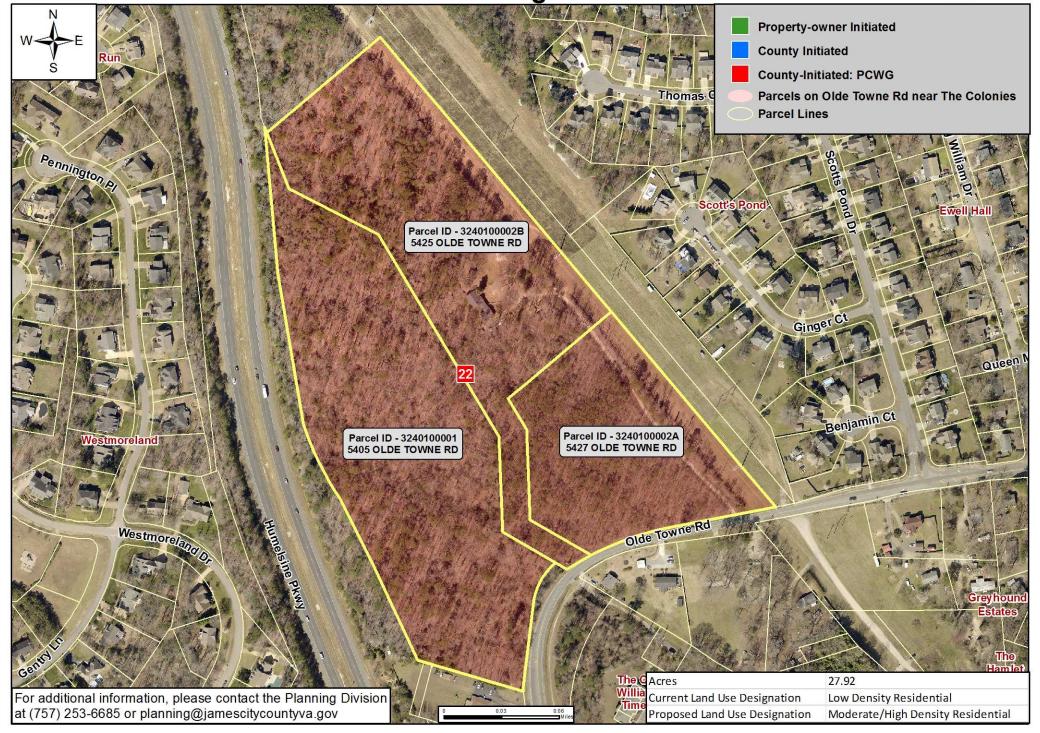
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-20OTRd-ColoniesWburg

Attachment:

# JCC LU-20-0022: Parcels on Olde Towne Rd approximately across from The Colonies at Williamsburg





### **SUMMARY FACTS**

Case Number: LU-20-0023

Case Description: Parcel on News Road

Source: Scenario B Difference

Property Address: 3889 News Road

Tax Map/Parcel No.: 3730100004

Acreage:  $\pm 179.2$ 

Property Owners: SWR-Hockaday, LLC and McMurran,

Martha

Zoning: R-4, Residential Planned Community

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Designation: Moderate Density Residential

PSA Change: No

### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

This parcel is undeveloped, but has been considered for a conceptual change to the Ford's Colony Master Plan to allow for "The Village at Ford's Colony". Currently, this parcel is approved for a continuing care retirement community containing approximately 741 senior housing units (206 independent living cottages and townhouses, 390 independent living apartments, 85 assisted living beds, and 60 skilled nursing beds). The proposed amendment to the master plan would result in a total of approximately 550 units comprised of 230 independent living cottages and townhomes (for sale and for rent), 180 independent living apartments, 60 assisted living beds, 40 memory care beds, and 40 skilled nursing beds. This proposed change would result in a density less than four units per acre, which is within the Low Density Residential range.

### **AGENCY COMMENTS**

The Virginia Department of Transportation (VDOT) noted that increasing density on these parcels would likely create pressure to improve News Road, with a possible signal requested at Firestone.

James City Service Authority (JCSA) noted that JCSA water is located along News Road. The nearest sewer within the homeowners association property of Powhatan Secondary. An easement from the homeowners association would be required to connect to sewer. A water and sewer model is required.

The Stormwater and Resource Protection Division noted this parcel is situated in the Powhatan Creek watershed of the County and is subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, and the Neighborhood Development Division raised no comments regarding this proposal.

### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No 5: Encouraging the development affordable housing by redesignating low density areas to moderate or higher density designations that would be conducive to a mixture of housing types.

### **Transportation Considerations**

News Road is a Wooded Community Character Corridor and is described as a winding road with short site distance. As development pressure continues along the corridor, coordination with VDOT and developers is necessary to increase site distances. Road improvements include shoulder strengthening and reflectors along the side. Any shoulder strengthening should include bike lanes.

### TRANSPORTATION ROAD NETWORKS

The traffic congestion maps provided by EPR show the congestion level for News Road as low.

In the Scenario A and the Scenario B maps, the immediate transportation network surrounding this application would continue to be low, with a slight increase in congestion for the intersection of Centerville Road and News Road.

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

### STAFF RECOMMENDATION

Denial.

### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of public input received during Engage 2045. Specifically, this proposal provides for redesignating certain Low Density Residential parcels to an increased density within the PSA. However, due to the substantial environmental constraints on-site, staff finds a mix of unit types at higher density could likely be achieved on the developable portion, while the overall density on the parcel remains within the range recommended by Low Density Residential.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to keep the land use designation as Low Density Residential instead of changing to Moderate Density Residential by a vote of 5-2 at its March 24, 2021 meeting.

### CITIZEN COMMENT RECEIVED

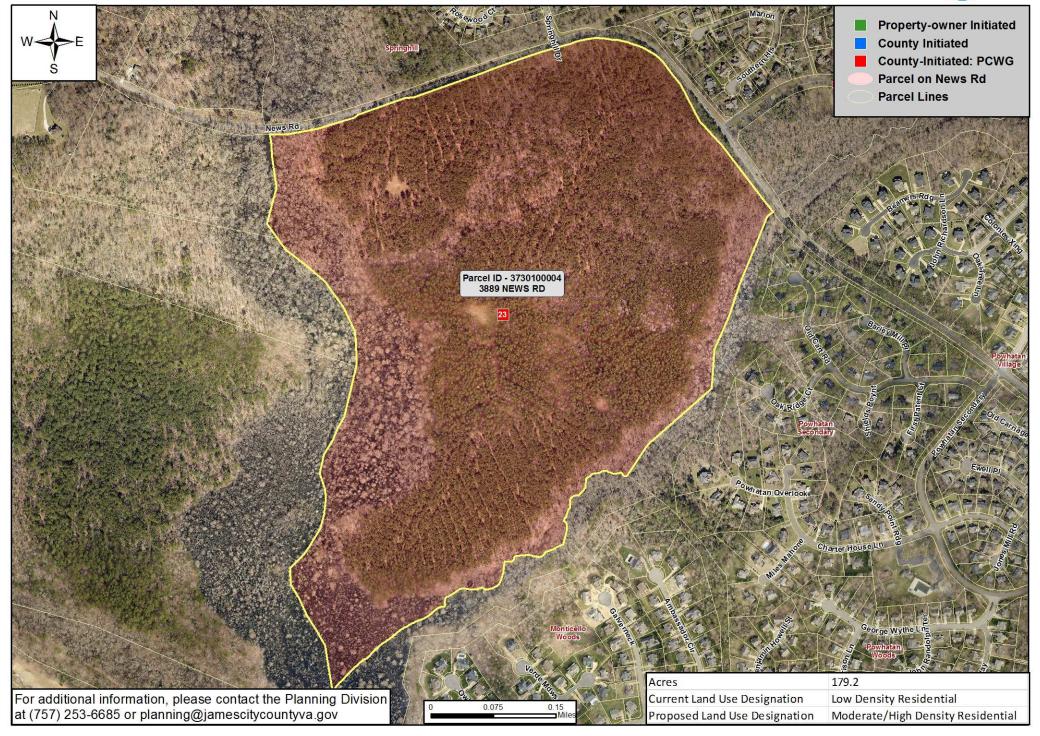
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

### LAND USE-20-0023: Parcel on News Road Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

TW/md LU20-23Parcel-News Rd	
Attachment: 1. Location Map	

### JCC LU-20-0023: Parcel on News Rd





# LAND USE-20-0024: Parcels Across from Recreation Center on Longhill Road Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

### **SUMMARY FACTS**

Case Number: LU-20-0024

Case Description: Parcels across from Recreation Center on

Longhill Road

Source: Scenario B Difference

Property Addresses: 5232 Longhill Road, 5252 Longhill Road,

and 5298 Longhill Road

Tax Map/Parcel Nos.: 3330100037B, 3330100037A, and

3330100038

Acreage:  $\pm 28.87$ 

Property Owner: Williamsburg Assembly of God C/O Tru

Nevins, Altamont; Updike, Alan; Frie,

Mallory, Arthur Dennis Trustee

Zoning: R-5, Multifamily Residential and R-2,

General Residential

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Designation: Moderate Density Residential

PSA Change: No

### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

These parcels front on Longhill Road and are located adjacent to the Rolling Meadows development and across the street from the James City County Recreation Center. Historically, these parcels have been utilized for residential use or as a place of worship.

### **AGENCY COMMENTS**

The Virginia Department of Transportation noted that increasing density on these parcels would likely require the need for frontage improvements on Longhill Road.

James City Service Authority (JCSA) noted that JCSA water is available along Longhill Road. JCSA sewer is to the north of the properties. An easement across the property to the north would be required to connect to sewer. A sewer capacity analysis will be required.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Neighborhood Development Division, and the Stormwater and Resource Protection Division raised no comments regarding this proposal.

### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 4: Directing some new growth as feasible into redevelopment and infill development rather than into vacant rural areas.

Key Land Use Policy Idea No. 5: Encouraging the development affordable housing by redesignating low density areas to moderate or higher density designations that would be conducive to a mixture of housing types.

### TRANSPORTATION CONSIDERATIONS

This portion of Longhill Road is designated as an Urban/Suburban Community Character Corridor. For Longhill Road, Phase 1 of the widening (which starts to the west of this location) is under way to include bicycle and pedestrian facilities.

### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the immediate surrounding transportation network (Longhill Road, Depue Drive, and Ironbound Road) is currently experiencing low levels of congestion, with some congestion already at the Longhill Road and Depue Drive intersection.

In the Scenario A map, some congestion is expected to continue at the Longhill Road and Depue Drive intersection.

In the Alternative Future Scenario B map, there is less congestion at some of the Route 199 and Monticello Avenue ramps. The immediate surrounding roads continue to operate with low levels of congestion.

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

### STAFF RECOMMENDATION

Approval.

### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of public input received during Engage 2045. Specifically, this proposal provides for redesignating Low Density Residential Land within the PSA to a higher residential designation, which could allow for increased opportunities for affordable housing. This also aligns with directing growth towards infill development and redevelopment.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to change the land use designation to Moderate Density Residential by a vote of 5-1 at its March 24, 2021 meeting.

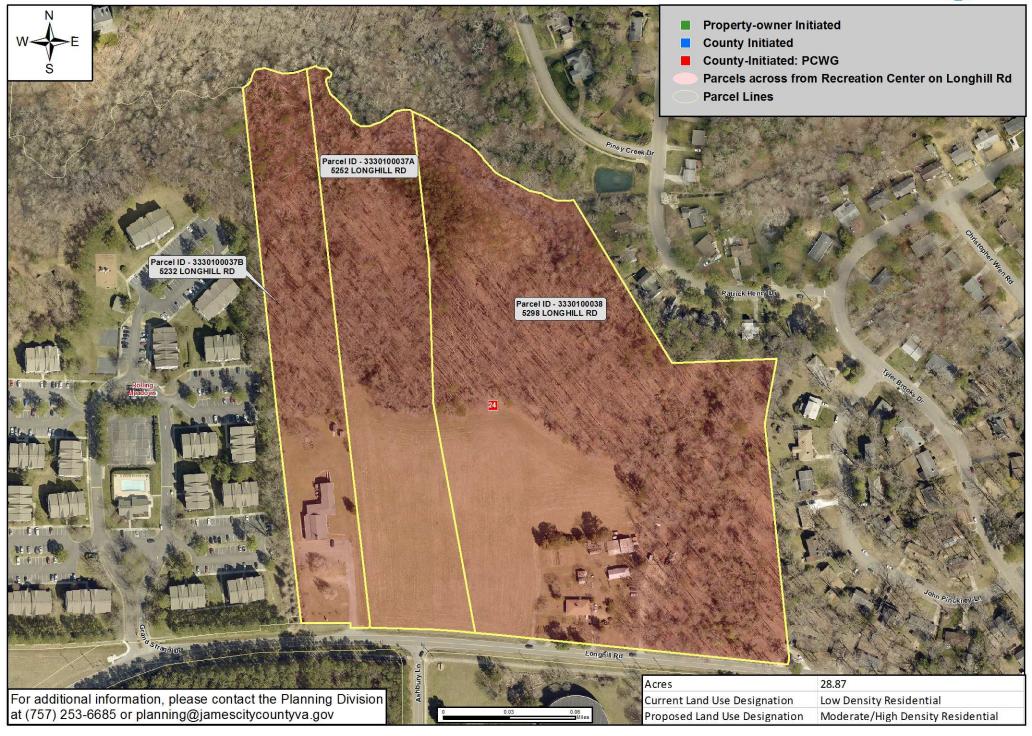
### CITIZEN COMMENT RECEIVED

Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-24Parcels-RecCtrLghillRd Attachment:

### JCC LU-20-0024: Parcels across from Recreation Center on Longhill Rd





### **SUMMARY FACTS**

Case Number: LU-20-0025

Case Description: Lake Powell Road Parcel

Source: Scenario B Difference

Property Address: 140 Waltrip Lane

Tax Map/Parcel No.: 4840100005

Acreage:  $\pm 16.99$ 

Property Owner: Williamsburg Winery LTD

Zoning: R-8, Rural Residential

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Designation: Moderate Density Residential

PSA Change: No

### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

This parcel is located adjacent to the Williamsburg Winery and the Williamsburg-Jamestown Airport. Lake Powell Road is the nearest major roadway, while this parcel is addressed off of Waltrip Lane. This parcel appears to have been historically used for agricultural purposes.

### **AGENCY COMMENTS**

The Virginia Department of Transportation (VDOT) noted that increasing density on these parcels may generate requests for improvements on Lake Powell Road.

James City Service Authority (JCSA) noted that water and sewer models are required for this site. An existing JCSA 8-inch water main along Wessex Hundred and a JCSA 12-inch water main along Lake Powell Road are possible tie-ins. The surrounding sewer lift stations are at or near capacity. Upgrades to a lift station may be required.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Neighborhood Development Division, and the Stormwater and Resource Protection Division raised no comments regarding this proposal.

### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 5: Encouraging the development affordable housing by redesignating low density areas to moderate or higher density designations that would be conducive to a mixture of housing types.

### TRANSPORTATION CONSIDERATIONS

Neither Waltrip Lane nor Lake Powell Road is designated as a Community Character Corridor.

### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, the intersection of Route 199 and Lake Powell Road is currently shown as having mostly low levels of congestion, except for the intersection of Brookwood Drive and Route 199, which is experiencing severe congestion currently.

In both Scenario A and Scenario B, the immediate surrounding transportation network will increase in congestion, though Scenario B is expected to have lower levels of congestion.

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval.

### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of public input received during Engage 2045.

Specifically, this proposal provides for the redesignation of land within the PSA from Low Density Residential to Moderate Density Residential, which could allow for increased opportunities for more affordable housing. Per VDOT's comments, the development of this parcel for a more intense residential use could require the improvements of Lake Powell Road, which is to be carefully examined during any future legislative review in light of this designation change. It is likely that access would need to occur through parcels to the south rather than through Waltrip Lane.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to keep the land use designation as Low Density Residential instead of changing to Moderate Density Residential by a vote of 6-0 at its March 24, 2021 meeting.

### CITIZEN COMMENT RECEIVED

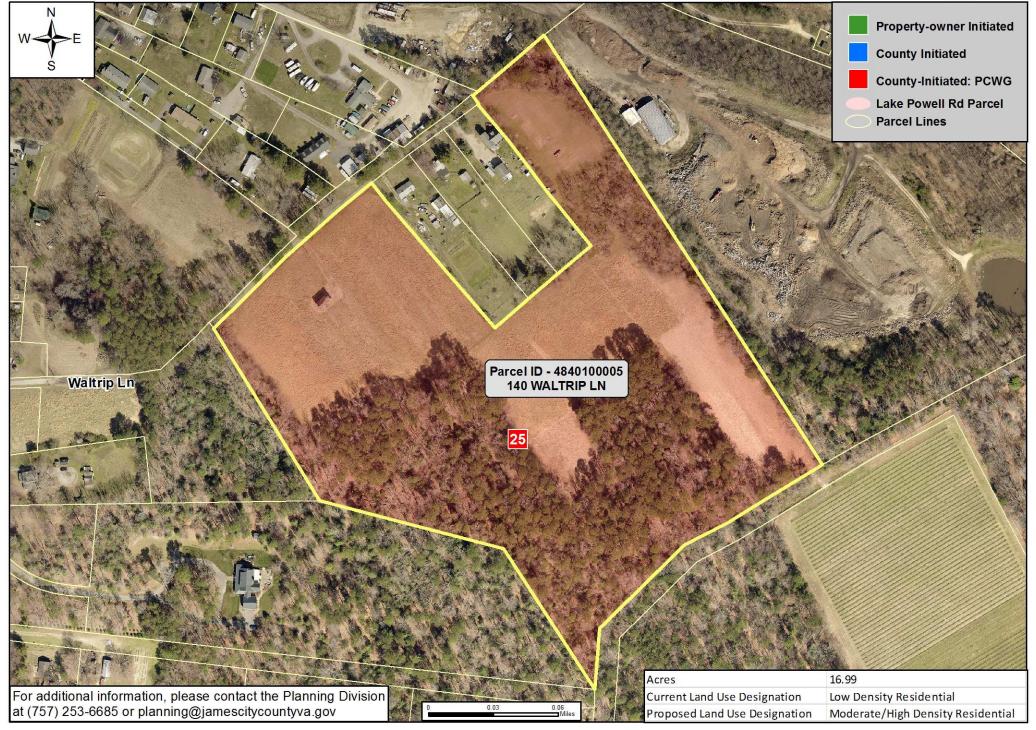
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-25LkPowellRdparcel

### Attachment:

### JCC LU-20-0025: Lake Powell Rd Parcel





### **SUMMARY FACTS**

Case Number: LU-20-0026

Case Description: Parcels on Ron Springs Drive

Source: Scenario B Difference

Property Addresses: 200 Ron Springs Drive and 150 Ron

Springs Drive

Tax Map/Parcel Nos.: 5910100028 and 5910100029

Acreage:  $\pm 31.03$ 

Property Owner: Colonial Investors, Inc, 150 Grove LLC

Zoning: R-2, General Residential

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Low Density Residential

Proposed Land Use

Designation: Moderate Density Residential

PSA Change: No

### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

Both of these parcels front on Ron Springs Drive and are located adjacent to the Hampton Roads Sanitation District facility and the Carters Grove property. Single-family housing has been the historic use of both of these parcels.

### **AGENCY COMMENTS**

The Virginia Department of Transportation noted that increasing density on these parcels may generate requests for improvements on Log Cabin Beach Road. The sub-standard right angle curve in this road may need to be corrected.

James City Service Authority (JCSA) noted that a) Newport News Water Works (NNWW) water is available to the site; b) the nearest JCSA sewer manhole is 650 feet away in front of 126 Ron Springs Drive; c) the manhole is fairly shallow; and d) wastewater conveyance options will need to be reviewed and approved by JCSA.

The Fire Department, Office of Economic Development, Parks and Recreation Department, Stormwater and Resource Protection Division and the Neighborhood Development Divisions raised no comments regarding this proposal.

### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 5: Encouraging the development affordable housing by redesignating low density areas to moderate or higher density designations that would be conducive to a mixture of housing types.

### TRANSPORTATION CONSIDERATIONS

Pocahontas Trail is an Urban/Suburban Community Character Corridor. The vision for the Pocahontas Trail Corridor study includes bicycle and pedestrian facilities, added lighting and landscaping, a center turn lane, and bus pull-offs.

### TRANSPORTATION ROAD NETWORKS

Per the traffic congestion mapping provided by EPR, this segment of Pocahontas Trail is identified as currently having moderate congestion, while Interstate 64 (I-64) is currently having moderate to severe congestion.

Both Scenario A and Scenario B show a decrease in congestion from moderate to low on Pocahontas Trail, while I-64 will continue to experience moderate to severe congestion.

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

### STAFF RECOMMENDATION

Approval.

#### RECOMMENDATION RATIONALE

This application aligns with the key land use policy ideas recommended as a result of public input received during Engage 2045. Specifically, this proposal provides for redesignating Low Density Residential Land within the PSA to a higher residential designation, which could allow for increased opportunities for more affordable housing. The projected traffic congestion for this area is expected to be low and the improvement of Pocahontas Trail is expected to facilitate pedestrian and vehicular traffic in the future.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to change the land use designation to Moderate Density Residential by a vote of 6-0 at its March 24, 2021 meeting.

### CITIZEN COMMENT RECEIVED

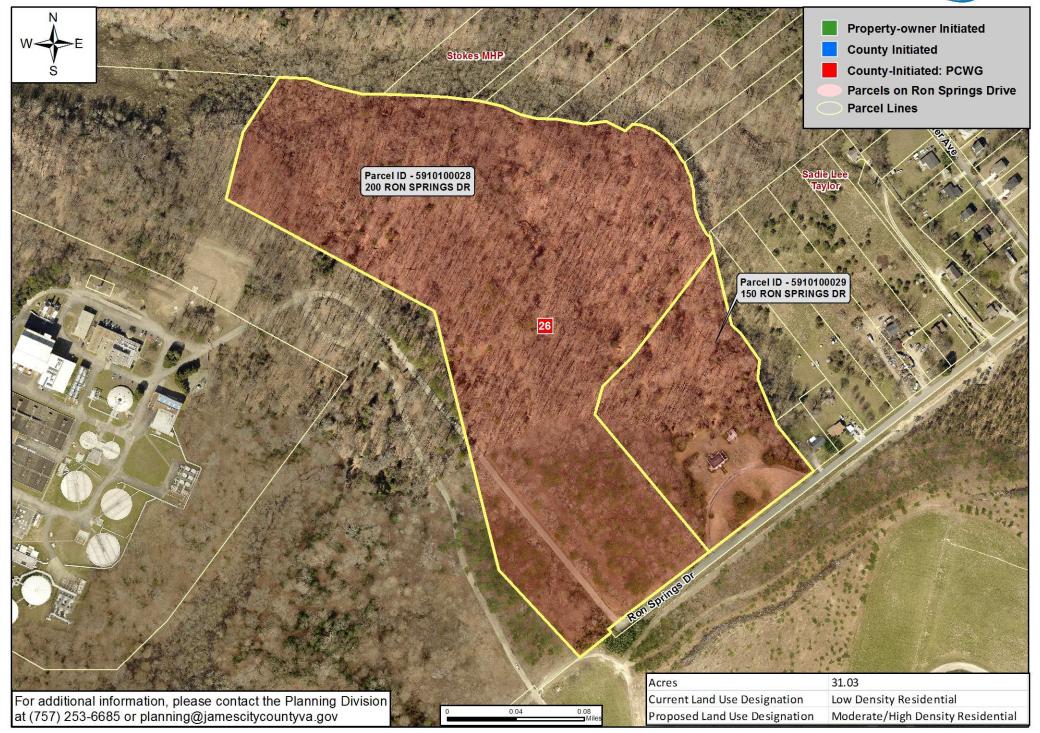
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-26Pcls-RonSpgsRd

### Attachment:

### JCC LU-20-0026: Parcels on Ron Springs Drive





# LAND USE-20-0027: Parcels Near Colonial Heritage on Richmond Road Staff Report for the April 27, 2021, Board of Supervisors Business Meeting

#### SUMMARY FACTS

Case Number: LU-20-0027

Case Description: Parcels near Colonial Heritage on

Richmond Road

Source: Scenario B Difference

Property Addresses: 6667 Richmond Road and 6693 Richmond

Road

Tax Map/Parcel Nos.: 2430100034 and 2430100033

Acreage:  $\pm 27.75$ 

Property Owners: Maloney, Frederick C & Sharon,

Williamsburg Potter Factory Inc.

Zoning: A-1, General Agricultural

Primary Service Area:

(PSA) Yes

Current Land Use

Designation: Mixed Use - Lightfoot

Proposed Land Use

Designation: Moderate Density Residential

PSA Change: No

### PROPOSAL RATIONALE

Staff identified this designated area on the Scenario B map as differing from what is shown on the adopted Land Use map. The proposed land use change would approximately match what is shown on the Scenario B map.

### PARCEL BACKGROUND

Both of these parcels front on Route 60 (Richmond Road) and abut the Colonial Heritage development. Both parcels are utilized for single-family residential use, with a house appearing to straddle the property line between the two.

### **AGENCY COMMENTS**

The Virginia Department of Transportation noted that the change from mixed use to moderate/high density residential may have little impact. Any use in these areas will have more limited access, as Richmond Road is a primary with access management.

James City Service Authority (JCSA) noted the JCSA water main is located along Richmond Road. JCSA gravity sewer runs along the southern border of 6667 Richmond Road. Note: JCSA had a discussion in 2020 with a developer who wanted to build an assisted living building on this site. No plan has been submitted yet.

The Stormwater and Resource Protection Division noted these parcels are situated in the Yarmouth Creek watershed of the County and are subject to the goals and priorities of the approved watershed management plan.

The Fire Department, Office of Economic Development, Parks and Recreation Department, and the Neighborhood Development Division raised no comments regarding this proposal.

### **KEY LAND USE POLICY IDEAS ANALYSIS**

Key Land Use Policy Idea No. 5: Encouraging the development affordable housing by redesignating low density areas to moderate or higher density designations that would be conducive to a mixture of housing types.

#### TRANSPORTATION CONSIDERATIONS

This parcel is adjacent to Richmond Road, which is designated as an Urban/Suburban Community Character Corridor. Pedestrian accommodations are recommended to separate pedestrians from traffic flow. Future commercial and residential development is recommended to be concentrated in planned areas and require careful analysis of impacts on surrounding roadway networks.

### TRANSPORTATION ROAD NETWORKS

Per the congestion maps, Richmond Road is identified as having a low level of congestion.

In both Scenario A and Scenario B, Richmond Road is projected to have severe levels of congestion between this parcel and the Route 199 Interchange.

### LAND USE DESIGNATION DESCRIPTION LANGUAGE

None accompanying this proposal.

#### STAFF RECOMMENDATION

Approval.

### RECOMMENDATION RATIONALE

The key land use policy ideas recommended from the public input generally support bolstering areas that are designated for Mixed Use, which is the current designation for these parcels. These key policy ideas also support designating land within the PSA to a higher residential density, which would be the case should this parcel be redesignated to Moderate Density Residential. Such a redesignation would allow for the residential character of these parcels to be retained while also preventing potential commercial strip development.

### PLANNING COMMISSION WORKING GROUP RECOM-MENDATION

The Planning Commission Working Group (PCWG) recommended to keep the land use designation as Mixed Use instead of changing to Moderate Density Residential by a vote of 6-0 at its March 24, 2021 meeting.

### CITIZEN COMMENT RECEIVED

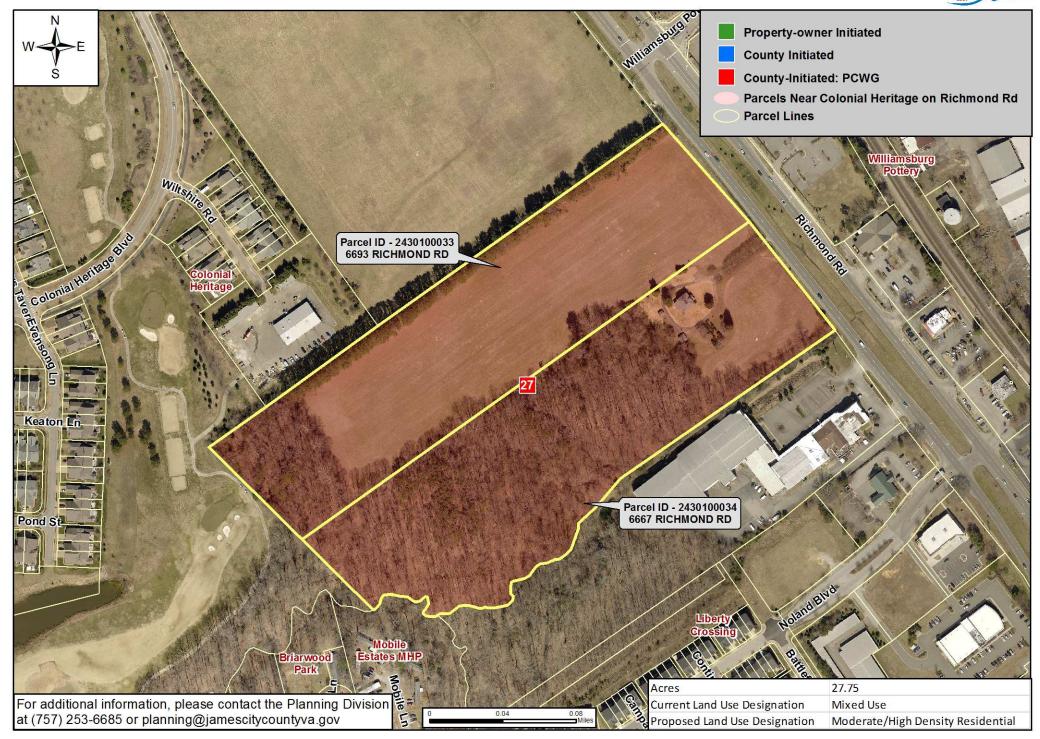
Yes; see the Land Use Applications Questionnaire Public Comments and Public Correspondence regarding this application.

TW/md LU20-27Pcls-CHerit-RichRd

Attachment:

### JCC LU-20-0027: Parcels Near Colonial Heritage on Richmond Rd





# **Updated Public Correspondence**

### **Thomas Wysong**

From: Thomas Wysong

**Sent:** Monday, March 1, 2021 1:53 PM

**To:** Thomas Wysong

**Subject:** FW: [External] Re: Eastern State Information

From: Tim Kinkead <trek57@gmail.com> Sent: Thursday, January 14, 2021 2:46 PM

To: Thomas Wysong <Thomas.Wysong@jamescitycountyva.gov>

Subject: [External] Re: Eastern State Information

Mr Wysong - Sincere thanks for responding so promptly to my inquiry, as well as suggested means for expressing my input. The property is one of the last remaining intact mature stands of forest in the county, and headwaters of Powhatan creek with its connection to the James River. The land is also unique in that this is public property, not private

Best wishes to you and your staff . Whoever answered the phone when I first called your office was very courteous and cheerful , sorry I did not catch her name. We are all struggling with the pandemic and a happy voice is welcome these days!

Tim Kinkead 5198 Rollison Drive Wburg 23188

Sent from my iPad

On Jan 14, 2021, at 10:28 AM, Thomas Wysong wrote:

Good morning Mr. Kinkead,

It was a pleasure speaking with you yesterday. As I mentioned on the phone, the County is considering applications to change the Land Use designation for the Eastern State property to allow for Mixed Use development in the future. One of these applications would be to essentially add a section to Newtown and the other would be for a mixed us development near that section addition. Please see the attached for the information for the Newtown Addition, which is behind your property.

This project is still in the land use consideration stage, meaning no development is imminent for this project. If you are interested in participating in the public input process, I encourage you to go on the county's Comp Plan website at the following link and share your thoughts:

https://jamescitycountyva.gov/engage2045

Thanks!

Thomas Wysong Senior Planner, AICP 101-A Mounts Bay Road Williamsburg, VA 23185 P: 757-253-6771

Thomas.Wysong@jamescitycountyva.gov

### Shaia's Law, PLLC

Thomas Shaia 403 E. Grace Street Richmond, Virginia 23219 tomshaia@ctemplar.com February 11, 2021

Thomas Wysong Senior Planner James City County, Virginia

Via email: <u>Thomas.Wysong@jamescitycountyva.gov</u>

RE: Comprehensive Plan Update, Engage 2045, and PSA Adjustment to 1410100013

Dear Mr. Wysong,

York River Estates, L.C. is the limited liability company which owns the property located at 4568 Ware Creek Road, map number 141010013. My client received your letter dated January 15, 2021, regarding the adjustment the county is considering regarding the current designation of our property. My client does not agree with the county's adjustment and would request that the property maintain its current designation of Rural Lands and Low Density Residential within the Primary Service Area.

The reasons for disagreement begin with questioning the cost savings, if any, of changing the designation of our property. My client questions such savings because the Primary Service Area on the proposed map, runs completely around the property to the back side and beyond. It is questionable as to the costs savings to the County by creating a much larger area to disrupt by building pipelines and utilities in such a manner.

A second issue is the reduction in the value of the property due to the County changing where the location of the Primary Service Area. Such a change in designation will adversely affect the ability of future development to the property. Costs will increase in order to have primary services be adjusted to later serve the needs of the development. Currently, these costs do not have to be incurred because such adjustment is not necessary.

A third issue, York River Estates, L.C. believes that when the County choose to take land from this property to build a reservoir, which was subsequently never built, one of the conditions of the taking was placing the property in a Primary Service Area, although it may not have been designated quite in that manner at the time of the taking. Because York River Estates, L.C., believes that may have been a

condition of the taking by the County, it may be that the County cannot change the designation without the proper legalities being followed.

Another issue is York River Estates, L.C. does not see a need to adjust the Primary Service Area. It is not costing the County any money to maintain the area where it is currently located. Changing the area incurs costs and may be detrimental to the County.

Finally, the County is seeking to change the status of the property to Rural Lands outside the Primary Service Area or other designation. What is "other designation" and how is the notice that you have given my client good, legal, notice when "other designation" is not defined? There does not appear to be a definition in your letter, nor does one appear on the website defining "other designation." York River Estates, L.C. cannot be held to argue against something that is not defined.

We look forward to further dialogue with you and the County.

Respectfully,

Thomas Shaia VSB#28991

### **Thomas Wysong**

From: Larry Cooke <2wmsbg@gmail.com>
Sent: Sunday, February 21, 2021 4:29 PM

**To:** Thomas Wysong

**Subject:** [External] 4744 Ironbound

Tom, Thank you for your call and time to listen to my comments (maybe some ranting) regarding my property and the Ertle properties.

### **Review comments:**

- 1. 1989 The county told my attorney they were going to defer a rezoning application (7-11 was interested in locating on the corner of News Rd and Ironbound) and he need not come. They met and denied the application.
- 2. 1992-3 Quinton Elliot with VDOT offered to pay \$20,000 for half my land which was half my purchase price, because my property would have great value due to being on a 4 lane road divided hwy with a crossover at News Rd and with turn lanes in both directions. He even showed me the VDOT plans that showed that alignment. After they bought the property they moved the crossover to Windsormead Pkwy.
- 3. The Limited access fence was left at a length on my property that indicated News road being the end of the Limited Access fence. They moved the fence on the other side back to Windsormead Pkwy.. The other three (3) legs of the limited access fence are all the same approximate length to accommodate Newtown and JCC's Newtown site plan. The fence in front of my property is longer than any of the other three legs of the Limited Access fence. All the other three legs are at roads to accommodate Newtown.
- 4. VDOT now wants to charge me a BETTERMENT FEE to shorten the Limited Access Fence to match the other 3 legs of the fence.
- 5. We went thru three (3) Comp Plans to get these properties designate for commercial uses, now you have some residents suggesting they be designated "Low Density Residential or Open Space".
- 6. I would love to see what Published Land Planning Standards would support that zoning for these parcels. It is on a 4 lane road at the intersection of a 4 lane By-Pass road for moving traffic at higher speed around our town. Everything in front on either side of the property is developed commercially. Who would want to live there. Keep in mind there are 4 different parcels owned by 3 different owners and one of those doesn't want to do anything with his property, so you are really only have two owners of 2.49 acres asking to let us use the property in keeping with the entirety of 2.2 miles of Monticello Ave that runs from the Park at News Road to the furthest eastern intersection of Ironbound Rd and Monticello Ave.

Thank you again for advising of the consideration to impact my property with what I believe to be a missed opportunity for meaning use of the property to further enhance the commercial use choices to all the residents of JCC. We currently have two proposed users for this site that have been well received wherever they have located.

Resident and Owner Larry Cooke 757-871-7000

Larry Cooke, Broker Cooke-Wiley and Company,LC Licensed in Virginia 2wmsbg@gmail.com 757-871-7000

## 217 ASSOCIATES, LTD

632 Hampton Highway Yorktown, VA 23693 757-867-8800 757-867-7188 (Fax)

February 11, 2021

Mr. Thomas Wysong Senior Planner, AICP James City County 101-A Mounts Bay Road Williamsburg, VA 23185

Re: 7819 & 7901 Croaker Road

Mr. Wysong,

I appreciate you taking the time to talk to me, in reference to the rezoning in the surrounding area of 7819 & 7901 Croaker Road.

Per our discussion, our particular parcel is not designated for rezoning at this time. However, in the County's Comprehensive Plan there is indication that the county would like to see mixed use in this area.

As landowner, and developer, we agree with the county that this would be a good location for mixed use. Since it is directly off the interstate, it would be a great location to increase revenue for the county with residential housing, townhomes, apartments and retail space. We strongly request that the county continue with it's comprehensive plan of keeping this location planned as mixed use.

We appreciate your time and considering with this. Please keep us posted of any updates.

Sincerely,

Laurie Starkey

Manager

217 Associates, LTD

# Land Use Applications JCC LU-20-0024: Parcels across from Recreation Center on Longhill Rd

I am a property owner in the City in the Skipwith Farms Subdivision, and lots on my street (John Pinckney Lane), back up to the "Parcels across from Recreation Center on Longhill Rd" (JCC LU-20-0024). I am concerned with the proposed change being considered in the Comprehensive Plan Update from Low Density Residential to Moderate/High Density Residential and its impact on the established single-family neighborhoods of Skipwith Farms and Piney Creek in the City of Williamsburg.

These neighborhoods in the City are designated as Low Density Single Family Detached Residential Land Use in the City's 2013 Comprehensive Plan, at a density of three units per net acre. The Comprehensive Plan states that "Williamsburg's neighborhoods accommodate a variety of residential dwelling types and densities. The Plan's goals and objectives seek to encourage well designed and appropriately located neighborhoods to maintain an appropriate mix of housing types.... [the] Low Density Single Family Detached Residential 3 du/net ac. category addresses the lowest intensity of residential development - large lot single family detached residential areas – with densities of up to 3 dwelling units/net acre. Lot sizes will generally range from 10,000 to 20,000 square feet."

The land use designation in the present James City County Comprehensive Plan for this property is Low Density Residential, with a maximum density of four dwelling units per net acre if particular public benefits are provided. The county's Residential Development Standards state that new development should be permitted "only where such developments are compatible with the character of adjoining uses and where the impacts of such new development can be adequately addressed. Particular attention should be given to addressing such impacts as incompatible development intensity and design, building height and scale, land uses, smoke, noise, dust, odor, vibration, light and traffic."

Based on these development standards, I feel that the existing Low Density Land Use designation, as implemented by the existing R2 zoning, is the most appropriate land use for this property. This is also the only land use designation change being considered that directly abuts the City of Williamsburg. Since the City is also working on its Comprehensive Plan Update, it would be appropriate to ask for input from the City's Planning Department and Planning Commission on this proposed change as a part of the county's review process.

There are already substantial amounts of higher density housing in this general area: Sterling Manor and High Street View Apartments in Williamsburg's High Street development along Treyburn Drive, and Rolling Meadows and The Mews on Longhill Road in James City County. In addition, changes are being reviewed for the Eastern State Property (LU-20-0002 and LU-20-0003) to change 540 acres to Mixed-Use Land Use, at a possible residential density of up to 18 dwelling units per acre. With the existing and potential for higher density housing in this area, it is not unreasonable for the small area immediately adjacent to the City of Williamsburg (LU-20-0024) to remain designated as Low Density Residential. At a density of four dwelling units per acre, the 17 acre parcel immediately adjacent to the City (5298 Longhill Road) could still accommodate up to 68 dwelling units. This is a reasonable density and is compatible with the existing neighborhoods in the City.

Reed Nester 212 John Pinckney Lane Williamsburg, VA 23185 757 846-0121

### **Thomas Wysong**

From: Kevin O'Neal <varet05@icloud.com>
Sent: Saturday, February 20, 2021 8:47 AM

**To:** Thomas Wysong

**Subject:** [External] Comment regarding LU-20-0023

Mr. Wysong,

Greetings. I am writing in regards to LU-20-0023. My family and I have lived in Monticello Woods for 15 years. We hope this particular LU proposal is reconsidered, and NOT pursued. Adding residences on this parcel will have a direct impact on the drainage, wildlife, noise, emissions, school system, and traffic in the local area of News Road and Monticello Avenue. In my opinion JCC planners have done a great job, and I am all for "controlled and well managed growth", however I would prefer to see this land stay undeveloped for the sake of our environment and local beauty. Please reconsider.

Vr Kevin O'Neal 4063 Ambassador Circle Williamsburg, VA Cell: 757-634-2444

Sent from my iPad

# KAUFMAN & CANOLES attorneys at law

Kaufman & Canoles, P.C. One City Center 11815 Fountain Way, Suite 400 Newport News, VA 23606

Laura C. Hoey (757) 873.6304 lchoey@kaufcan.com T (757) 873.6300 F (888) 360.9092 kaufCAN.com

March 8, 2021

#### VIA EMAIL (community.development@jamescitycountyva.gov)

Thomas Wysong James City County Community Development 101 A Mounts Bay Road Williamsburg, VA 23187

Re: 3897 and 3905 Ironbound Road

Request for Comprehensive Plan Land Use Map Change

Dear Mr. Wysong:

My client owns the property commonly known as 3897 and 3905 Ironbound Road and the subject of Land Use Application Case Number LU 20-0017 for the "Engage 2045" Comprehensive Plan update. The property is located in the south quadrant of the Route 199 at Monticello Avenue interchange and consists of approximately 3.74 acres.

My client has been struggling with how to move forward with the property for some time. As you are aware, the property was redesignated from Low Density Residential to Moderate Density Residential in 2003. At the same time, my client applied for a commercial land use designation. In 2008, my client again applied to change the designation from Moderate Density Residential to Community Commercial. In 2019, a rezoning application and commercial SUP was submitted to allow for office/retail, restaurant and a three-bay vehicle repair and service facility.

We understand that Planning staff has proposed that this property be redesignated to Low Density Residential in the current Comprehensive Plan update. Reasons provided for this designation is that it will still allow the existing residential use and potentially very limited commercial use while reducing potential traffic impacts on Monticello Avenue.

My client does not believe that the property is best suited to Low Density Residential. Among other things, its proximity to the surrounding commercial area, the size and configuration of the property and its location on Route 199 and close to a very busy intersection makes continued residential use of the property

March 8, 2021 Page 2

inappropriate. Furthermore, this is one of, if not the last, parcel with frontage on Route 199 in this area to remain residential. If the property is redesignated to Low Density Residential, it would present a serious financial hardship to my clients as it is unlikely they could sell the property for residential use or commercial use.

My clients have tried to develop this property since as early as 2003 and this redesignation would further complicate this initiative. We understand that staff previously raised concerns over traffic and ultimately the 2019 application was withdrawn following a negative recommendation from the Planning Commission, however, we believe that, among other things, proffers limiting the types of uses on the property to those that are appropriate for the location (i.e., neighborhood commercial type uses) could resolve those concerns.

Accordingly, in connection with the County's current Comprehensive Plan Update process, we request that the Comprehensive Plan Future Land Use Map be updated to change the designation of the property from Moderate Density Residential to Neighborhood Commercial. Such a change would create an opportunity to apply for a rezoning to secure a commercial zoning designation to the property with the understanding that there would need to be,

We request that this letter be provided to the Planning Commission Working Group and Community Participation Team and we would like the opportunity to discuss this request. Thank you for your consideration of this request and I look forward to your questions and comments.

Very truly yours,

Laura C. Hoey

TOT/Ich

**Enclosures** 

Property Information Aerial Map

c: Edie and Chris Ward John Wilson



**Parcel ID (PIN)** 3830100003

LRSN 1399

Property Address: 3905 IRONBOUND ROAD

WMSBURG , V

231882509

**Subdivision:** Acreage Lots - Jamestown

Owner's Name: ERTL, JUDY HODGES TRUSTEE &

WARD, ED

Mailing Address: 140 OLD STAGE RD

TOANO, VA 23168

#### **General Information**

Property Class:502, Single Family - UrbanVA Senate District:3Zoning:R8 Rural ResidentialVA House District:96Zoning (additional):No DataCongressional District:1

Air Approach: No Election District: Jamestown C

Legal Acreage: .91 Voting Precinct: Jamestown C

Property Description: PT DRUMMOND NEW EST Polling Place: Upward Church

Primary Service Area: Yes Census: 802.02
Protective Active Zone (PAZ): 23

To confirm utility information please contact JCSA at 757-229-7421

#### **Schools**

Elementary School: Matthew Whaley
Middle School: Berkeley
High School: Lafayette

#### **Assessment Information**

Valuation as of:	January 1, 2019	January 1, 2020	January 1, 2021	
<b>Effective for Billing:</b>	July 1, 2019	July 1, 2020	July 1, 2021	
Land Value:	\$57,000.00	\$59,900.00	\$59,900.00	
Improvement Value:	\$.00	\$.00	\$.00	
<b>Total Value:</b>	\$57,000.00	\$59,900.00	\$59,900.00	

#### **Ownership History**

<b>Previous Owner Name</b>	Sale Date	Sale Price	Doc # or Deed Book/Pg
ERTL, JUDY HODGES TRUSTEE	12/17/2014	\$.00	110019322
ERTL, HENRY NEAL & WARD, EDITH ERTL	9/13/2011	\$.00	110019321
ERTL, HENRY F	6/27/2006	\$.00	06006322W

#### **Improvements**

Year Built: No Data
Stories: No Data

Approximate Sq	uare Footage	Rooms		Construction	
Finished (Above	No Data	Total:	No Data	Foundation:	No Data
Grade):		Bedrooms:	No Data	Exterior:	No Data
Basement:	No Data	Full Baths:	No Data	Central A/C:	No Data
Attached Garage:	No Data	Half Baths:	No Data	Out Buildings:	No Data
Detached Garage:	No Data				
Enclosed Porch:	No Data				
Open Porch:	No Data				
Deck:	No Data				

#### **Property Tax Information**

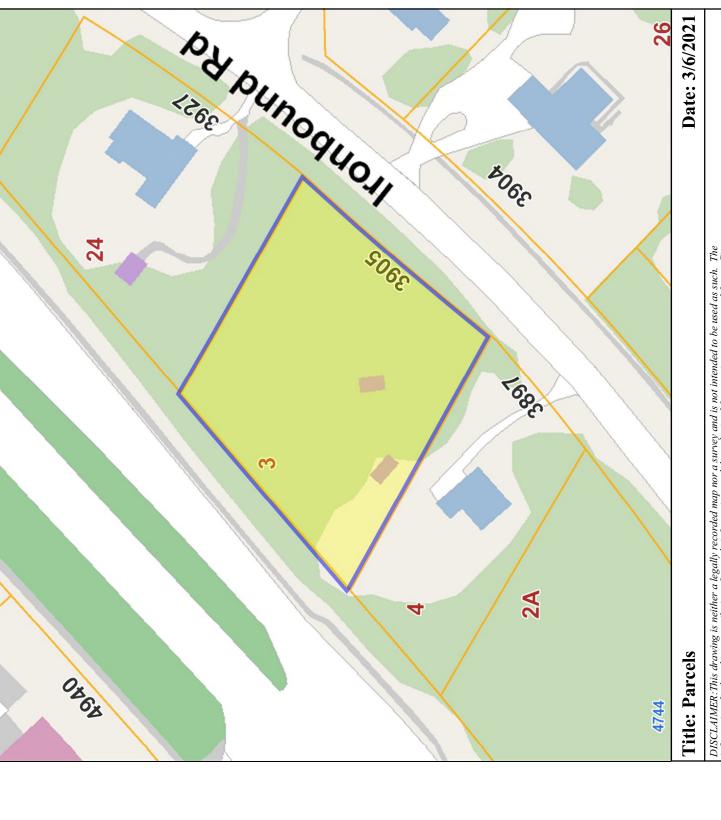
**Balance Due:** \$251.58 **Calculated as of:** 03/06/2021

<b>X</b> 7	T4 . 11	T	D D 4	T	T. D'II. 14	D 14	T 4	T. D. 1	D 1/ D 11	T . 4 4	D. (. D. 11	n I n
Year	Install #	Type	Due Date	Tax Amount	Tax Billed*	Penalty Billed	Interest Billed	Tax Paid	Penalty Paid	Interest Paid	Date Paid	Balance Due
2020	2	Tax	6/7/2021	\$251.58	\$251.58	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	No Data	\$251.58
2020	1	Tax	12/7/2020	\$251.58	\$251.58	\$0.00	\$0.00	\$251.58	\$0.00	\$0.00	12/4/2020	\$0.00
2019	2	Tax	6/5/2020	\$239.40	\$239.40	\$0.00	\$0.00	\$239.40	\$0.00	\$0.00	5/28/2020	\$0.00
2019	1	Tax	12/5/2019	\$239.40	\$239.40	\$23.94	\$6.58	\$239.40	\$23.94	\$6.58	3/6/2020	\$0.00
2018	2	Tax	6/5/2019	\$239.40	\$239.40	\$11.97	\$2.19	\$239.40	\$11.97	\$2.19	8/7/2019	\$0.00
2018	1	Tax	12/6/2018	\$239.40	\$239.40	\$0.00	\$0.00	\$239.40	\$0.00	\$0.00	12/5/2018	\$0.00
2017	2	Tax	6/5/2018	\$239.40	\$239.40	\$11.97	\$1.10	\$239.40	\$11.97	\$1.10	7/20/2018	\$0.00
2017	1	Tax	12/5/2017	\$239.40	\$239.40	\$11.97	\$1.10	\$239.40	\$11.97	\$1.10	1/22/2018	\$0.00
2016	2	Tax	6/5/2017	\$239.40	\$239.40	\$0.00	\$0.00	\$239.40	\$0.00	\$0.00	6/2/2017	\$0.00
2016	1	Tax	12/5/2016	\$239.40	\$239.40	\$23.94	\$6.58	\$239.40	\$23.94	\$6.58	3/2/2017	\$0.00
2015	2	Tax	6/6/2016	\$249.06	\$249.06	\$24.91	\$20.55	\$249.06	\$24.91	\$20.55	3/2/2017	\$0.00
2015	1	Tax	12/7/2015	\$249.06	\$249.06	\$0.00	\$0.00	\$249.06	\$0.00	\$0.00	11/25/2015	\$0.00

<sup>\*</sup>The Tax Billed amount is based on the assessment of the property multiplied by the current tax rate, less any tax relief and/or exemption if applicable

Real estate taxes are assessed on Fiscal Year (July-June) and billed (in arrears) in two installments due December 5th and June 5th of each year. Taxes due December 5th relate to July through December.

Taxes due June 5th relate to January through June.



James City County

Legend

Parcels

DISCLAIMER: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.



Parcel ID (PIN) 3830100004

LRSN 1398

**Property Address:** 3897 IRONBOUND ROAD

WMSBURG 231882544

**Subdivision:** Acreage Lots - Jamestown

Owner's Name: ERTL, JUDY H TRUSTEE & WARD,

**EDITH** 

**Mailing Address:** 140 OLD STAGE RD

TOANO, VA 231689407

#### **General Information**

**Property Class:** 502, Single Family - Urban **VA Senate District:** 3 **R8** Rural Residential **VA House District:** 96 Zoning: Zoning (additional): No Data **Congressional District:** 

Air Approach: **Election District:** Jamestown .51 **Voting Precinct:** Jamestown C Legal Acreage: **Polling Place:** Upward Church **Property Description:** PT HELLERS

802.02 Census: Primary Service Area: Yes

Protective Active Zone (PAZ):

#### **Schools**

**Elementary School:** Matthew Whaley Middle School: Berkeley **High School:** Lafayette

To confirm utility information please contact JCSA at 757-229-7421

#### **Assessment Information**

Valuation as of:	January 1, 2019	January 1, 2020	January 1, 2021
<b>Effective for Billing:</b>	July 1, 2019	July 1, 2020	July 1, 2021
Land Value:	\$41,800.00	\$45,900.00	\$45,900.00
Improvement Value:	\$92,300.00	\$92,300.00	\$92,300.00
<b>Total Value:</b>	\$134,100.00	\$138,200.00	\$138,200.00

#### **Ownership History**

<b>Previous Owner Name</b>	Sale Date	Sale Price	Doc # or Deed Book/Pg
ERTL, JUDY HODGES TRUSTEE	12/17/2014	\$.00	110019322
ERTL, THELMA M LIFE ESTATE	9/13/2011	\$.00	110019322
ERTL, HENRY F	6/27/2006	\$.00	06006322W

#### **Improvements**

Year Built: 1951 Stories: 2

Approximate Sq	uare Footage	Rooms		Construction	
Finished (Above	1788	Total:	10	Foundation:	3/4 Bsmt
Grade):		Bedrooms:	3	Exterior:	Alum siding
<b>Basement:</b>	1026	Full Baths:	2	Central A/C:	N
Attached Garage:	No Data	Half Baths:	0	Out Buildings:	No Data
Detached Garage:	No Data		•	5 <b>g</b>	
<b>Enclosed Porch:</b>	No Data				
Open Porch:	No Data				
Deck:	No Data				

#### **Property Tax Information**

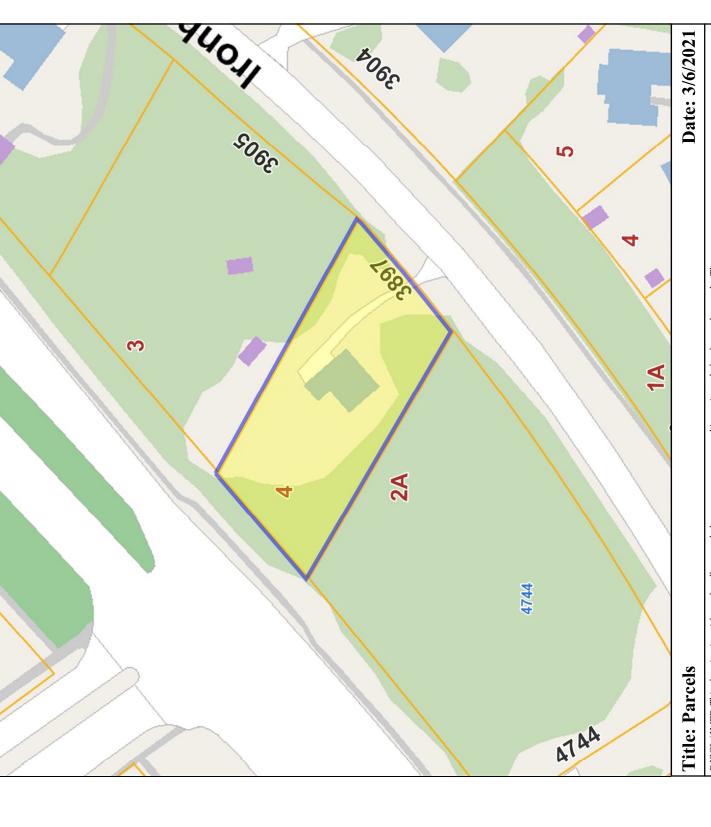
**Balance Due:** \$580.44 **Calculated as of:** 03/06/2021

Year	Install #	Type	<b>Due Date</b>	Tax Amount	Tax Billed*	Penalty Billed	Interest Billed	Tax Paid	Penalty Paid	Interest Paid	Date Paid	<b>Balance Due</b>
2020	2	Tax	6/7/2021	\$580.44	\$580.44	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	No Data	\$580.44
2020	1	Tax	12/7/2020	\$580.44	\$580.44	\$0.00	\$0.00	\$580.44	\$0.00	\$0.00	12/4/2020	\$0.00
2019	2	Tax	6/5/2020	\$563.22	\$563.22	\$10.00	\$0.33	\$563.22	\$10.00	\$0.33	8/31/2020	\$0.00
2019	1	Tax	12/5/2019	\$563.22	\$563.22	\$56.32	\$15.49	\$563.22	\$56.32	\$15.49	3/6/2020	\$0.00
2018	2	Tax	6/5/2019	\$563.22	\$563.22	\$28.15	\$5.16	\$563.22	\$28.15	\$5.16	8/7/2019	\$0.00
2018	1	Tax	12/6/2018	\$563.22	\$563.22	\$0.00	\$0.00	\$563.22	\$0.00	\$0.00	12/5/2018	\$0.00
2017	2	Tax	6/5/2018	\$543.90	\$543.90	\$27.20	\$2.49	\$543.90	\$27.20	\$2.49	7/20/2018	\$0.00
2017	1	Tax	12/5/2017	\$543.90	\$543.90	\$27.20	\$2.49	\$543.90	\$27.20	\$2.49	1/22/2018	\$0.00
2016	2	Tax	6/5/2017	\$543.90	\$543.90	\$39.67	\$3.64	\$543.90	\$39.67	\$3.64	7/25/2017	\$0.00
2016	1	Tax	12/5/2016	\$543.90	\$543.90	\$54.39	\$15.21	\$543.90	\$54.39	\$15.21	6/2/2017	\$0.00
2015	2	Tax	6/6/2016	\$530.04	\$530.04	\$53.00	\$43.73	\$530.04	\$53.00	\$43.73	3/2/2017	\$0.00
2015	1	Tax	12/7/2015	\$530.04	\$530.04	\$0.00	\$0.00	\$530.04	\$0.00	\$0.00	11/25/2015	\$0.00
ı												

<sup>\*</sup>The Tax Billed amount is based on the assessment of the property multiplied by the current tax rate, less any tax relief and/or exemption if applicable

Real estate taxes are assessed on Fiscal Year (July-June) and billed (in arrears) in two installments due December 5th and June 5th of each year. Taxes due December 5th relate to July through December.

Taxes due June 5th relate to January through June.

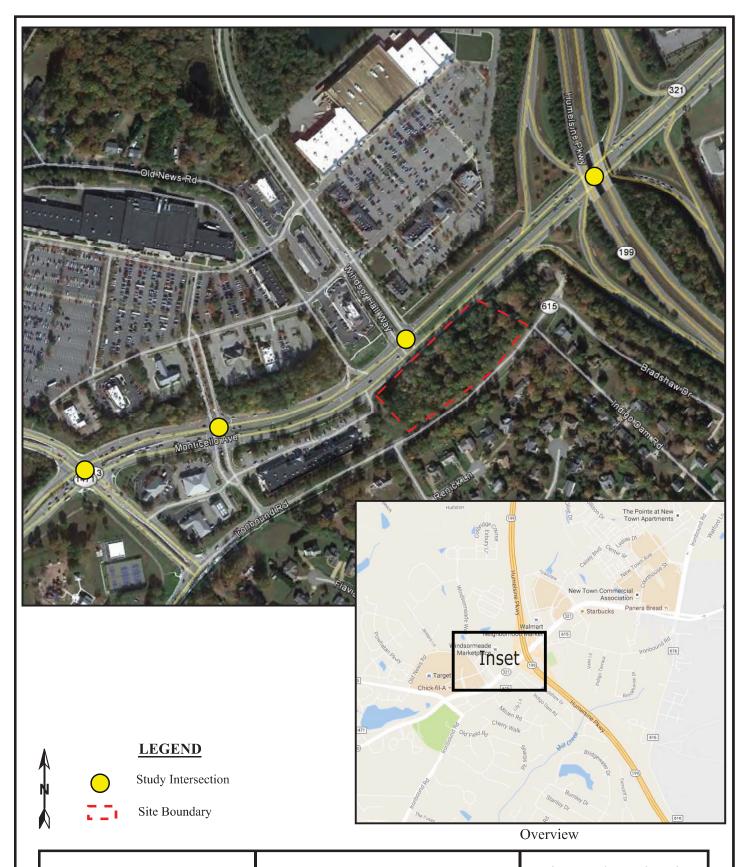


James City County

Legend

Parcels

DISCLAIMER: 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.





Monticello Commons James City County, Virginia Site Location and Study Intersections

Scale: Not to Scale

Figure 1

### February 17, 2021

James City County Planning Commission James City County Office Complex 101 Mounts Bay Road Williamsburg, VA 23185 ATTN: Tim O'Connor

Dear Mr. O'Connor,

I have been a resident of James City County for over 35 years. I have appreciated and enjoyed the effects of good government planning for all this time. Having served on the BZA for over ten years, I have witnessed first-hand the sense of fairness that the residents of this county experience, especially at the hands of fellow residents.

I am concerned, however, with events reported to me by my dear friend Mrs. Mary Aadahl. I am writing this letter on her behalf, hoping that fairness would be applied to her situation, just as I would expect for myself or for anyone else.

If I read the enclosed statement correctly, which she provided to me, James City County is considering a land use change that will decrease the value and use of a piece of property she owns, in order to benefit the other residents of the county. As I understand it, the county is not willing to compensate her for the loss of value. I do not understand this. If it can be done to her, it can be done to me, and even you.

Past generations of hard-working residents of this county put their faith in the old adage, "land never loses value, and God is not making any more land." Land was an investment for their future, and the future of their offspring. Mrs. Aadahl is a widow, only desiring to insure her future financial stability, as her parents would have wanted.

I have enjoyed watching you grow in your role in the county and appreciate your steady hand in planning issues. I hope that you will take up Mrs. Aadahl's cause and prevail on others to do the same.

I believe Stuart Taylor would help straighten us out if he were with us today.

Respectfully,

Kenneth P. Giedd

Kun Call

225 Riverview Plantation Drive

Williamsburg, VA 23188

Enclosure

PLANNING DIVISION

RECEIVED

JCC LU-20-0018 3026 Forge Road Described by the County as:

Parcel NE of Forge Road and Richmond Road Intersection 56 Acres owned by Nora Abbott, Mary Aadahl, and Nancy Kruse

**Overview:** James City County is proposing changing the land designation of the property listed above from its current designation of Low Density Residential inside the Primary Service Area to Rural Lands outside of the Primary Service Area. The Primary Service Area defines areas in the county designated for current and future development. This property has held the Low Density Residential land designation for many years.

Community input into the 5 year review of the Comprehensive Plan, called Engage 2045, indicated to the County that citizens are in favor of preserving rural lands and for using the purchasing of Property Development Rights (PDR) program and the Green Space program to fund the preservation of rural lands.

The County is going beyond the desire of the community to preserve rural lands, by proposing to ADD to rural lands. The County is proposing to add to rural lands by withdrawing a small selection of lands out of the Primary Service Area. Note that land in the PSA is not designated as "rural" but has a designation for development. This predesignation of land is attractive to the County because it does not cost the County or the taxpayer any money. However, the cost is paid by the landowner due to the significant loss of property value on the land that occurs when the land is withdrawn from the Primary Service Area.

The preservation of rural lands has been a hot topic in James City County for years. In the last 20 years the County, in order to preserve selected rural lands, has purchased development rights through the Property Development Rights (PDR) Program and the Green space program. This is deemed an equitable way of compensating landowners for giving up the development potential of their property so that the county residents can enjoy the green view sheds of rural land.

General Points for why the land use designation should not be changed from Low Density Residential within the Primary Service Area to Rural Lands outside the Primary Service Area

• The County is currently effectively protecting rural lands through the zoning designations. To illustrate, land that is currently zoned agricultural, A1, has strict regulations on it that severely limit development. In addition, the County has shown itself reluctant to rezone any A1 zoned land to a higher density.

• If the County wants to remove land from the Primary Service Area, the County should be required to compensate the land owner.

• The County is not applying the rules evenly to all landowners in the PSA. Only a few selected landowners have been chosen for this downgrade, with no monetary compensation offered, even though there is community support for compensation. In fact, many properties that appear rural in their intrinsic characteristics have been upgraded to a higher designation which makes them more valuable. These include lands that the County owns and are proposing to upgrade, such as the Eastern State property. In effect, this transfers to the government the added development value of land held by private citizens, raising the value of government property and decreasing that of private citizens.

## Specific Points on why this property should remain Low Density Residential in the PSA

Controlly.

 The parcel was originally placed in the PSA and slated for Low Density Residential because of intrinsic economic factors related to the location of the land. These factors include:

- Close proximity to county sewer and water hookups

11:11

- Close proximity to fire and police protection

- Close proximity to Route 60, the main corridor for development in the upper county

- Close proximity to the center of Toano, less than a 5 minute walk and thus valuable to ensuring the economic development and revitalization of Toano, and improving the tax base.

 The land adjoining this parcel has been awarded a \$500,000 Economic Zone grant to encourage development, whereby this property is proposed to be downgraded to hinder development. This is neither equitable nor rational.

Forge Road was upgraded years ago to service the subdivision of Chickahominy Haven.
 Therefore, Low Density Residential development near the intersection of Richmond Road and Forge Road would not strain the physical road or noticeably increase traffic down Forge Road toward the Chickahominy Haven.

• The landowners have planned the disposition of this property for years. Originally, the property was offered by the landowners to the County in 2016 for the PDR and the Green Space program. The County was not interested in purchasing the development rights to preserve this property at that time. In effect, the County stated a preference for the development of the property. So, the landowners began preparing the land for sale and recently listed it in November 2020. Now, the County has decided it is interested in this property to add to rural lands with NO compensation offered.

In summary, the policy of changing the land designation to rural lands from low density residential and removing it from the Primary Service Area is, in effect, a government taking with the landowner severely negatively affected.

## **Thomas Wysong**

**From:** fred shaia <dzzydoc@gmail.com> **Sent:** Tuesday, August 11, 2020 3:05 PM

To: Thomas Wysong
Cc: Alan Shaia

**Subject:** [External] LU 20-0006 psa adjustment.

Dear Mr. Wysong,

I appreciated talking with you today concerning the Comprehensive Plan update. After looking at the plans and the arbitrary lines for the PSA it would appear to make logical sense to place our entire parcel in the PSA zoning to make it more compatible for future use.

I will certainly object to down zoning our property.

Fred Shaia dzzydoc@gmail.com 804- 869-3277 Fax 804-649-3643 403 E. Grace Street Richmond Va. 23219

## **Thomas Wysong**

**From:** fred shaia <dzzydoc@gmail.com> **Sent:** Tuesday, August 11, 2020 3:05 PM

To: Thomas Wysong
Cc: Alan Shaia

**Subject:** [External] LU 20-0006 psa adjustment.

Dear Mr. Wysong,

I appreciated talking with you today concerning the Comprehensive Plan update. After looking at the plans and the arbitrary lines for the PSA it would appear to make logical sense to place our entire parcel in the PSA zoning to make it more compatible for future use.

I will certainly object to down zoning our property.

Fred Shaia dzzydoc@gmail.com 804- 869-3277 Fax 804-649-3643 403 E. Grace Street Richmond Va. 23219

	Application Case Number	Please add Comments
ents Post	111-201-00123	News Road can not suport the added traffic brought by a high density residential area. Leave the woods alone. We moved to this community to enjoy clean air and the trees all around. It's so sad to see everything leveled and paved without a single thought to the consequences for future generations.
Website Comm Questionnaire	LU-20-0018	This single parcel of land is currently designated for low density residential and is located within the primary service area boundary. It is also less than 1/4 mile from Richmond Rd and the hoped for revitalization of the Toano downtown district. The viability of a revitalized small business-centered downtown Toano would be enhanced by higher density housing within walking distance such as that which could occur on the subject property you're now proposing to "down designate." This seems incongruent to me. I would like to receive a copy of the staff rationale for proposing this single parcel's redesignation to rural lands.

To: the JCC Planning Commission Working Group

Fr: Mary Cottrell Aadahl and Nancy Cottrell Kruse

Date: March 5, 2021

RE: Land Use Designation LU-20-0018, 56 acre Parcel NW of Forge Road and Richmond Road Interchange, 3026 Forge Road

We are members of the Cottrell family. Our family has generational roots in James City County and our parents, Joe and Florence Cottrell, graduates of Toano High School, farmed on Forge Road for their entire adult lives. Our family has sustained rural view sheds in the county for over a century. You may have picked strawberries at our homeplace, Lombardy Farm, or purchased fruits and vegetables at the farm or from farmers markets that our family started or supported. Our family is excited that the County is supportive of the revitalization of Toano and we believe that our property at 3026 Forge Road is the perfect candidate to support this effort.

Our family respectfully requests that the above property remain at its current land use designation of Low Density Residential within the PSA. After numerous conversations and meetings with County officials and staff over the years, we were surprised and disappointed to learn via a letter that the County is proposing that the land use designation be changed to Rural Lands outside the PSA. Below please find our reasons why we feel the current land designation is the most appropriate use for the property.

- 1. The best use for the property is Low Density Residential within the PSA from a Good Planning perspective. The property possesses all the characteristics necessary for successful community development. These characteristics include:
  - a. Proximity to the Toano village center; a safe and short walkable distance
  - b. Proximity to the Toano Industrial Park and employment centers
  - c. Proximity to water and sewer availability
  - d. Proximity to fire and emergency services
  - e. Proximity to the satellite county offices on Forge Road
  - f. Proximity to schools
  - g. Proximity to major highways
  - h. Proximity to future transportation nodes, such as light rail
  - i. Proximity to adjacent land already designated for higher development
  - j. The infrastructure of Forge Road can accommodate additional traffic with no congestion issues
  - k. Any new traffic would be within a half mile of the intersection with Richmond Road
- 2. Retaining this property's designation as Low Density Residential within the PSA is in keeping with community support for Toano revitalization. Future limited development on this parcel would help attract new businesses into struggling downtown Toano and would satisfy a County goal of foot traffic in Toano.
  - a. This tract of land is closer to the Toano center than much of the current PSA land in the Toano area.

- b. This property would support the current upgrades to the infrastructure of Toano including
  - i. A recently approved VDOT crosswalk near the entrance to Forge Road, which needs foot traffic from Forge Road.
  - ii. A recently approved VDOT expanded bike path along Route 60 through Toano, which will tie in with the existing bike path on Forge Road.
- c. Changing the land use designation to "Rural Lands" will effectively limit the future economic prosperity of Toano by restricting modern housing alternatives close to the center of the town.
- d. Undeveloped, "green field" properties are a vital characteristic of successful revitalization initiatives in economically deprived or underdeveloped communities, such as Toano, because of their lower development costs and the absence of significant remediation issues.
- 3. In 2016, we approached the County and offered the land for an Open Space program at which time contained the necessary funds. While other properties on Forge Road had been granted Open Space compensation, the County expressed no interest in this property. Reasons given were that the property was not designated rural and was in the PSA. Thus, the County's current attempt to move this property to Rural Lands is inconsistent with their previous position.
- 4. It appears that the County is using the results of the Engage 2045 community surveys in an inconsistent way.
  - a. The surveys <u>do not</u> suggest a change in the PSA or the lands within them. The surveys support that development should be within the PSA.
  - b. The surveys <u>do not</u> indicate a desire to increase Rural Lands, only the "preservation" of Rural Lands. It is likely the community was speaking for the funding of the Open Space programs, which have been used to preserve Rural Lands and was highly supported in the surveys. The County is, instead, attempting to <u>add</u> to the 48% of the county already in this Rural Lands designation. Once the Stonehouse Community conservation easements are added to Rural Lands, the Rural Lands percentage will be even higher than the current 48%.
  - c. The County indicates that this proposed change meets one of the survey themes to preserve rural lands, which it does not since the land is not designated as rural. It should be pointed out that leaving the land in the PSA meets more of the themes of the survey:
    - 1. keep development within the PSA,
    - 2. create future development where residents can walk to amenities, etc.
- 5. Landowners are being treated inconsistently by the County by the proposed changes.
  - a. Only 2 properties are proposed for this downgrade designation to Rural Lands outside the PSA and they share no other geographic or current land-use characteristics. This arbitrary and inconsistent designation of selected undeveloped land in this manner, subjects identifiable landowners to unjustified economic deprivation.

- b. The landowners facing this downgrade designation will see the value of their properties reduced, while those property owners (including the County) changing to a higher density designation will see an increase in their property values.
- c. It appears that the County, by reducing the value of selected privately-owned properties, while changing government-owned properties to a higher density of development, is transferring future economic potential from private to public control.
- d. Arbitrarily designating lands as Rural Lands simply because there is not a structure or improvement on them makes one wonder if the County will soon similarly designate other vacant ground.
- 6. Finally, for those who are unfamiliar with the agricultural economy, the absence of economically sustainable agriculture leads to few alternative uses for the land due to:
  - a. Scarcity of active farmers in the area
  - b. Low income generated from commodity agriculture
  - c. High investment costs for agriculture production
  - d. Absence of, and significant expense of, necessary manual labor required to sustain fruit and vegetable production
  - e. Absence of established local markets for grain and produce

Thank you for your service to our community and for considering these reasons for retaining our property in the PSA with the land use designation Low Density Residential.



John F. Sawyer, Esq. P: (757) 497-6633 F: (757) 687-3655 sawyer@wolrlv.com 200 Bendix Road, Suite 300 Virginia Beach, VA 23452 P: (757) 497-6633 | F: (757) 497-7267 www.wolcottriversgates.com

April 22, 2021

VIA EMAIL - planning@jamescitycountyva.gov

Thomas Wysong, AICP Planning, James City County PO Box 8784 Williamsburg, VA 23187

Re: LU 20-0013: Planning Commission Working Group

Dear Mr. Wysong:

This firm represents Broughton, LLC which is the owner of the real property that is the subject of proposal LU 20-0013. Please accept this letter on behalf of the owner and enter it into the record regarding this proposal.

Broughton, LLC, as the potentially affected landowner, is in a unique position as its rights and interests are directly impacted by the proposal. Please advise the members of the Planning Commission Work Group that Broughton, LLC opposes LU 20-0013. My client is pleased to see that the professional staff of the Planning Department have also reviewed the proposal and recommend its rejection.

Furthermore, Broughton, LLC opposes any change in the Plan, either in the form of the pending LU-13 request, or in the future, that would reduce its investment-based expectations that emerge from the current County Comprehensive Plan's support for a mixed moderate density and low density community on this property. Based upon the use and development of the parcels in the immediate vicinity, the proposed change is not appropriate and highly prejudicial to the owner's interests.

There are significant public policy reasons to retain the current designations, and reject LU-13. The Staff evaluation touches on these, but to ensure full consideration of the many reasons to retain the existing land use designation on the Property and oppose LU-13, some points of opposition are summarized below:

1. Loss of Investment-Backed Expectations: Broughton, LLC has reasonable investment-backed expectations relative to the current land use designations on the Property. It opposes any diminution of its rights or those expectations.



Thomas Wysong, AICP April 22 2021 Page 2

If the County accepted LU-13, the action would effectively reduce the potential density and housing type possible on the Property to the owner's detriment. While it is acknowledged that a comprehensive plan can be considered a "guide" and not regulatory in and of itself, in James City County the track record demonstrates that the comprehensive plan is a pretty firm guide to rezoning actions and the general citizenry expects that uses contrary to the comprehensive plan will not be supported.

The current ownership represents a family-investment that was made more than 40 years ago, with real estate taxes paid, and the Property nurtured, for the moment when market demand would support a new community that is economically viable. Such a new community would be a strategic asset for the County and contribute to the public policy goal of focused growth.

Broughton, LLC notes for the record that there are numerous clear and unambiguous public policy reasons, stated in the comprehensive plan, for accommodating a mix of density and housing types on the Property. The owner further notes that changing the land use designation would, in fact, run counter to many stated public policy goals, and fails to find any public policy rationale to change the land use designation. Thus, there is no grounds for altering or infringing upon the very reasonable expectations that emerge from the current Plan designation.

- 2. Reduction of the Number of Households to be Accommodated within a Focused Growth Area: The public policy objectives in the current Plan correctly identity this area as a place where growth can be properly accommodated, based on adequate infrastructure, with compatibility and synergy among the uses in the area. Briefly stated, there is no reason the County should forego this opportunity to safely and sensitively accommodate (as described in 3., below) a potential new community at the density recommended by the current Plan with housing types that are suitable for the unmet need for workforce housing and housing for the many young persons that have grown up in the County and are ready to form households of their own. The Property fits within an area that not only safely and sensitively accommodates this housing demand, but also offers these households a range of daily amenities in close proximity which minimizes drive times for goods and services. It further keeps local payrolls circulating into the James City County economy, boosts retail sales taxes, and supports the health and viability of local businesses.
- 3. Reduces the Number of Households on a Property that is Suitable for Accommodating Low to Moderate Density Housing Options: With the Property in an area where the Plan suggests Low to Moderate Density Options should be accommodated to fit the County's compact growth/rural preservation objectives, it must be noted that there are specific attributes to this Property that make it suitable to accommodate those objectives.

At this stage in surrounding development, this in now an infill site. There are existing subdivisions on three sides of this Property and place it firmly in the context of a growth area. There is a recently rezoned multifamily site, at the higher end of the moderate density range, at the front of



Thomas Wysong, AICP April 22 2021 Page 3

this Property, so the moderate density recommendation of the Plan has already been partially implemented. Utilities are available, and as the Staff notes, the road network in this area has capacity to accommodate additional traffic generation. While an infill setting is a good for accommodating appropriate growth, buffers to adjacent properties may be important. In this case there are stream corridors on two sides with RPA areas that will serve to buffer any new neighborhood in those directions. Assuming that adequate buffering will be proffered or required along the frontage, development could occur in a fashion where any difference between the current moderate density and the diminished low density requested by LU-13 would be virtually indistinguishable to those outside the Property.

We acknowledge that as with any potential development site, there are aspects to this Property that must be considered if, and when, a new neighborhood consistent with the current Plan is designed. Examples include entrances to existing roadways that need to be carefully designed, stormwater runoff needs to be factored in, and appropriate transitions to adjacent homes. We further note that the Property is actually the residual tract cut from a subdivision created several decades ago at the back of this Property. This existing subdivision consists of beautiful homes on larger lots. Thus, future design will need to creatively address the entrance road design and the transition from any new neighborhood to this existing neighborhood. But this should not be viewed as a conflict, but rather, this Property, together with the existing subdivision, will result in a thoughtfully planned community with housing types ranging from moderate density at the front, to lower density in the middle, to the lowest density in the back. That is the appropriate and rational way to design a new community from initial conception. In this instance, there has been some time lag between the development of the lowest density at the back and what will be the newer two thirds of the neighborhood, but the concept is the same. So, while we will not presuppose any specific design solutions at this time, we are confident that a creative developer will arrive at the proper approaches to each of these uses.

Moreover, we are equally confident in the diligence of the Staff, the Planning Commission, and the Board of Supervisors, as they continue the legacy of James City County's careful and full scrutiny of rezoning requests. This review will ensure the inclusion of features in the neighborhood that address the Plan's policy objectives for housing type and community design, while ensuring the fine-grained details are worked over thoroughly before the land uses in the Plan are implemented through a rezoning.

Summary and Conclusion: The property owner appreciates the time and effort of the Staff and the PCWG to craft a vision for James City County that will maintain and enhance the livability of the County for its residents and the economic viability of the County. We understand that in the crafting of that vision, and considering input from constituents, there will be requests to take a closer look at certain properties.

We will take this closing opportunity to reiterate for the record that Broughton, LLC, the owner of the subject property, OPPOSES any change in the Plan, either in the form of the pending



Thomas Wysong, AICP April 22 2021 Page 4

LU-13 request, or in the future, that would reduce its investment-based expectations that emerge from the current Plan's support for a mixed moderate density and low-density community on the Property.

If the existing moderate and low-density designation is evaluated with respect to the County's overarching public policy goals, and evaluated with respect to the specific site location and site attributes, within the context of the County's strong zoning regulations and development review authority, the PCWG will confirm the Staff's recommendation to reject LU-13.

On behalf of Boughton, LLC, thank you for your consideration.

Sincerely

John F. Sawyer

JFS/mat

cc: Broughton, LLC (w/enc.)

# **Implementation**

#### Introduction

The true value of planning lies ultimately in the implementation of community supported ideas. This Implementation chapter establishes the relationship between the Comprehensive Plan and the County's Strategic Plan that will direct future implementation efforts. It also sets out a series of implementation matrices that provide more detailed information about implementation actions that can help guide the setting of priority actions through the Strategic Plan.

### Implementation Guided by Public Inputs

A concerted effort was made during the Engage 2045 planning process to continuously reflect on the guidance being provided by residents and stakeholders of James City County and how that guidance should be incorporated into the Plan. Beginning with the satisfaction gaps identified in the 2019 Citizen Survey and carrying through all four rounds of public engagement during the process, the PCWG carefully considered the cumulative feedback from the community when making decisions about changes to the goals, strategies, and actions included within the Plan. This implementation chapter is the culmination of those efforts and identifies short-term priorities for implementation aimed at achieving the public input priorities established during the Engage 2045 process.

## Linkage to the Strategic Plan

In 2018, James City County undertook an extensive planning process to (1) identify all the operational initiatives and capital projects included within the existing Comprehensive Plan and more than 35 other community plans, (2) set priorities among the initiatives and projects included in these plans, and (3) develop a general timing and funding strategy to implement these efforts. The result was the 2035 Strategic Plan: A Guidebook for Investing in the County's Future.

The Strategic Plan established a new process for defining implementation priorities for James City County. As shown in the graphic to the right, the Comprehensive Plan and other supportive plans (such as the Parks and Recreation Master Plan) identify long-range policy priorities for the County. The next step in the cycle is to build off these policy priorities and identify "work" priorities for County departments and divisions through the Strategic Plan. The Strategic Plan then serves as a guide for setting funding priorities through the County's annual budget and Capital Improvement Program (CIP). Finally, after work plans are developed and funding is secured, initiatives and projects are implemented.

Set Policy

**Priorities:** 

Plan/Other Plans

**Priorities:** 

Building off this new process for identifying implementation priorities, the County will need to undertake the following steps to fully implement this Comprehensive Plan.

- 1. Continue to use the Comprehensive Plan as a policy guide when evaluating rezoning cases, Special Use Permits (SUPS), and other land development proposals.
- 2. Prepare updates to the County's Zoning Ordinance and continue to refine the newly proposed Design Guidelines to fully implement new policy directions and land use guidance included in this Plan.
- 3. Update the County's 2035 Strategic Plan to incorporate the specific operational initiatives and capital projects identified in this Comprehensive Plan, focusing on identified priorities included within the Plan.
- 4. Continue to use the guidance for operational initiatives included in the Comprehensive Plan as a set of criteria for identifying new operational budget expenditures to include in the County's Strategic Plan and ultimately the annual budget.
- 5. Continue to use the guidance for capital investments included in the Comprehensive Plan as criteria for identifying future public capital infrastructure projects to include in the Strategic Plan and ultimately the County's Capital Improvement Program (CIP).

## **Implementation Action Matrices**

This Comprehensive Plan includes a broad array of Goals, Strategies, and Actions to guide future implementation efforts aimed at achieving the Plan's vision. To assist with implementation, this chapter provides a set of implementation matrices that organize each Plan action into implementation approach categories and by Plan chapter. The implementation matrices are designed to provide necessary information that can assist decision-makers as they prioritize implementation efforts through the County's Strategic Plan. The matrices also include other important implementation information: related public input priorities and prioritization.

#### **Implementation Approaches**

The implementation matrices are organized into five categories of implementation actions:

- Regulatory and Guideline Updates;
- Capital Investments and Funding Programs;
- Further Planning Efforts and Initiatives;
- Partnership Opportunities; and
- Guidance for Development Approvals and Enforcement.

The actions within these five categories are then organized by Plan chapter (Community Character, Economic Development, Environment, Housing, Land Use, Parks and Recreation, Population, Public Facilities, and Transportation).

#### **Related Public Input Priorities**

Each Plan action is assigned one or more relevant public input priorities included in the vision statement. Through the Strategic Plan, the County may choose to prioritize actions that support implementation of multiple public input priorities before actions that are focused on one input priority. These five public input priorities include:

- Protect Nature
- Preserve Community Character
- Support Affordable Workforce Housing
- Expand Economic Development
- Enhance Quality of Life

(See Ch. 1 Introduction for more information on public input priorities and the vision statement.)

#### **Prioritization**

The actions in this Plan will be realized through the implementation of the County's Strategic Plan. This comprehensive plan provides long-range policy guidance and sets out actions for implementation. The Strategic Plan identifies guidance for implementation of County work programs and investments in short, medium, and long-term increments.

As of adoption of this *Our County, Our Shared Future* comprehensive plan, County work was guided by the 2035 Strategic Plan. The operational initiatives and capital projects included in the 2035 Strategic Plan were first identified through other County planning initiatives, such as the County's previous Comprehensive Plan – Toward 2035: Leading the Way. Each initiative and project within the Strategic Plan was assigned a timeframe target for implementation. The 2035 Strategic Plan will be updated to reflect the guidance included in this Comprehensive Plan.

To assist with assigning timeframes for new actions included within this Plan, the PCWG evaluated each of the five lists of actions organized by the implementation approach categories. The PCWG identified several key actions that are recommended for designation as short-term within the future updated Strategic Plan that are important for implementing the public input priorities. These are listed as "Short Term Priorities" within the following implementation matrices.

Guidance for Development Approvals and Enforcement is the one set of actions that do not have Short-Term priorities identified. This is because these are "policy actions" that are intended to guide day-to-day decision-making and ongoing planning efforts. These actions can be referred to as a checklist when evaluating rezoning cases, Special Use Permits (SUPS), and other land development proposals.

## Regulatory and Guideline Updates Implementation Matrices

The following tables include the regulatory and guideline updates actions for each of the Plan's chapters.

Community Character Chapter   Regulatory and Guideline Updates						
Action	Related Public Input Priorities	Prioritization				
CC 2.4.1 – Consider updates to the Toano CCA design guidelines to complement the Toano Commercial Historic District.	Preserve     Community     Character					
CC 2.6 – In Norge, consider development and adoption of formal design guidelines.	Preserve     Community     Character					

Action	Related Public Input	Prioritization
	Priorities	
CC 2.7 – In the Jamestown/Greensprings area, consider development and adoption of formal design guidelines, and/or guidance on maintaining the historic and rural/wooded character of that area.	Preserve     Community     Character	
CC 3.3 – Continue to improve and protect the character of the County through use of the Character Design Guidelines.	<ul><li>Preserve Community Character</li></ul>	Short-Term in Strategic Plan
CC 3.3.1 - Further the use of the character design guidelines in legislative review processes and encourage private developers to familiarize themselves with these guidelines as part of educational materials and pre application meetings.	Preserve     Community     Character	
CC 3.3.2 – Incorporate the Character Design Guidelines in appropriate portions of the Zoning and Subdivision Ordinances, policies and other regulations.	Preserve     Community     Character	
CC 3.3.3- Incorporate elements of the character design guidelines in other County policy documents and explore if any of the elements could be converted into regulations within the zoning and subdivision ordinance.	<ul><li>Preserve Community Character</li></ul>	
CC 3.3.4- Continue to evaluate the Character Design Guidelines and update, revise and enhance the Guidelines regularly.	<ul><li>Preserve Community Character</li></ul>	
CC 3.3.5- Consider developing Character Design Guidelines for rural areas in the County.	<ul><li>Preserve Community Character</li></ul>	
CC 5.1-Use County Ordinances and/or policies as enabled by the Code of Virginia to require a more detailed phased clearing plan that minimizes the removal of existing trees and ensures tree preservation requirements are implemented during the site plan review and preconstruction phase of development. Consider developing requirements for County staff to inspect projects pre-and-post construction specifically to ensure compliance with the tree protection requirement of the Zoning Ordinance.	<ul><li>Protect Nature</li><li>Preserve</li><li>Community</li><li>Character</li></ul>	
CC 5.4- Evaluate the appropriateness of street trees along narrow streets or located in neighborhoods with reduced setbacks and update the Streetscape Policy Guidelines accordingly.	<ul><li>Protect Nature</li><li>Preserve</li><li>Community</li><li>Character</li></ul>	

Community Character Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
CC 6.3- Pursue the preservation of historic and archaeological sites of the County by:  6.3.2- Promoting voluntary techniques for preservation of these properties.  6.3.3- Considering designating areas of the County as historic districts or historic corridors with architectural review.  6.3.4- Discouraging the demolition or inappropriate use of cultural and historic resources through regulatory and voluntary techniques.  6.3.5- Integrating the results of the architectural survey into the planning process.  6.3.6- Exploring opportunities to preserve and enhance Community Character Areas such as those found in Five Forks, Norge and Toano through use of partnerships, pattern books, and design guidelines.	Preserve     Community     Character	
CC 7.1- Update the Communications Facilities section of the Zoning Ordinance as necessary to accommodate the use of new and emerging wireless communication services while preserving community character.	<ul> <li>Preserve         Community         Character</li> <li>Enhance Quality         of Life</li> </ul>	

Economic Development Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
ED 4.6- Adopt the Virginia C-PACE program to incentivize private development that utilizes environmental conservation techniques.	<ul><li>Protect Nature</li><li>Expand Economic Development</li></ul>	
ED 7.1- Review and update the Zoning Ordinance to ensure it promotes best practices for home occupations and other small businesses consistent with neighborhood and community character.	<ul> <li>Preserve         Community         Character</li> <li>Expand Economic         Development</li> </ul>	
ED 7.2- Review and update County regulations, policies and procedures to ensure they create clear expectations for developing new businesses in targeted industries, and that land use requirements are flexible to changing market trends.	Expand Economic     Development	Short-Term in Strategic Plan
ED 7.3- Examine and update County regulations to ensure that the County maintains best practices while continuing to accommodate new industries spurred by innovations and changes in technology.	Expand Economic     Development	

Environment Chapter   Regulatory and Guideline Updates	Dalmand Dull's Laures	D. i. iti i
Action	Related Public Input Priorities	Prioritization
ENV 1.2- Promote the use of Better Site Design, Low Impact Development (LID), and effective Best Management Practices (BMPs)	Protect Nature	
by:		
1.2.4- Continuing to develop and enforce new and existing		
regulations that require soils identification and the consideration		
of the limitations of these soils for development and agricultural and forestall activities.		
1.2.5- Requiring submission of environmental inventories in order		
to protect environmentally sensitive lands; to save or most		
efficiently use permeable soils; and to limit impervious cover.		
1.2.6- Continuing and expanding support for the Clean Water		
Heritage program in order to provide information on BMP		
maintenance and assistance to the public and to owners of		
stormwater management facilities.		
1.2.7- Re-examining provisions in the Zoning Ordinance and		
other regulations to strengthen tree-protection measures.	_	
ENV 1.5- Implement comprehensive coastal resource management	<ul> <li>Protect Nature</li> </ul>	
guidance, consistent with the policy that living shorelines are the		
preferred alternative for stabilizing eroding shorelines prior to		
consideration of structural stabilization methods.		
ENV 1.5.3- Consider a policy where the above Shoreline Best	<ul> <li>Protect Nature</li> </ul>	
Management Practices become the recommended adaptation strategy		
for erosion control, and where a departure from these recommendations by an applicant wishing to alter the shoreline must		
be justified at a hearing of the County Wetlands Board.		
ENV 1.5.8- In conjunction with the County Wetlands Board, evaluate the	Protect Nature	
feasibility of adopting a coastal Dunes and Beach Ordinance, pursuant to	• Flotect Nature	
the Virginia Coastal Primary Sand Dune and Beach Act (currently VMRC		
handles local applications).		
ENV 1.13- Continue to use sound science to update and create the	Protect Nature	
requirements, standards, and specifications used to design, approve,	• Froteet Nature	
and build BMP facilities in James City County.		
ENV 1.20- Explore Zoning Ordinance amendments that would	Protect Nature	Short-Term in
incorporate recommendations of the Colonial Soil and Water		Strategic Plan
Conservation District as it pertains to equine and other animal stocking		
rates.		
ENV 2.3- Promote recycling by developing a post-consumer waste office	Protect Nature	
paper purchasing policy in accordance with the Virginia Public	Enhance Quality	
Procurement Act for all County facilities, expanding County facility	of Life	
reduce/reuse/recycling programs, and by increasing private sector and		
public awareness of recycling opportunities through the County's		
curbside recycling programs, Recollect website, and Recyclopedia tool.		
ENV 3.2- Develop specific recommendations for voluntary and	<ul> <li>Protect Nature</li> </ul>	
regulatory means to protect resources identified in studies, such as the		
Regional Natural Areas Inventory, and watershed management plans		
for County watersheds.		
ENV 3.3- Continue to update mandatory tree protection standards and	<ul> <li>Protect Nature</li> </ul>	
examine tree canopy protection standards.	<ul> <li>Enhance Quality</li> </ul>	
	of Life	

Action	Related Public Input	Prioritization
	Priorities	
ENV 3.4- Continue to develop and enforce zoning regulations and other County Ordinances that preserve to the maximum extent practicable rare, threatened, and endangered species; wetlands; flood plains; shorelines; wildlife habitats; natural areas; perennial streams; groundwater resources; and other environmentally sensitive areas.	Protect Nature	
ENV 3.7.1- Investigate carbon sequestration approaches as may be permitted by State Code 15.2-4901.	Protect Nature	
ENV 3.7.2- Investigate changes to the Zoning Ordinance including renaming the A-1, General Agricultural District and re-examining lot sizes and clustering provisions to acknowledge and encourage preservation of forested land.	<ul> <li>Protect Nature</li> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	Short-Term ir Strategic Plan (See also related action LU 6.2, 6.2.1.)
ENV 4.3- Promote alternative modes of transportation and a reduction in auto dependency and trip distances through measures in the Zoning Ordinance such as encouraging enhanced pedestrian accommodations and reductions in required parking with approval of a mass or alternative transportation plan, or appropriate similar provisions.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	
ENV 4.4- Continue to evaluate and update Ordinances and policies to promote the construction of homes, businesses, and public facilities that conserve energy and achieve other green building standards. As one component of this, re-examine the existing Green Building Incentives adopted by the Board on September 11, 2012. Use U.S. Green Building Council's LEED program, Earthcraft, Envision, STAR Communities, WELL Building Standard, the Sustainable Development Code, and other sustainable building programs as guides in this effort.	<ul> <li>Protect Nature</li> <li>Enhance Quality of Life</li> <li>Expand Economic Development</li> </ul>	
ENV 4.5- Investigate amending County Ordinances to allow or encourage appropriate energy production and conservation technologies in residential areas (i.e., rain barrels, cisterns, residential-sized wind turbines, solar panels, etc.).	<ul><li>Preserve Community Character</li><li>Protect Nature</li></ul>	
ENV 4.6- Investigate ways to amend the County Ordinances to support alternative energy production, and to amend ordinances or include special use permit conditions that protect and enhance natural resource on alternative energy production sites:  4.6.1- In Ordinances or as development approval conditions, include provisions to minimize clearing of forested land.  4.6.2- In Ordinances or as development approval conditions, implement best practice documents on the inclusion of native pollinator plants.	<ul> <li>Preserve         Community         Character</li> <li>Protect Nature</li> <li>Enhance Quality         of Life</li> </ul>	

Housing Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
H 1.1.4- Offer property tax/abatement/exemption for owners of deteriorating single-family homes that make improvements and either continue to live in the home or enter into an agreement with the County to rent the home to a low- or moderate-income working individual or family. Ensure the exemptions/abatements apply to the value of the improvements and not the entire property that utilizes environmental conservation techniques.  H 1.2.7- Explore adding cottage homes to the housing stock in the mobile home parks, including identifying zoning and other regulations that are needed.	<ul> <li>Preserve         Community         Character</li> <li>Support         Affordable         Workforce         Housing</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	
H 2.1- Guide new developments to incorporate high housing quality and design:  2.1.4- Propose additional amendments to residential zoning districts to promote diversity within new residential developments by allowing more diverse structure types.  2.1.5- Promote a scale and density of residential development that is contextually compatible with adjacent and surrounding land uses, supporting infrastructure, and environmental conditions.  2.1.6- Locate moderate density residential development, including developments within areas of appropriate Mixed-Use designations, in proximity to employment centers and service destinations.	Preserve     Community     Character	
H 2.2- Amend the Zoning Ordinance to facilitate a wider range of housing choices affordable to households with incomes of less than 80% of Area Median Income. Including:  2.2.1- Review the allowed uses in each zoning district, modify the uses allowed to reflect the current types of uses that exist in the County, and ensure that diverse housing types are specifically included in the use-lists in zoning districts where housing is permitted.  2.2.2- Reduce site and lot area minimums to facilitate smaller home types and to encourage the development of workforce housing, including by smaller, nonprofit developers.  2.2.3- Examine options for allowing by-right development of workforce housing.  2.2.4- Consider form-based zoning to preserve neighborhood character while allowing flexibility in housing options.  2.2.5- Increase the number of units permitted in multi-family structures in select zones.  2.2.6- Increase the maximum number of units per acre in all developments that provide for workforce housing.	Support     Affordable     Workforce     Housing	

Housing Chapter   Regulatory and Guideline Updates		D :
Action	Related Public Input Priorities	Prioritization
H 2.3- Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing:  2.3.5- Review and modify the use lists for all zones to encourage residential/mixed-use developments along specific corridors, and facilitate adaptive reuse opportunities in existing commercial areas.  2.3.9- Develop a new zoning designation that would simplify motel-to-apartment conversions.  2.3.10- Consider creating an administrative permitting process for commercial or residential conversions that include workforce housing.  H 2.4- Support the development of accessory apartments as one type of	Support     Affordable     Workforce     Housing     Preserve     Community     Character     Expand Economic     Development  Support	Short-Term ir Strategic Plan
workforce housing, while retaining the residential character of existing neighborhoods:  2.4.1- Modify the Zoning Ordinance to facilitate the development of more accessory units while retaining the residential character of existing neighborhoods.  2.4.2- Develop a pattern book, training sessions, and other technical assistance documentation to help homeowners construct accessory units.  2.4.3- Revise Ordinances to increase the maximum size of detached accessory units to be large enough to accommodate a "reasonably-sized" one-bedroom unit (e.g., up to 750 square feet)  2.4.4- Revise ordinances to modify setback, parking, and other requirements to make it easier to build an accessory apartment.	<ul> <li>Support         Affordable         Workforce         Housing</li> <li>Preserve         Community         Character</li> </ul>	
H 2.6- Establish an incentive-based inclusionary zoning program to support the development of workforce housing:  2.6.2- Review the County's existing density bonus system in the Zoning Ordinance. Determine whether providing workforce housing should be a bonus-density priority or a requirement (rather than an option) for any developments proposed over the current baseline density.  2.6.4- Evaluate the use of a sliding density bonus scale based on the quantity of units and affordability of the product.  2.6.5 - Amend the Zoning Ordinance to establish an Affordable Dwelling Unit (ADU) program under the Code of Virginia Affordable Dwelling Unit Ordinances.	<ul> <li>Support         Affordable         Workforce         Housing</li> <li>Preserve         Community         Character</li> </ul>	
H 3.1- Review existing ordinances to identify barriers to respond to housing needs for special needs populations, including senior citizens, and make amendments, as necessary.  H 3.2- Support the concept of "aging in place" by promoting universal design for a portion of units in major subdivisions or multi-family projects.	<ul> <li>Support         Affordable         Workforce         Housing</li> <li>Support         Affordable         Workforce</li> </ul>	

Housing Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
H 4.1- Expand expedited permitting to incentivize production of workforce housing:  4.1.1- Establish the income threshold not exceeding 80% of AMI necessary for a project to qualify for an expedited review.  4.1.2- Develop a fast-track subdivision, site plan, and building permit process for qualified workforce housing developments.  4.1.3- Consider a program to waive, reduce, or rebate development fees for qualified workforce housing developments.	Support     Affordable     Workforce     Housing	
H 4.2- Create tax incentives to support the production of workforce housing:  4.2.1- Create a property tax exemption or abatement for residential properties that guarantee units will be affordable to, and leased to, individuals and families with incomes at or below 60% of AMI.  4.2.2- Investigate using utility, building permit, and water connection fees and property taxes to incentivize new affordable housing and to be a disincentive for new market-rate housing.	Support     Affordable     Workforce     Housing	

Land Use Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
LU 1.1- Craft regulations and policies such that development is compatible in scale, size, and location to surrounding existing and planned development. Protect uses of different intensities through buffers, access control, and other methods.	Preserve     Community     Character	
LU 1.2- Review and update the Zoning Ordinance to ensure consistency between densities and intensities of development recommended by the Comprehensive Plan and the residential and commercial zoning districts.	Preserve     Community     Character	
LU 1.3- Use policy and Ordinance tools to ensure the provision of open space as part of development proposals, as applicable. In particular, maintain or increase incentives for cluster development in exchange for additional open space that provides significant benefits to the community.	<ul><li>Protect Nature</li><li>Preserve</li><li>Community</li><li>Character</li></ul>	
LU 1. 5- In coordination with the Board of Supervisors and the County Attorney's Office, provide updates on state legislation to the Planning Commission on an as-needed basis on the major new planning legislation topics during non-Comprehensive Plan update years.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Enhance Quality         of Life</li> <li>Expand Economic         <ul> <li>Development</li> </ul> </li> <li>Support         <ul> <li>Affordable</li> <li>Workforce</li> <li>Housing</li> </ul> </li> </ul>	

Land Use Chapter   Regulatory and Guideline Updates	
Action	Related Public Input Prioritization Priorities
LU 1.6- Explore the creation of a solar and wind energy ordinance establishes performance standards for solar farms, carbon sequestration facilities, and other emerging technologies in the renewable energy industry, with the intention of protecting the County's unique rural character, preserving natural resources, a mitigating impacts to neighboring properties.	<ul><li>Preserve Strategic Plan</li><li>Community Character</li></ul>
LU 1.7- Amend the Zoning Ordinance to address short-term renincluding re-examining the districts where such uses are permitted.	· · · · · · · · · · · · · · · · · · ·
LU 3.4- In accordance with the recommendations of the adopted Base Langley Eustis (Fort Eustis) Joint Land Use Study, establish a Military Influence Overlay District (MIOD) on the Future Land Use LU 3.4.2 - For areas within the MIOD, update the zoning a subdivision ordinances to incorporate the Code of Virginisections that promote coordination between military instand local municipalities.  LU 3.4.3 - For areas within the MIOD, update the zoning subdivision ordinances to establish a Military Influence AI (MIA) overlay district. The exact boundary of the MIA should determined through additional discussion with Fort Eustizoning and subdivision ordinances should include:  A. Siting guidelines for commercial solar wind farms and turbine farms, only if those uses become added to the List.	<ul> <li>Preserve Community Character</li> <li>Enhance Quality of Life</li> <li>Expand Economic Development</li> <li>Support Affordable Workforce Housing</li> </ul>
<ul><li>B. Standards and requirements for increased setbacks, and other design requirements to increase safety ar security around the Fort Eustis installation.</li><li>C. Vertical obstruction standards and limitations.</li></ul>	d
<ul> <li>D. Additional dark sky lighting requirements, as needed the defined air space of the Fort Eustis installation.</li> <li>E. References to a newly created vertical constraints midentifying locations where tall structures should be prohibited.</li> </ul>	

Action	Related Public Input Priorities	Prioritization
LU 4. 3- Promote infill, redevelopment, revitalization, and rehabilitation within the PSA. Consider the following strategies as appropriate:  LU 4. 3.2 – Revisions to the Zoning Ordinance and/or Subdivision Ordinance or the development of guidelines to provide additional flexibility, clear standards, or incentives, such as expedited plan review.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Enhance Quality         of Life</li> <li>Expand Economic         <ul> <li>Development</li> </ul> </li> <li>Support         <ul> <li>Affordable</li> <li>Workforce</li> <li>Housing</li> </ul> </li> </ul>	
LU 6.1- Promote the economic viability of traditional and innovative farming and forestry as industries through measures, including but not limited to, the following:  LU 6.1.3 –Continue to update the Zoning Ordinance list of permitted and specially permitted uses in the A-1 zoning district. Investigate adding a development standards policy for those uses that might benefit from a rural location. Continue to look at non-residential uses and development standards that may be appropriate, such as agri-business, eco-tourism, or green energy uses, and uses related to projects that are identified by the Strategy for Rural Economic Development.  LU 6.1.7 – Craft regulations and policies in a manner that recognizes the value of, and promotes the conservation of, prime farmland soils and environmentally sensitive areas, and consider impacts to the County's farm and forestal assets in land use decisions.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Expand Economic         <ul> <li>Development</li> </ul> </li> </ul>	

Land Use Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
LU 6.2- Residential development is not a recommended use in the Rural Lands. Creation of any lots should be in a pattern that protects the economic viability of farm and forestal assets and protects natural and cultural resources and rural character. Amend the Subdivision Ordinance, Zoning Ordinance, utility regulations, and related policies to promote such an overall pattern. Consider providing more than one option, such as the following, so long as an overall very low density pattern can be achieved, and the design and intensity of the development is consistent with stated Rural Lands designation description and development standards and available infrastructure.  LU 6.2.1 — Revise the R-8 and A-1 zoning districts to set lot sizes to be consistent with stated Rural Lands designation description and development standards. As part of this amendment, consider easing the subdivision requirements such as eliminating or permitting the waiver of the central well requirement, allowing private streets in limited circumstances, as part of an overall balanced strategy.  LU 6.2.2 — Revise the rural cluster provisions in the A-1 zoning district to be more consistent with the Rural Lands designation description and development standards. As part of this amendment, consider easing the subdivision requirements such as eliminating or permitting the waiver of the central well requirement, allowing private streets in limited circumstances, making it a streamlined by-right use at certain scales, allowing off-site septic or community drainfields, etc.  LU 6.2.3 — Consider implementing a subdivision phasing program, where the number of blocks that could be created from a parent parcel within a given time period is limited.  LU 6.2.4 — Consider adding strong buffer and expanded setback regulations to the A-1 and R-8 districts, particularly if the permitted densities are not lowered in these districts.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Expand Economic             <ul> <ul> <li>Development</li> </ul> </ul></li> </ul>	Short-Term in Strategic Plan
LU 6.3- To help retain the character of Rural Lands, develop additional zoning and subdivision tools (e.g., scenic easement dedication requirements, increased minimum lot sizes, increased setbacks, and/or overlay districts) to protect and preserve scenic roadways such as Forge Road.	<ul><li>Protect Nature</li><li>Preserve</li><li>Community</li><li>Character</li></ul>	
LU 7.2- Incorporate rural and open space preservation best practices within the new character design guidelines. Develop additional guidelines as necessary for specific resource protections including historic, environmental or scenic resources.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Expand Economic Development</li> </ul>	
LU 7.3- Refine the buffer and setback standards specifically for visual character protection, addressing viewshed protection and maintenance of community character.	Preserve     Community     Character	

Public Facilities Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
PF 2.7- Evaluate the possible use of impact fees to help defray the capital costs of public facilities related to residential development.	Enhance Quality     of Life	
PF 3.5- Develop policies that support the conservation of water through education and awareness, higher water rates for greater usage, restricting irrigation, and, when financially feasible, rebate programs that reward conservation efforts.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	
PF 4.2- Review and update as necessary the County's Sustainable Building Policy in accordance with the County's Strategic Plan goals.	Protect Nature	
PF 4.8- Consider adopting and using the Virginia C-PACE (Commercial Property Assessed Clean Energy) program to pursue energy retrofit projects for public buildings. Consider setting up the program for use by private property owners as well.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	

Parks and Recreation Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
PR 5.4- Amend Zoning Ordinance regulations to facilitate development of recreational facilities, including but not limited to neighborhood parks, playgrounds, sport courts, fields and trails within by-right residential developments in accordance with design standards as enabled by the Code of Virginia.	<ul><li>Enhance Quality of Life</li><li>Preserve Community Character</li></ul>	
PR 6.4- Establish and maintain program performance measures (including goals, objectives, and essential eligibility guidelines) to incorporate consistent standards in program design.	Enhance Quality     of Life	
PR 10.1- Develop sustainable strategies similar to LEED (Leadership in Energy and Environmental Design) for the design and location of parks and incorporate the strategies into park development guidelines, where feasible.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	

Transportation Chapter   Regulatory and Guideline Updates			
Action	Related Public Input	Prioritization	
T 1.2.1- Limit driveways and other access points and provide shared entrances, side street access, or frontage roads to promote a well-connected and safe road network, consistent with the roadway's functional classification.	Enhance Quality     of Life     Preserve     Community		
T 1.2.2- Provide a high degree of inter-connectivity within new developments, adjoining new developments, and existing developments, including County facilities, using streets, trails, sidewalks, bikeways, and multi-use trails to improve accessibility and connectivity, and provide alternate routes for emergency access.	<ul> <li>Character</li> <li>Enhance Quality of Life</li> <li>Preserve Community Character</li> </ul>		

Transportation Chapter   Regulatory and Guideline Updates		
Action	Related Public Input Priorities	Prioritization
T 1.2.3- Concentrate commercial development in compact nodes or in Mixed Use areas with internal road systems and interconnected parcel access rather than extending development with multiple access points along existing primary and secondary roads.	<ul><li>Enhance Quality of Life</li><li>Preserve Community Character</li></ul>	
T1.2.4- Pursue active outreach for travel demand management in coordination with Hampton Roads Transportation Planning Organization and TRAFFIX to promote flexible work schedules, off-site work arrangements, and telecommuting. Pursue Zoning Ordinance revisions to require bike racks in more developments throughout the County.	<ul><li>Enhance Quality of Life</li><li>Preserve Community Character</li></ul>	
T 1.2.5- Implement strategies that encourages walking, bicycling, and use of public transit in place of automobile trips.	<ul> <li>Protect Nature</li> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character     </li> </ul>	
T 1.2.7- Prepare guiding principles for roads identified in the Comprehensive Plan as needing future improvements. Use these guiding principles during consideration of any plans of development or concurrent with any road improvement project.	<ul> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	
T 1.2.8 - Identify ways to improve access management by reducing driveways and turning movements on the adjacent roadway(s) during consideration of plans of development or concurrent with any road improvement project.	<ul> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	
T 3.3- Promote increased utilization of public transit through the following actions:  (3.3.5) - Require new developments to support bus and transit services at or near the center of mixed use areas, high density multi-family housing communities, and large scale commercial development, and amend the Zoning Ordinance to support this requirement.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	
T 3.4- Encourage pedestrian circulation by providing safe, well-lit, and clearly marked crosswalks and unobstructed sidewalks. Encourage the use of accessible design and provision of shade benches, attractive landscaping, and scenic vistas along pedestrian routes.	<ul> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	

Transportation Chapter   Regulatory and Guideline Updates			
Action	Rel	ated Public Input	Prioritization
	Pri	orities	
T 4.2- Utilize planning and design standards for road projects and related improvements which will allow innovation, promote an efficient transportation system, increase public safety, improve visual quality, and expand modal choice for transportation in the County. Require	•	Enhance Quality of Life Preserve Community	
implementation of standards for development proposals and encourage VDOT to incorporate these standards. When improving roads designated as Community Character Corridors, Virginia Byways, or roads outside the PSA, encourage VDOT to be sensitive to the context,		Character	
including viewsheds, historic sites and structures, and landscaped medians.			

**Capital Investments and Funding Programs Implementation Matrices** 

Community Character Chapter   Capital Investments and Funding Programs			
Action	Related Public Input Priorities	out Prioritization	
CC 1.2- Continue to explore opportunities and cost-sharing arrangements to bury overhead utilities in Community Character Corridors and Community Character Areas through transportation initiatives.	Preserve     Community     Character	Short-Term in Strategic Plan	
CC 1.4- Pursue the expenditure of public funds from sources such as the Capital Improvement Program (CIP) to enhance the appearance of highly visible focal points of the County, including, but not limited to, County entrance corridors, median areas, interstate interchanges, and undeveloped parcels fronting on thoroughfares. Entrance corridors and roads in the proximity of historic landmarks should be prioritized for improvements. Improvements include, but are not limited to, placement of existing utilities underground, beautification through sustainable landscaping or buildings changes, and the acquisitions of easements and properties. The County shall continue to coordinate corridor enhancement efforts within the County and surrounding localities to achieve compatible, attractive corridors.	Preserve     Community     Character		
CC 4.2- Devote resources to and operate programs to preserve or enhance components of the County that significantly contribute to community character, including historic properties and cultural heritage landscapes, scenic properties and viewsheds, agricultural and forestal lands, and entrance corridors, community character corridors, community character areas, and other special places. Integrate these considerations with others found in the Parks and Recreation, Environment and Land Use chapters. In addition, collaborate with other entities, the private sector, and landowners in these efforts.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> </ul>		

Economic Development Chapter   Capital Investments and Funding Programs			
Action	Related Public Input Prioritize Priorities		
ED 1.3- Continue to pursue and promote incentives available for new and expanding businesses and industries within certain areas in the County, including Opportunity Zones, Foreign Trade Zones, and Tourism Zones, and develop additional incentives for new and existing business development.	Expand Economic     Development	Short-Term in Strategic Plan	
ED 4.4- Promote desirable economic growth in designated industrial and commercial areas through the provision of water and sewer infrastructure consistent with the Comprehensive Plan policies and the regulations governing utility service in partnership with the James City Service Authority (JCSA), Newport News Water Works, and HRSD.	Expand Economic     Development		

Environment Chapter   Capital Investments and Funding Programs		
Action	Related Public Input Priorities	Prioritization
ENV 1.16- Develop funding and implementation mechanisms for the watershed protection and restoration goals and priorities from watershed management plans adopted by the Board of Supervisors.	Protect Nature	Short-Term in Strategic Plan
ENV 1.18- Continue to develop regional, cumulative impact-focused hydraulic studies for County waterways vulnerable to flooding and develop strategies to fix identified problems.	Protect Nature	Short-Term in Strategic Plan
ENV 1.21- In a joint endeavor by the Stormwater & Resource Protection Division and Stormwater Program Advisory Committee prepare a multi-year, prioritized list of stormwater-related projects, including stream restoration, health, safety, and water quality that includes estimated costs for design and implementation.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	Short-Term in Strategic Plan

Action	Related Public Input Priorities	Prioritization
H 1.1.1- Increase the resources the County dedicates to rehabilitations of single-family homes, prioritizing the homes identified in the 2016 Housing Needs Study and Housing Conditions Study; rehabilitate 10 single-family homes annually to HUD Housing Quality Standards.	Protect Nature	
H 1.1.2- Seek additional resources and staffing to be able to rehabilitate a total of 25 homes annually.	Protect Nature	
H 1.2.6- Explore the option of the County buying out parks and either retaining control temporarily or transferring control, winding down agreements with current owners by 2030.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	
H 1.3.4- Apply for funding from Virginia Housing that supports projects in defined redevelopment and revitalization areas.	Support     Affordable     Workforce     Housing	

Housing Chapter   Capital Investments and Funding Programs Action	Related Public Input	Prioritization
ACION	Priorities Priorities	THOMEST
H 2.3- Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing:  2.3.6- Investigate resources that could support adaptive reuse, including the Low-Income Housing Tax Credit, historic tax credits, and programs supporting housing for residents experiencing homelessness.  2.3.11 - Create a fund to assist owners with the cost of demolishing and redeveloping obsolete commercial buildings.	<ul> <li>Support         Affordable         Workforce         Housing</li> <li>Preserve         Community         Character</li> <li>Expand Economic         Development</li> </ul>	Short-Term in Strategic Plan
H 2.5.6- Amend the County's Capital Improvement Program process to ensure that opportunities for creating housing options on public land are considered in conjunction with planning and development of public facilities.	Support     Affordable     Workforce     Housing	
H 2.5.7- Identify land that would be suitable for purchase by the County and made available for the development or redevelopment of workforce housing.	Support     Affordable     Workforce     Housing	
H 3.6- Seek grant funding to construct affordable senior housing.	Support     Affordable     Workforce     Housing	
H 5.2- Expand the local home-buying assistance program: 5.2.1 - Expand down-payment and closing-cost assistance to annually assist 50 income- qualified first-time homebuyers who work in James City County and want to purchase a home in the County.	Support     Affordable     Workforce     Housing	
H 5.3- Develop a local rental assistance program: 5.3.1 - Research the experiences of other localities in Virginia that have a locally funded rental assistance program. 5.3.2 - Develop a locally funded rental assistance program (rules and priorities). 5.3.3 - Provide education and outreach to eligible households and landlords. 5.3.4 - Serve 25 families annually through a local rental housing subsidy.	Support     Affordable     Workforce     Housing	
H 6.1- Create a dedicated funding source to help produce and preserve for-sale and rental housing affordable to working households.	<ul> <li>Support         Affordable         Workforce         Housing     </li> </ul>	

Housing Chapter   Capital Investments and Funding Programs		
Action	Related Public Input Priorities	Prioritization
H 6.2- Continue efforts to attract funds from federal and state sources for housing and neighborhood rehabilitation.	<ul> <li>Support         Affordable         Workforce         Housing</li> </ul> <li>Preserve         Community         Character</li>	
H 6.3- Create a dedicated funding source for a local housing voucher or rental subsidy program.	Support     Affordable     Workforce     Housing	
H 6.4- Create a local housing trust fund and relevant policies to support housing development and preservation.	Support     Affordable     Workforce     Housing	

Action	Related Public Input Priorities	Prioritization
EU 6.1 – Promote the economic viability of traditional and innovative farming and forestry as industries.  6.1.1 – Support both the use value assessment and Agricultural and Forestal District (AFD) programs to the maximum degree allowed by the Code of Virginia. Explore extending the terms of the County's Districts.  6.1.2 – Seek public and private funding for existing programs, investigate new programs, and support private or non-profit (such as land trust) actions that promote continued agricultural or forestal use of property.  a. Encourage dedication of conservation easements to allow property owners to take advantage of State and Federal tax provisions. Develop a program that would provide information to property owners on the benefits of easement donation, including helping owners consider future possible plans for their property to verify they can be pursued under deed language.  b. Seek dedicated funding stream for open space preservation programs. Develop information for property owners on the benefits of participating in open space preservation programs.  6.1.4 – As resources allow, support implementation of the recommendations in the Strategy for Rural Economic Development to maintain and create viable economic options for rural landowners.  6.1.5 – Consider funding a staff position for a rural or agricultural development officer to support and help acquire funding for rural	Protect Nature Preserve Community Character Expand Economic Development	Short-Term ir Strategic Plan (See also related action LU 1.6.)

Public Facilities Chapter   Capital Investments and Funding Programs		
Action	Related Public Input Priorities	Prioritization
PF 1.2- Acquire land for, efficiently locate and design, and construct new public facilities in a manner that facilitates future expansion and promotes the maximum utility of resources to meet future capacity needs.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	Short-Term in Strategic Plan
PF 1.5- Construct new facilities consistent with anticipated needs and County fiscal constraints by:  1.5.2 - Acquire public facility sites that will be required by future growth and development.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	
PF 2.2- Identify specific public/private partnership opportunities to provide funding for new and existing public facilities.	Enhance Quality     of Life	
PF 2.3- Evaluate methods for private development to help defray the costs of public infrastructure investments.	Enhance Quality     of Life	
PF 2.5- Strive to maintain the AAA bond rating for James City County and the James City Service Authority from all three major rating agencies.	<ul><li>Expand Economic Development</li><li>Enhance Quality of Life</li></ul>	
PF 4.1.1- Continue to utilize and update as necessary the building automation system that tracks and monitors the indoor environment of most County facilities.	Protect Nature	

Action	Related Public Input Priorities	Prioritization
PN 3.1- Continue to offer discounts to facilities, programs and services based on income eligibility and Parks and Recreation's Discount Assistance Program guidelines.	Enhance Quality     of Life	
PN 3.2- Continue to provide free access to the Abram Frink Jr. Community Center for youth.	Enhance Quality     of Life	
PN 3.6- Seek grant funding to assist local, nonprofit groups with constructing affordable senior housing.	<ul> <li>Enhance Quality         of Life</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	

Parks and Recreation Chapter   Capital Investments and Funding Programs		
Action	Related Public Input Priorities	Prioritization
PR 1.2- Prioritize potential property acquisition for parks in underserved areas of the County, as identified in the needs analysis in the current Parks and Recreation Master Plan or the outdoor recreation category of the ConserveVirginia model.	Enhance Quality     of Life	

Parks and Recreation Chapter   Capital Investments and Funding Programs		
Action	Related Public Input Priorities	Prioritization
PR 1.4- Continue to develop County owned parks based upon approved master plans as funds become available.	<ul> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	
PR 2.2.1- Continue to seek funding in the Capital Improvements Program (CIP) for the acquisition and use of open space areas and greenways to preserve the scenic, natural and historic character of the area and to promote public access to these sites	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Enhance Quality         of Life</li> </ul>	
PR 3.3- Support the public provision of bicycle facilities by seeking County funding whenever feasible and by seeking non-County funding sources.	Enhance Quality     of Life	
PR 3.4- Emphasize the maintenance of existing facilities as a way to make efficient use of limited financial and physical resources.	Enhance Quality     of Life	
PR 7.3- Continue to evaluate and provide financial assistance to qualifying families and individuals, and continue to offer free access to youth at the Abram Frink Jr. Community Center.	Enhance Quality     of Life	

Transportation Chapter   Capital Investments and Funding Programs		
Action	Related Public Input Priorities	Prioritization
T 1.3- Identify road segments with anticipated moderate to severe road capacity deficiencies and develop a plan to mitigate congestion that may include one or more of the following actions:  1.3.1 - Seek funding to add the road segment to the Six Year Improvement Program and consider using public-private partnerships among other mechanisms to fund proposed improvements.	<ul> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	Short-Term in Strategic Plan
T 3.1- Seek funding for a regularly updated list of proposed pedestrian and cycling projects on the Six Year Improvement Program.	Enhance Quality     of Life	
T 3.2- Actively pursue additional local, state, federal, and private funding to accelerate the construction for all needed modes of transportation facilities.	Enhance Quality     of Life	

## Further Planning Efforts & New Initiatives Implementation Matrices

Community Character Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
CC 1.3- Monitor the status of billboards throughout the County and pursue action, where possible, to remove billboards using all currently available methods, and explore and pursue any new methods as they become available.	Preserve     Community     Character	
CC 2.2- Within the CCA boundaries, continue to establish development management and preservation techniques to meet specific historic preservation and community character needs. Encourage development patterns and building designs that maintain and reinforce the visual separation of CCAs.	Preserve     Community     Character	
CC 3.3.6- Consider incorporating elements of the Character Design Guidelines into the future land use guidelines in the Land Use chapter to ensure consistency between the Community Character and Land Use guidelines.	Preserve     Community     Character	Short-Term in Strategic Plan
CC 6.2- Update the document Preserving Our Hidden Heritage, an assessment of the archaeological resources in James City County.  Review the document prior to each Comprehensive Plan revision and perform a complete revision every 10 years to include new site surveys.	Preserve     Community     Character	

Economic Development Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
ED 1.1- Maintain an active and effective economic development strategy, which includes existing business retention and expansion, assistance to new business, new business recruitment and support to the tourism industry.	Expand Economic     Development	
ED 1.2- Develop and promote strategies and programs to encourage the creation of new and retention of existing small businesses, home-based businesses, and entrepreneurial efforts including women-owned and minority-owned businesses and companies that successfully graduate from the Launchpad Business Incubator.	Expand Economic     Development	
ED 1.2.1- Fostering new and supporting existing programs to assist small businesses, home-based businesses and entrepreneurial efforts.	<ul> <li>Expand Economic Development</li> </ul>	
ED 1.2.2- Developing strategies that strive to retain those companies who successfully graduate from the Launchpad Business Incubator.	Expand Economic     Development	
ED 1.6- Promote the creation and retention of businesses that provide full-time job opportunities with wages and benefits sufficient to make housing attainable for employees.	<ul> <li>Enhance Quality         of Life</li> <li>Support         Affordable         Workforce         Housing</li> <li>Expand Economic         Development</li> </ul>	
ED 2.1- Promote tourism, including eco-tourism and agritourism and associated industries as a year-round asset.	Expand Economic     Development	

Economic Development Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input	Prioritization
	Priorities	
ED 2.2- Support the recommendations of the Greater Williamsburg Target Sector Analysis with a particular emphasis on supporting the development of those businesses identified as legacy and emerging businesses within this study by;  2.2.1 - Foster the opportunities for development and expansion of advanced materials and components, food & beverage manufacturing/supply chain, and professional & technical services.	Expand Economic     Development	
ED 2.3- Support viable traditional and emerging rural economic development initiatives as recommended in the County's Strategy for Rural Economic Development.	Expand Economic     Development	
ED 3.4- Support businesses, programs, and developments that attract young professionals and retain the community's graduates.  ED 4.1- Encourage the rehabilitation of abandoned and/or underutilized	Expand Economic     Development     Preserve	
facilities by promoting them to new business.	Community Character • Expand Economic Development	
ED 4.3- Promote environmental conservation techniques among new and existing business, including water conservation (such as reclamation of rain or grey water), energy efficiency, and materials management (such as recycling, composting, and material life-cycle considerations).	<ul><li>Expand Economic Development</li><li>Protect Nature</li></ul>	
ED 5.3- Assess and collaborate on opportunities and advocate for public transit (e.g., commuter rail, light rail, or bus rapid transit service) to economic and business centers within James City County.	Expand Economic     Development	
ED 5.4- Support continued local access to general aviation facilities.	Expand Economic     Development	
ED 6.2- Identify and protect historic sites that are important to the heritage of James City County, allowing them to be preserved for future generations.	<ul><li>Preserve Community Character</li><li>Expand Economic Development</li></ul>	
ED 6.3- Promote existing ecotourism and agri-tourism venues and support the establishment of new ones, where appropriate.	<ul> <li>Preserve         Community         Character</li> <li>Expand Economic         Development</li> <li>Protect Nature</li> </ul>	
ED 6.4- Support the development of sporting events and facilities that promote the County as a sports tourism destination and other special events in James City County.	Expand Economic     Development	
ED 6.5- Support tourism initiatives that promote the Historic Triangle as an arts destination, including cultural and culinary activities.	<ul><li>Expand Economic Development</li><li>Enhance Quality of Life</li></ul>	

Economic Development Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
ED 7.4- Continue to monitor the available capacity for non-residential development within the County's Primary Service Area (PSA) and utilize this information when considering land use designation changes as part of the Comprehensive Plan update process.	Expand Economic     Development	
ED 8.1- Examine the effects of the COVID-19 pandemic on small-businesses and work to develop tools to help prepare the County to mitigate the impacts of future similar scenarios.	Expand Economic     Development	

Environment Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
ENV 1.2- Promote the use of Better Site Design, Low Impact Development (LID), and effective Best Management Practices (BMPs) by:  1.2.1 - Providing stormwater facility maintenance guidelines and assistance directly to BMP owners through training sessions and other tools.  1.2.2 - Promoting public awareness on the benefits of and necessity for BMPs, erosion and sedimentation control, watershed management, and other land disturbance regulations.	Protect Nature	
ENV 1.4- Utilize bathymetric, flushing rate, and other available data when locating and providing new public shoreline and water access opportunities.	Protect Nature	
ENV 1.5.4- Seek public outreach opportunities, including interpretive signage, to educate citizens and stakeholders on new shoreline management strategies including living shorelines.	Protect Nature	
ENV 1.5.5- Follow the development of integrated shoreline guidance under development by Virginia Marine Resource Commission (VMRC).	Protect Nature	
ENV 1.7- Identify the specific existing and potential uses of County streams and rivers and identify standards necessary to support these uses. Protect the quality and quantity of these surface waters so they will continue to support these uses. Give consideration to protecting existing and potential water resource uses when reviewing land development applications.	Protect Nature	Short-Term in Strategic Plan
ENV 1.9- Develop Total Maximum Daily Load (TMDL) Program Action Plans to address water quality impairments within James City County and the Chesapeake Bay, including proposed actions and implementation.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	
ENV 1.12- Investigate actions needed to implement groundwater protection using suggestions from the Potential Groundwater Management Alternatives section.	Protect Nature	

Environment Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
ENV 1.14- Continue to minimize post-construction stormwater impacts through implementation of BMPs to reduce pollutants entering the stormwater system and County waterways by:  1.14.2 - Provide assistance as funding permits to identify failing neighborhood stormwater and drainage facilities and to implement repairs on a prioritized basis.  1.14.3 - Maintain and assess new programmatic fees collected to fund BMP construction inspections and private stormwater facility assessments.	<ul> <li>Protect Nature</li> <li>Enhance Quality         of Life</li> </ul>	
ENV 1.15- Ensure that the County's Municipal Separate Storm Sewer System (MS4) Permit is fully implemented in accordance with the annual program plan and General Permit Number VAR040037:  1.15.1 - Continue to implement public education and outreach programs on the impacts of stormwater, including actions citizens can take to reduce stormwater pollution and the hazards associated with illegal discharges and improper disposal of wastes.  1.15.2 - Continue to provide public participation opportunities, including providing feedback on the County's program plan, and participation in the Stormwater Program Advisory Committee.	Protect Nature	
ENV 1.17- Continue to develop watershed management plans for the remaining County watersheds, and to update existing watershed management plans that identify environmentally sensitive areas and specific protection, restoration, and retrofit recommendations. Explore the inclusion of ecosystem services considerations and evaluation of climate change-related precipitation impact in future watershed management plans.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	
ENV 1.19- Continue to follow the progress of the Lower Chickahominy Watershed Study and incorporate final recommendations into local policies and Ordinances.	Protect Nature	
ENV 1.22- Conduct an analysis of the impacts of sea-level rise, tidal flooding, and non- tidal flooding in the areas around Chickahominy Haven, Powhatan Shores, and other impacted areas based on the work of Virginia Institute of Marine Science, the Commonwealth Center for Recurrent Flooding Resiliency at Old Dominion University, and other relevant agencies.	Protect Nature	
ENV 2.1- Continue to educate the public about voluntary techniques to preserve and protect environmentally sensitive lands; wildlife habitats; water quality; and watersheds, agricultural, forestal, and other open space lands through County programs, including but not limited to, the Clean Water Heritage program.	<ul> <li>Protect Nature</li> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	
ENV 3.1- Maintain and promote biological and habitat diversity, ecosystem services, and habitat connectivity by protecting wildlife and riparian corridors between watersheds, sub- watersheds, catchments, and tidal and nontidal wetlands, and by developing and implementing a green infrastructure plan.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	

Action	Related Public Input	Prioritization
	Priorities	
ENV 3.5- Continue to gather and gain technical knowledge on data that is available to help the County identify and map its natural and cultural assets, and, where appropriate, use such data as an information tool to help guide decisions during the creation of regulations and policies to provide guidance to property owners and development proposal applicants on lands best suited for development, and to inform open space preservation efforts.  ENV 3.7- Seek to maintain and protect forested land and recognize the	<ul> <li>Protect Nature</li> <li>Enhance Quality of Life</li> <li>Preserve Community Character</li> <li>Protect Nature</li> </ul>	
benefits it provides by sequestering carbon dioxide.	Enhance Quality     of Life	
ENV 3.7.3- Assemble a local flood resilience plan to address the County's flood resilience needs using existing plans where available and supplementing with additional documentation where necessary. Incorporate resiliency plan items from other chapters including Transportation, Land Use, and others.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	
ENV 4.1- Continue to implement reduction strategies by reducing building energy and transportation fuel consumption.	Protect Nature	
ENV 4.2- Continue utilizing the County's Interdepartmental Energy Team to conduct energy audits, make recommendations on efficiency measures and implement energy management practices.	Protect Nature	
ENV 4.7- Continue the current programs that have installed building management control systems in many County facilities which assist in reducing energy consumption. Continue to evaluate renewable energy technologies and energy efficiency improvements during capital maintenance activities.	Protect Nature	
ENV 4.8- Continue to manage the County vehicle fleet to improve energy efficiency and reduce emissions by replacing fuel inefficient vehicles, assessing new technologies, and developing an anti-idling policy.	Protect Nature	
ENV 4.11- Evaluate adjustments to watersheds, floodplains, and resource protection areas with changes to the VRMC mean high water line:  4.11.1 - Use predicted shoreline protection needs to inform shoreline protection strategies and to re-examine relevant County master plans.  4.11.2 - Notify landowners of likelihood of shoreline impacts based on shoreline protection needs.	Protect Nature	

Action	Related Public Input	Prioritization
	Priorities	
H 1.1- Promote housing rehabilitation to extend the life of existing homes and maintain community character.	<ul> <li>Preserve         Community         Character</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	
H 1.1.5- Develop a pattern book to guide housing maintenance and rehabilitation that could include sections on home accessibility modification and aging in place.	<ul> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Support         <ul> <li>Affordable</li> <li>Workforce</li> <li>Housing</li> </ul> </li> </ul>	
H 1.1.7- Promote water/sewer connections for low- and moderate-income households by processing applications for the James City Service Authority's deferred payment plan.	<ul> <li>Enhance Quality         of Life</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	
H 1.2- Pursue the preservation and redevelopment of manufactured homes and mobile home parks to prevent further deterioration of these homes and protect the current residents.	<ul> <li>Enhance Quality         of Life</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	
H 1.2.1- Assess the opportunities for improving current mobile home parks.	<ul> <li>Preserve         Community         Character</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	
H 1.2.2- Look for opportunities that either attempt to prevent loss of mobile homes or promote responsible redevelopment of mobile home parks while protecting current residents.	<ul> <li>Preserve         Community         Character</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	

A .:	D. L. J. D. J. P. J.	D 1 11 11
Action	Related Public Input	Prioritization
	Priorities	
H 1.2.3- Review and evaluate the current conditions of mobile home	<ul> <li>Preserve</li> </ul>	
parks.	Community	
	Character	
	<ul> <li>Support</li> </ul>	
	Affordable	
	Workforce	
	Housing	
H 1.2.4- Establish goals for individual mobile home parks	<ul> <li>Preserve</li> </ul>	
	Community	
	Character	
	<ul> <li>Support</li> </ul>	
	Affordable	
	Workforce	
	Housing	
H 1.2.5- Develop guidelines and engage park owners and residents to	<ul> <li>Preserve</li> </ul>	
discuss needs and options to improve parks.	Community	
	Character	
	• Support	
	Affordable	
	Workforce	
	Housing	
H 1.2.8- Advocate for a state-supported mobile home replacement	• Support	
program.	Affordable	
	Workforce	
III 1 2 0. Coordinate a County mobile hama replacement program	Housing	
H 1.2.9- Coordinate a County mobile-home replacement program.	<ul> <li>Support</li> <li>Affordable</li> </ul>	
	Workforce	
H 1.2.10- Develop a County mobile home decommissioning and	Housing	
recycling plan.	<ul> <li>Support</li> <li>Affordable</li> </ul>	
recycling plan.	Workforce	
	Housing	
H 1.3- Define specific redevelopment/revitalization areas as a means to	Support	
access additional funding to rehabilitate existing homes and subsidize	Affordable	
new workforce housing.	Workforce	
1.3.1 - Periodically review and update the Housing Conditions	Housing	
Study.	11000119	
1.3.2 - Use the Housing Conditions Study and other sources to		
affirm or update the identified Housing Rehabilitation Areas		
shown in Figure H-3.		
1.3.5- Solicit public input to identify areas for		
rehabilitation/improvement projects and neighborhood or area		
plans.		
·		

Housing Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
H 2.3- Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing:  2.3.1 - Inventory the potential adaptive reuse and conversion sites within the County. Include the location, condition, ownership, zoning, and other information about the properties.  2.3.2 - Establish priorities, processes, and guidelines for adaptive reuse projects in the County.  2.3.4 - Conduct corridor studies to evaluate underutilized commercial properties.	<ul> <li>Preserve         Community         Character</li> <li>Support         Affordable         Workforce         Housing</li> <li>Expand Economic         Development</li> </ul>	
H 2.4- Support the development of accessory apartments as one type of workforce housing, while retaining the residential character of existing neighborhoods:  2.4.5 - Develop a loan program to help lower-income households build accessory apartments.  2.4.6 - Encourage Homeowners Associations to revise covenants that prohibit accessory units.	<ul> <li>Preserve         Community         Character         Support         Affordable         Workforce         Housing     </li> </ul>	
H 2.5- Explore the use of public land for the development of workforce housing:  2.5.1 - Develop a comprehensive inventory of publicly owned sites, noting whether each site is vacant or has underutilized development capacity.  2.5.2 - Develop criteria for evaluating sites' appropriateness, prioritizing characteristics such as proximity to transit infrastructure and employment areas.  2.5.3 - Identify which publicly owned land is suitable for workforce housing.  2.5.4 - Write a briefing paper outlining the benefits of and process for creating a housing land trust or land bank to serve as a mechanism for acquiring, holding, and, ultimately, deploying public land specifically for workforce housing.  2.5.5 - Create a pilot project to develop workforce housing on public land through a public/private partnership.	Support     Affordable     Workforce     Housing	
H 2.6- Establish an incentive-based inclusionary zoning program to support the development of workforce housing:  2.6.1 - Bring together community stakeholders and staff to recommend new incentive-based, inclusionary housing policies.  2.6.3 - Develop a detailed method for calculating affordable price points based on AMI.	Support     Affordable     Workforce     Housing	
H 2.7- Periodically review and update the Housing Needs Study.	<ul> <li>Support         Affordable         Workforce         Housing     </li> </ul>	
H 3.4- Promote supportive housing, including rental assistance, coupled with case management services for individuals with special needs and individuals who are homeless or at risk of becoming homeless.	Support     Affordable     Workforce     Housing	

Land Use Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
LU 3.4- In accordance with the recommendations of the adopted Joint Base Langley Eustis (Fort Eustis) Joint Land Use Study, establish a Military Influence Overlay District (MIOD) on the Future Land Use Map. LU 3.4.5 - For areas within the MIOD, create a user-friendly plan that provides guidance that illustrates a process by which water management issues can be addressed. Include an analysis of the use of the waterway and a strategy for emergency waterway closure, should the need arise.	Protect Nature	
LU 3.5- In accordance with the recommendations of the adopted Joint Base Langley Eustis (Fort Eustis) Joint Land Use Study, create a communication and coordination plan with the installation that provides opportunities to share information and a forum to receive feedback.	<ul><li>Preserve Community Character</li><li>Enhance Quality of Life</li></ul>	
LU 3.6- In accordance with the recommendations of the adopted Joint Base Langley Eustis (Fort Eustis) Joint Land Use Study, create an education plan for the community in consultation with the installation.	<ul> <li>Preserve         Community         Character</li> <li>Enhance Quality         of Life</li> </ul>	
LU 4.8- Facilitate the development of sub-area/corridor master plans for strategic areas such as the County's interstate interchanges, Economic Opportunity Designations, and Mixed Use Designations/Urban Development Areas.	<ul> <li>Preserve         Community         Character         Expand Economic         Development     </li> </ul>	
LU 4.9- Encourage development in the Economic Opportunity designations which is consistent with the Economic Opportunity land use designation and development standards. Explore tax incentives or other incentives used by other localities for such designations and consider providing appropriate incentives.	<ul> <li>Expand Economic Development</li> <li>Support Affordable Housing</li> </ul>	
LU 5.1- Through the following measures, coordinate allowable densities and intensities of proposed developments with the capacities and availability of water, public roads, schools and other facilities and services:  LU 5.1.1 – Continue to further develop and refine a model or models to assess and track the cumulative impact of development proposals and development of existing and planned public facilities and services.	<ul> <li>Enhance Quality of Life</li> <li>Expand Economic Development</li> </ul>	
LU 5.2-Through the following measures, coordinate allowable densities and intensities of proposed developments with the capacities and availability of water, public roads, schools and other facilities and services:  5.2.1- Continue to develop and refine a model or models to assess and track the cumulative impact of development proposals and development of existing and planned public facilities and services.	<ul> <li>Expand Economic Development</li> <li>Support Affordable Housing</li> </ul>	

Land Use Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
LU 5.2- Ensure that developments subject to zoning or special use permit review to mitigate their impacts through the following means: LU 5.2.3- Continue to calculate and make available up-to-date information on the costs of new development in terms of Public Transportation, Public Safety, Public Schools, Public Parks and Recreation, Public Libraries and Cultural Centers, Groundwater and Drinking Water Resources, Watersheds, Streams and Reservoirs. LU 5.2.4 - Consider and evaluate the possible use of impact fees to help defray the capital costs of public facilities related to residential development.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Enhance Quality         of Life</li> <li>Expand Economic         <ul> <li>Development</li> </ul> </li> <li>Support         <ul> <li>Affordable</li> <li>Workforce</li> <li>Housing</li> </ul> </li> </ul>	Short-Term in Strategic Plan
LU 6.1- Promote the economic viability of traditional and innovative farming and forestry as industries.  6.1.8- Examine the actionable framework from the Lower Chickahominy study and consider incorporating the items recommended by that study that are a best fit with the overall economic development strategies and conservation goals for the County's Rural Lands.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Expand Economic         <ul> <li>Development</li> </ul> </li> </ul>	
LU 7.1- Align eligibility criteria for applications for open space preservation with state and federal eligibility criteria for funding and other County efforts such as green infrastructure and greenway master planning, watershed preservation, and recreational planning, and prioritize properties at greatest threat of development. Monitor development trends and zoning regulations to periodically assess the threat of development and prioritization for properties inside the PSA versus those in Rural Lands.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	

Action	Related Public Input Priorities	Prioritization
PF 1.1- Encourage full utilization of all public facilities, including joint use by different County agencies, to support local community objectives and activities.	Enhance Quality     of Life	
PF 1.3- Design facilities and services for efficient and cost-effective operations over their expected lives.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	

Public Facilities Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
PF 1.5- Construct new facilities consistent with anticipated needs and County fiscal constraints by:  1.5.1 - Review and update the long-term maintenance program that has been developed which utilizes strategies that result in an overall reduction of energy costs. The goal is to ensure adequate maintenance of existing and proposed facilities.  1.5.3 - Research and use best practices for public facility and service plans in Virginia.  1.5.4 - Pursuant to the strategic planning process that began in Fiscal Year (FY) 2015-16, and in accordance with the Space Needs Assessment that was completed in 2020, develop a service and facility master plan to strengthen the linkage between the Comprehensive Plan, the Capital Improvements Program (CIP) and operating budgets.  1.5.5 - Design and construct County facilities consistent with the Space Needs Assessment for County Administration, Williamsburg-James City County (WJCC) Courts, and WJCC School Administration for 5-year, 10-year, and 20-year (2040) population growth projections.	Enhance Quality of Life     Expand Economic Development	
PF 1.8- Explore ways to integrate the various data resources, programs, and systems of the County such that data may be more readily shared and accessed between departments and divisions. Develop minimum standards for data storage that ensure that data is produced and securely stored in compatible formats.	Enhance Quality     of Life	
PF 1.10- Include public transit stops at new public facility sites.	Enhance Quality     of Life	
PF 1.11- Continue to use technology, including broadband service, to improve the delivery of public services to the County.	Enhance Quality     of Life	
PF 1.12- Locate new facilities and the provision of public services near existing and planned population centers, within the existing Primary Service Area (PSA), as defined on the Comprehensive Plan Future Land Use Map so as to provide convenient service to the greatest number of County residents or service consumers.	Enhance Quality     of Life	
PF 1.16- Develop a long-range plan for future land needs for future schools and other public facilities.	Enhance Quality     of Life	
PF 2.1- Review annually the adequacy of existing public and private resources to finance needed qualifying public facilities through the County's CIP and annual budget process.	Enhance Quality     of Life	
PF 2.6- Utilize tools such as life-cycle costing and value engineering (as applicable) to develop the most cost-effective facilities.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	
PF 3.3- Maintain and construct facilities in accordance with service standards and fiscal limitations.	Enhance Quality     of Life	
PF 3.7- Explore opportunities to develop regional reclamation and reuse technologies and infrastructure in conjunction with neighboring jurisdictions and the Hampton Roads Sanitation District (HRSD).	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	

Public Facilities Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
PF 3.8- Continue to explore alternative sources of a long-term water supply in accordance with the adopted Strategic Plan.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PF 4.1- Utilize energy efficient heating, cooling, ventilation, lighting, and similar systems and designs for newly constructed County facilities, and where feasible, for renovations of existing County facilities. Innovation and technology (such as that found in geothermal heating and cooling systems, green roofs, and solar panels) should similarly be employed where feasible, and where life cycle considerations of cost savings, efficiency, and durability can be clearly expected or demonstrated.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PF 4.1.2- Develop a comprehensive long-range technology plan to keep pace with the building automation industry.  PF 4.4- Utilize energy efficient vehicles and equipment when they are available and when not otherwise limited by fiscal or functionality considerations.	<ul><li>Protect Nature</li><li>Protect Nature</li></ul>	
PF 4.7- Support the Commonwealth of Virginia's commitment to achieve 100% carbon free power by 2045.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PF 4.9- Identify public facilities (including trails and recreational amenities) that would be impacted by sea level rise, flooding or other natural hazards, and consider mitigation strategies for these facilities.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PF 4.10- Consider mitigation strategies for impacts due to sea level rise, flooding and other natural hazards when locating and designing new facilities.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PF 5.1- Evaluate the security of public schools and other County facilities from internal and external threats to better ensure the safety of citizens, visitors, and County staff, and to better protect County assets, sensitive data and data systems, the public water supply, and property.	Enhance Quality     of Life	
PF 5.2- During renovation or new construction, structurally improve public facilities and buildings to better withstand physical perils (such as high wind, explosion, flooding, etc.) and to enable them to serve as shelters or otherwise continue operating in times of crisis, emergency, or severe weather.	Enhance Quality     of Life	
PF 5.4- Strive to complete fire and emergency service accreditation through the Center for Public Safety Excellence.	Enhance Quality     of Life	
PF 5.5- Prepare and maintain detailed emergency preparedness plans to protect the County's citizens, facilities, and infrastructure.	Enhance Quality     of Life	
PF 5.5.1- Implement measures in County facilities to ensure safe working environments for County staff and citizens such as barriers, physical distancing, personal protective equipment (PPE) provision, and ionization and filtration for air purification in accordance with Center for Disease Control (CDC) and Virginia Department of Health (VDH) guidelines and recommendations during a pandemic.	Enhance Quality     of Life	

Population Chapter   Further Planning Efforts & New Initiatives  Action   Related Public Input		Prioritization
Action	Priorities Priorities	111011112411011
PN 1.5- Promote a variety of transportation options to address the needs of individuals with special health issues and a range of physical abilities.	Enhance Quality     of Life	
PN 2.1- Ensure that youth have adequate and safe facilities where they may participate in programs and services.	Enhance Quality     of Life	
PN 2.4- Ensure that seniors have adequate and safe facilities where they may participate in programs and services.	Enhance Quality     of Life	
PN 2.6- Assess recreational interests of all citizens, with emphasis on youth and seniors, and form partnerships to create or enhance programs and facilities to serve these interests.	Enhance Quality     of Life	
PN 2.7- Promote recreational activities inclusive of all ages and cultures and internally prioritizing programs that meet these needs.	Enhance Quality     of Life	
PN 2.8- Support the efforts of the Youth Advisory Council to conduct surveys such as electronic (internet/web-based) surveys to identify and prioritize ideas for recreational activities/location for youth.	Enhance Quality     of Life	
PN 3.3- Promote safety net clinics for all citizens with an emphasis on income constrained households.	Enhance Quality     of Life	
PN 3.4- Develop and operate a mobile integrated healthcare/community paramedicine program.	Enhance Quality     of Life	
PN 3.7- Increase the participation of eligible families enrolled in the Family Access to Medical Insurance Security Plan (FAMIS), Cover Virginia and Supplemental Nutrition Assistance Program (SNAP) by increasing their awareness of the plans.	Enhance Quality     of Life	
PN 3.8- Assess food insecurity for lower income households in the County and examine ways to address any identified issues such as partnerships with the nonprofit sector, or possible development incentives for private sector development (such as a grocery store).	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	Short-Term in Strategic Plan
PN 4.1- Provide education and promote awareness of physical health, mental health, and social service benefits to all citizens.	Enhance Quality     of Life	
PN 4.2- Develop and update a Strategic Plan for Seniors (Health, Housing, and Transportation).	Enhance Quality     of Life	
PN 4.6- Develop a plan to address the health, housing and job placement needs of homeless, lower income, and special needs populations.	<ul> <li>Support         Affordable         Housing         </li> <li>Enhance Quality         of Life     </li> </ul>	
PN 5.1- Facilitate extension or improvement of communications coverage in under-served areas of the County.	Enhance Quality     of Life	
PN 5.2- Actively improve citizen awareness of computer technology and web-based services to improve their access to goods, services and employment opportunities.	Enhance Quality     of Life	

Parks and Recreation Chapter   Further Planning Efforts & New Initiatives  Action Related Public Input Prioritiz		Prioritization
ACIOII	Priorities Priorities	THOTHIZUHOH
PR 1.1- Implement the specific strategies and tactics approved in the current James City County Parks & Recreation Master Plan.	Enhance Quality     of Life	
PR 1.3- Update and develop master plans for County-owned parks to coordinate construction phasing and validate capital improvement requests.	Enhance Quality     of Life	
PR 1.7- Support programs that promote healthy lifestyles, such as itness, aerobics, and wellness education.	Enhance Quality     of Life	
PR 2.2- Update the Greenway Master Plan and develop a new strategic Action Plan based on the current needs, conditions, objectives and funding resources in order to continue to improve bike and pedestrian connectivity in the community.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PR 3.1- Coordinate outdoor recreation, greenway, Purchase of Development Rights, greenspace, community character and environmental protection programs in order to maximize utility of shared resources and funding.	<ul> <li>Enhance Quality         of Life</li> <li>Protect Nature</li> <li>Preserve         Community         Character</li> </ul>	Short-Term in Strategic Plan
PR 3.2- Submit grant applications to secure funds for new parks and recreation programs, services, facilities and related transportation services.	Enhance Quality     of Life	
PR 4.1- Seek additional waterfront access on the James, York and Chickahominy rivers to improve and expand water access and blueway trail development, especially in areas currently lacking water access, such as the lower James River.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PR 4.2- Develop recreational components of Jamestown Beach Event Park, James City County Marina, Chickahominy Riverfront Park and Brickyard Landing in accordance with approved master plans	Enhance Quality     of Life	
PR 4.4- Provide more public access to waterways for recreation and as part of a collaborative ecotourism/agritourism strategy.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	
PR 5.5- Maintain a comprehensive inventory of privately-owned recreation facilities within the County and apply a percentage of these facilities towards meeting the overall Parks and Recreation Facility and Service Standards.	Enhance Quality     of Life	
PR 6.1- Include input from teens, at-risk youth, seniors and persons with disabilities in all master plans for new parks.	Enhance Quality     of Life	
PR 6.2- Re-evaluate the types of programs offered based on changing County demographics and citizen desires.	Enhance Quality     of Life	
PR 6.3- Continue to offer Inclusion services and conduct assessments with persons with disabilities to ensure necessary accessibility for participation in recreation programs.	Enhance Quality     of Life	
PR 6.5- Incorporate leadership and volunteerism in teen programs in an effort to increase skill building and employability within the County.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	

Action	Related Public Input Priorities	Prioritization
PR 6.6- Include programs and services that build resiliency in at-risk youth and their families.	Enhance Quality     of Life	
PR 6.7- Continue to maintain the certification of a Nationally Accredited Agency through the Commission for Accreditation of Park and Recreation Agencies.	Enhance Quality     of Life	
PR 7.2- Plan for multiple points of access for vehicles, pedestrians and bicyclists to improve connectivity between Parks and Recreation Department facilities and surrounding neighborhoods.	Enhance Quality     of Life	
PR 7.4- Conduct a comparative market analysis to review fees biennially to ensure that programs are offered at fair market value.	Enhance Quality     of Life	
PR 7.7- Plan for better access to recreation programs and facilities for all through equitable geographic dispersion of facilities.	Enhance Quality     of Life	
PR 8.1- Continue to distribute brochures and ensure timely, accurate information on the County's website and social media platforms to inform residents and visitors about parks, facilities and recreational opportunities in accordance with approved public information plans.	Enhance Quality     of Life	
PR 8.2- Provide information at community events regarding Parks and Recreation Department programs and services.	Enhance Quality     of Life	
PR 9.1- Enhance existing facilities and marketing efforts to fully promote an ecotourism program that promotes passive recreational opportunities within natural open spaces and special environmental and historical areas, and identify and designate public lands in support of this purpose.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	
PR 9.2- Continue to promote interpretive signage and programs that provide educational opportunities in cultural and natural resources.	<ul> <li>Preserve         Community         Character</li> <li>Enhance Quality         of Life</li> </ul>	

Transportation Chapter   Further Planning Efforts & New Initiatives			
Action		lated Public Input iorities	Prioritization
T 1.2- (1.2.6) - Facilitate the efficient flow of vehicles and minimizing delay through the use of means such as advanced traffic management technology.	•	Preserve Community Character Enhance Quality of Life	

Transportation Chapter   Further Planning Efforts & New Initiatives		
Action	Related Public Input Priorities	Prioritization
T 1.3 & 1.3.5- Identify road segments with anticipated moderate to severe road capacity deficiencies and develop a plan to mitigate congestion that may include one or more of the following actions:  1.3.3 - Develop a distributed grid of routes to provide better traffic distribution in developed areas.  1.3.4- Maximize current road capacity by adding turn lanes or travel lanes, where appropriate, in a context sensitive manner.  1.3.5 - Design and implementing transit, pedestrian, and/or cycling alternatives along the corridor containing the subject road segments, including multi-use paths and paved shoulders.  1.3.6 - Develop a Master Transportation Plan that prioritizes future road projects.  1.3.7 - Study alternative land uses along congested road segments that will reduce future traffic, with the possibility of redesignating parcels on the Future Land Use Map, transferring density or purchasing development rights.	Preserve     Community     Character     Enhance Quality     of Life	
T 1.4- Create a local ranking system for prioritization of road and bike/pedestrian improvement projects using citizen priorities, with emphasis on directing a majority of capacity investments to areas within the Primary Service Area (PSA), while still providing for the maintenance and safety of the facilities for the entire transportation network.	<ul><li>Preserve Community Character</li><li>Enhance Quality of Life</li></ul>	
T 1.6- Examine safety and configuration improvements compatible with future high speed train service for all at-grade rail crossings in the County.	<ul> <li>Preserve         Community         Character</li> <li>Enhance Quality         of Life</li> </ul>	
T 2.1- Continue to participate in the Hampton Roads Transportation Planning Organization (HRTPO), which serves as the transportation planning body for the region.	<ul> <li>Preserve         Community         Character</li> <li>Enhance Quality         of Life</li> </ul>	
T 2.2- Continue the efforts of James City County, the City of Williamsburg, York County, and the Historic Triangle Bicycle Advisory Committee to coordinate and implement a regional bicycle network, including further joint planning and development of regional funding proposals.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
T 2.3- Recognize the importance of rail service as a viable transportation mode by participating in regional planning efforts to improve and expand rail service for people and goods.	Expand Economic     Development	
T 2.4- Continue to research the feasibility and impacts of developing rail and bus rapid transit, which would link employers, residents, and tourists.	<ul><li>Expand Economic Development</li><li>Enhance Quality of Life</li></ul>	
T 2.6- Pursue funding opportunities for the Birthplace of America Trail (BoAT) and continue joint planning of the trail throughout the region.	Enhance Quality     of Life	

Action	Related Public Input Priorities	Prioritization
T 2.7- Consider developing more detailed area plans of select Urban Development Areas (UDAs) in advance of private development proposals to ensure that key land use and transportation integration principles are incorporated, and that private development is leveraged to accomplish wider countywide goals consistent with the Comprehensive Plan. In order to accomplish these area plans, consider applying for technical assistance grants if the state issues additional grant opportunities in the future.  T 3.3- Promote increased utilization of public transit through the following actions:  3.3.1 - Continue to support transportation services throughout the Greater Williamsburg Area to improve the quality of life for all	Preserve Community Character Enhance Quality of Life Expand Economic Development  Enhance Quality of Life	
in the surrounding communities.  T 3.6- Continue to identify and implement changes to the transportation system that improve air quality.  T 3.7- Develop greenways in a manner that supports their use as one	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li><li>Enhance Quality</li></ul>	
element of an integrated transportation system.  T 3.8- Develop an inventory of existing bike and pedestrian facilities and continue to update as new facilities are added.  T 3.9- Implement the adopted James City County Pedestrian  Accommodations Master Plan and Regional Bicycle Facilities Plan by planning for bikeways and pedestrian facilities in primary and secondary	of Life  Enhance Quality of Life  Enhance Quality of Life	
road plans and projects.  T 3.9.1- Continue to update the Pedestrian Accommodations Master Plan based on citizen input and future studies.  T 3.10- Explore and develop new transportation opportunities for citizens through agencies such as Williamsburg Area Transit Authority.	<ul> <li>Enhance Quality         of Life</li> <li>Enhance Quality         of Life</li> </ul>	
T 3.11- Continue to partner with Williamsburg-James City County Schools in pursuit of a Safe Routes to School program that identifies primary walking and biking routes to schools and prioritizes improvements to make those routes safe for children. T 4.3- Look for opportunities to incorporate landscaping and aesthetic elements in planned improvements at Park and Ride lots.	<ul> <li>Enhance Quality of Life</li> <li>Preserve Community Character</li> </ul>	

## Partnership Opportunities Implementation Matrices

Community Character Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
CC 1.5- Preserve the character of rural roads by identifying roads that should be preserved and work with the Virginia Department of Transportation (VDOT) to maintain their rural character while providing an acceptable level of safety.	Preserve     Community     Character	Short-Term in Strategic Plan
CC 6.3- Pursue the preservation of historic and archaeological sites of the County by:  CC 6.3.1 – Enlisting the assistance of the County's Historical Commission in updating the County's inventory of historic places.	Preserve     Community     Character	

Economic Development Chapter   Partnership Opportunities	Deleted Deletedes	Detection
Action	Related Public Input Priorities	Prioritization
ED 1.4- Cultivate and sustain regional and state partnerships that contribute to economic development efforts, including business attraction, business retention, tourism, small and emerging business support, workforce, education, and quality of life.  ED 1.5- Work with William & Mary, Thomas Nelson Community College, and other entities in support of business attraction and expansion of quality and innovative business ventures.	<ul> <li>Enhance Quality         of Life</li> <li>Expand Economic         Development</li> <li>Expand Economic         Development</li> </ul>	Short-Term in Strategic Plan
ED 1.7- Encourage private/public partnerships or similar initiatives to ensure the development and attraction of quality and innovative business ventures.	Expand Economic     Development	
ED 2.2- Support the recommendations of the Greater Williamsburg Target Sector Analysis with a particular emphasis on supporting the development of those businesses identified as legacy and emerging businesses within this study by;  2.2.2 - Explore partnerships with William & Mary and other entities to attract and expand technology companies, particularly those in the areas of sensor, robotics, modeling and simulation, bioscience, unmanned systems, and emerging technologies.	Expand Economic Development	
ED 3.1- Support public and private entities that engage in workforce development, like the Greater Peninsula Workforce Board.	<ul> <li>Expand Economic Development</li> </ul>	
ED 3.2- Continue working with Williamsburg/James City County Schools (WJCC), New Horizons Regional Education Center, and local colleges and universities to facilitate technical and professional opportunities for high school and college students through internship, training, and mentorship programs, with the intent of locating more of these opportunities within County.	Expand Economic Development	
ED 3.3- Leverage the resources of local colleges and universities to companies seeking technical and research assistance and job training.	<ul> <li>Expand Economic Development</li> </ul>	
ED 3.5- Support collaborations with the William & Mary Office of Economic Development and TNCC to enhance training opportunities that meet the needs of our existing business community and target industry sectors.	Expand Economic     Development	

Economic Development Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
ED 4.5- Continue to support public private partnerships to revitalize unique areas within the County such as Toano.	<ul> <li>Preserve         Community         Character         Expand Economic         Development     </li> </ul>	Short-Term in Strategic Plan
ED 5.1- Collaborate with the Virginia Department of Transportation (VDOT) and adjacent localities to improve access to interstate and major arterials such as improving Route 60 East and extending Greenmount Parkway.	Expand Economic     Development	
ED 5.5- Work with regional airport facilities to promote additional direct commercial flights to serve the destinations preferred by James City County businesses.	Expand Economic     Development	
ED 6.1- Foster tourism development in James City County and the Historic Triangle by continuing to partner with Williamsburg Tourism Council.	Expand Economic     Development	

Environment Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
ENV 1.2- Promote the use of Better Site Design, Low Impact Development (LID), and effective Best Management Practices (BMPs) by:  1.2.3 - Partnering with local, state, and federal agencies, and the Hampton Roads Planning District Commission (HRPDC).	Protect Nature	
ENV 1.5.7- Evaluate and consider opportunities for grants, cost sharing partnerships between public entities and private property owners, and other funding sources for construction of living shorelines.	Protect Nature	
ENV 1.8- Continue to work with the Virginia Department of Environmental Quality (DEQ), Department of Conservation and Recreation (DCR), and Virginia Department of Health (VDH) to identify existing or potential sources of surface and groundwater pollution and take action to prevent or control the effect of the sources. Continue to enforce all existing regulations to protect all water resources and adopt additional protective measures as necessary.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	
ENV 2.2- Utilize the Clean County Commission to coordinate citizen efforts in participating in the County recycling program, the Adopt-A-Spot program supported by the Virginia DEQ, Division of Environmental Enhancement, and shoreline clean-up days sponsored by a variety of organizations.	<ul> <li>Protect Nature</li> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	
ENV 4.9- Proactively work with private, local, regional, state and federal organizations to implement innovative solutions to improve air quality, including through the protection and enhancement of natural resources such as forest ecosystems.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	

Environment Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
ENV 4.10- Use resources from the HRPDC or other applicable organizations to periodically monitor sea level rise at the local and/or regional level.	Protect Nature	
ENV 4.12- Continuing James City County's partnership with VIMS and the HRPDC to more fully identify specific issues with respect to riverine flooding, storm surge, sea level rise, and other conditions affecting coastal flooding in James City County.	Protect Nature	

Housing Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
H 1.1.3- Hold an annual "Rehab Blitz" day modeled after the partnership with Habitat for Humanity and other nonprofits to target exterior rehabilitation activities in a particular neighborhood.	<ul> <li>Support         Affordable         Housing         </li> <li>Preserve</li> <li>Community</li> <li>Character</li> </ul>	
H 1.1.6- Continue to support, through marketing, partnering, and other means, nonprofit groups such as Housing Partnerships, Inc., Habitat for Humanity, Community Action Agency, and project: HOMES which have programs providing emergency home repair; preventive maintenance; and counseling in home finance, rental assistance, budgeting, and sanitary health conditions.	Support     Affordable     Housing	Short-Term in Strategic Plan
H 1.3.3- Support private and nonprofit developers and builders that provide or preserve workforce housing by assisting them in obtaining funding and offering technical assistance.	Support     Affordable     Housing	
H 2.3- Support the adaptive reuse and repurposing of old, vacant, and/or underutilized commercial buildings as workforce housing: H 2.3.3- Identify Virginia-based builders/developers with experience in adaptive reuse and convene a public meeting to discuss and better understand the challenges and opportunities with adaptive reuse. H 2.3.7- Engage owners of properties that are good candidates for redevelopment or adaptive reuse to explore opportunities. H 2.3.8- Facilitate connections among property owners and developers, and identify resources that could be employed to facilitate adaptive reuse projects.	Support     Affordable     Housing     Preserve     Community     Character     Expand Economic     Development	Short-Term in Strategic Plan
H 3.3- Continue County support of organizations that address housing for special needs populations, including senior citizens.	Support     Affordable     Housing	
H 5.1- Support and expand access to regional housing resources: 5.1.1 - Financially support the Hampton Roads Housing Resource Portal. 5.1.2 - Link County resources to the regional portal.	Support     Affordable     Housing	

Housing Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
H 5.4- Participate in regional planning efforts to address regional housing issues:  5.4.1 - Coordinate with neighboring jurisdictions to address regional housing concerns and needs.  5.4.2 - Participate in Greater Williamsburg Area and Hampton Roads public/private partnerships to identify and address regional housing issues.	Support     Affordable     Housing	

Land Use Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
LU 3.1- Promote regional solutions to managing growth through the following actions:  3.1.1 – Engaging in joint planning efforts and allocating resources toward implementation.  3.1.2 – Encouraging redevelopment, compact communities, and mass transit.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Enhance Quality         of Life</li> <li>Expand Economic         <ul> <li>Development</li> </ul> </li> <li>Support         <ul> <li>Affordable</li> <li>Housing</li> </ul> </li> </ul>	
LU 3.2- Communicate with adjacent jurisdictions regarding development plans that have potential impacts on adjacent localities and public facilities. Work with them to coordinate plans and to identify and mitigate areas where there are conflicts.	<ul> <li>Preserve         Community         Character</li> <li>Enhance Quality         of Life</li> <li>Expand Economic         Development</li> </ul>	
LU 3.3- Continue to participate in regional planning processes with York County and the City of Williamsburg. Use the Historic Triangle Coordinated Comprehensive Plan Review Summary Report as a regional planning resource, particularly with regard to transportation and to land use issues in the three geographic focus areas (Riverside/Marquis/Busch, Lightfoot/Pottery, Northeast Triangle and Surrounding Area).	<ul> <li>Protect Nature</li> <li>Preserve         Community         Character     </li> <li>Enhance Quality         of Life     </li> </ul>	
LU 3.4- In accordance with the recommendations of the adopted Joint Base Langley Eustis (Fort Eustis) Joint Land Use Study, establish a Military Influence Overlay District (MIOD) on the Future Land Use Map. LU 3.4.1- For areas within the MIOD, ensure a Fort Eustis representative provides input into development proposals. LU 3.4.4- For areas within the MIOD, ensure planned CIP projects would not conflict with the mission of Fort Eustis or otherwise promote incompatible growth with the installation.	<ul> <li>Preserve         Community         Character</li> <li>Expand Economic         Development</li> </ul>	

Land Use Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
LU 4. 3- Promote infill, redevelopment, revitalization, and rehabilitation within the PSA. Consider the following strategies as appropriate:  LU 4. 3.1- Use of financial tools such as public-private partnerships or tax increment financing.  LU 4. 3.3- Partnerships with government agencies, non-profits, and private entities to facilitate areas identified for redevelopment.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Expand Economic         <ul> <li>Development</li> </ul> </li> <li>Support         <ul> <li>Affordable</li> <li>Workforce</li> <li>Housing</li> </ul> </li> </ul>	
LU 5.2 -Through the following measures, coordinate allowable densities and intensities of proposed developments with the capacities and availability of water, public roads, schools and other facilities and services:  LU 5.2.2 -Support development of State enabling legislation for adequate public facilities ordinances to extend the policies to already zoned lands, if in a form acceptable to the Board of Supervisors.	<ul> <li>Enhance Quality of Life</li> <li>Expand Economic Development</li> </ul>	
LU 6.1- Promote the economic viability of traditional and innovative farming and forestry as industries through measures, including but not limited to, the following:  LU 6.1.2- Seek public and private funding for existing programs, investigate new programs, and support private or non-profit (such as land trust) actions that promote continued agricultural or forestal use of property.  c. Stay informed of State legislation related to Transfer of Development Rights (TDR) and on the status of TDR programs in Virginia peer localities.	<ul> <li>Protect Nature</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Expand Economic         <ul> <li>Development</li> </ul> </li> </ul>	Short-Term in Strategic Plan (See also related action LU 1.6.)

Public Facilities Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
PF 1.4- Develop public facilities as components of regional programs where feasible.	<ul><li>Enhance Quality of Life</li><li>Expand Economic Development</li></ul>	
PF 1.7- Assist with public education and promotion of existing public services, including career and technical education opportunities. Explore locating technical education and other programs within James City County.	Enhance Quality     of Life	
PF 1.9- Encourage the provision and location of preschool programs and classrooms throughout the County utilizing government sponsored programs, public schools, private schools, private businesses, churches, non-profits, and where appropriate, home-based preschools.	Enhance Quality     of Life	Short-Term in Strategic Plan

Public Facilities Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
PF 1.13- Encourage and support ways for private companies to expand broadband service. Broadband service initiatives could include but are not limited to updating the Zoning Ordinance when changes occur to wireless communication facilities standards, pursuing grant funds when available, and encouraging broader service areas when cable franchise agreements are negotiated.	Enhance Quality     of Life	
PF 1.14- Collaborate with WJCC Schools to develop a long-range facilities plan.	Enhance Quality     of Life	
PF 1.15- Support initiatives to collaborate with WJCC Schools to implement the WJCC Strategic Plan.	Enhance Quality     of Life	

Population Chapter   Partnership Opportunities Action	Related Public Input Priorities	Prioritization
PN 1.2- Encourage retrofit of existing high density and multifamily developments and senior living communities to provide stops for public transportation and mobile services.  PN 1.4- Develop new partnerships and alternative means to improve	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li><li>Enhance Quality</li></ul>	
multimodal transportation services within the County.	<ul><li>of Life</li><li>Protect Nature</li></ul>	
PN 2.2- Expand access to quality preschool service and affordable childcare through the Bright Beginnings Program and collaborations with Child Development Resources, Advancing Community Excellence (formerly the Community Action Agency) and other partners.	Enhance Quality     of Life	
PN 4.3- Work with senior-serving agencies to coordinate services to seniors.	Enhance Quality     of Life	
PN 4.4- Participate in the development of community-wide needs assessments and strategic plans initiated by community organizations and develop a process for staff to report on the progress of these efforts to the Board of Supervisors.	Enhance Quality     of Life	
PN 4.5- Continue to participate in the Greater Virginia Peninsula Homelessness Consortium and support organizations and/or programs that provide relief for homelessness such as shelter, food, medication, and education.	<ul> <li>Enhance Quality         of Life</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	

Action	Related Public Input	Prioritization
	Priorities	
PR 1.5- Develop parks and fields in conjunction with new school development whenever possible and continue to collaborate with Williamsburg-James City County Schools during the site design process.	Enhance Quality     of Life	
PR 1.6- Enhance and implement partnerships with Williamsburg-James City County Schools to offer joint programming opportunities and efficiently and fully utilize all athletic fields and gymnasiums to serve both school and community needs.	Enhance Quality     of Life	
PR 2.1- Continue to coordinate with the Virginia Department of Transportation (VDOT), the Historic Triangle Bicycle Advisory Committee, and local running, hiking and bicycling clubs to develop a bikeway network consistent with the adopted Regional Bikeways Map.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PR 2.2.2- Collaborate with adjacent localities, developers and other nterested organizations to align and integrate plans so as to increase bike/pedestrian connectivity.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	
PR 2.3- Continue to collaborate regionally to improve connectivity of open space, including but not limited to working with Hampton Roads Planning District Commission (HRPDC) and County staff to develop a ocal level green infrastructure map, which identifies critical natural, cultural and recreational networks, and develop a plan for mplementation.	<ul> <li>Enhance Quality         of Life</li> <li>Protect Nature</li> <li>Preserve         Community         Character</li> </ul>	
PR 2.4- Work with the National Park Service to realize the recreational and cultural potential of national park sites within James City County. PR 4.3- Collaborate with the National Park Service to continue to provide trail information at designated Chesapeake Bay Gateways and or the Captain John Smith water trail.	Enhance Quality     of Life     Enhance Quality     of Life	
PR 7.1- Work with Williamsburg Area Transit Authority to improve the public transportation service to County parks and facilities.	Enhance Quality     of Life	
PR 7.5- Identify potential partnerships with neighborhoods to develop neighborhood programming.	<ul><li>Preserve Community Character</li><li>Enhance Quality of Life</li></ul>	
PR 7.6- Work collaboratively with lower-income neighborhoods to acilitate improvements to neighborhood parks and recreation facilities.	<ul> <li>Preserve         Community         Character</li> <li>Enhance Quality         of Life</li> </ul>	

Transportation Chapter   Partnership Opportunities		
Action	Related Public Input Priorities	Prioritization
T 1.5- Coordinate with the Virginia Department of Transportation (VDOT), adjoining jurisdictions, and prospective developers to implement the most contextually appropriate multimodal improvements for the roadway system.	<ul><li>Preserve Community Character</li><li>Enhance Quality of Life</li></ul>	
T 1.7- Coordinate the County resiliency plan with VDOT to ensure the County road system is resilient to future sea-level rise and recurring tidal and non-tidal flooding by conducting an analysis of roadways and bridges within areas of future high flood risk.	<ul> <li>Enhance Quality of Life</li> <li>Protect Nature</li> <li>Preserve Community Character</li> </ul>	Short-Term in Strategic Plan (See also related action ENV 3.7.3.)
T 3.3- Promote increased utilization of public transit through the following actions:  3.3.2- Pursue greater interconnection between the local and regional transit systems.	Enhance Quality     of Life	
T 3.5- Work with VDOT to design new or enhanced complete streets that allow for the safe accommodation of automobiles, public transit, pedestrians, cyclists, and other users. Ensure that new roadway improvements by VDOT conform to the Department of Rail and Public Transportation Multimodal Design Guidelines, which have been adopted by VDOT in their current Road Design Manual.	Enhance Quality     of Life	
T 3.12- Continue to partner with VDOT on promoting park and ride facilities in the County and support the 24-hour operation of the Jamestown-Scotland Ferry.	Enhance Quality     of Life	

## Guidance for Development Approvals and Enforcement Implementation Matrices

Community Character Chapter   Guidance for Development Approvals and Enforcement		
Action	Related Public Input Priorities	Prioritization
CC 1.1- Ensure that development along Community Character Corridors (CCCs) protects the natural views of the area; promotes the historic, rural, or unique character of the area; and establishes entrance corridors that enhance the experience of residents and visitors.	<ul><li>Protect Nature</li><li>Preserve Community</li><li>Character</li></ul>	Used daily in making land use related decisions.
CC 1.6- Development along roads that are important to maintain community character should be carefully monitored so that the build out of surrounding areas will not require improvements such as road widening that disrupt the community character of the areas.	Preserve Community     Character	Used daily in making land use related decisions.
CC 2.1- Ensure that development in CCAs protects the natural views of the area; promotes the historic, rural, or unique character of the area; and establishes entrance corridors that enhance the experience of residents and visitors.	<ul><li>Protect Nature</li><li>Preserve Community Character</li></ul>	Used daily in making land use related decisions.

Community Character Chapter   Guidance for Development Approx	als and Enforcement	
Action	Related Public Input Priorities	Prioritization
CC 2.3- In New Town, continue to support the design review process by working closely with the New Town Design Review Board and supporting the implementation of New Town's design guidelines.	<ul><li>Preserve Community Character</li><li>Expand Economic Development</li></ul>	Used daily in making land use related decisions.
CC 2.3.1- For areas within the New Town CCA but not subject to the New Town Master Plan and/or proffers, encourage new development to be consistent with existing adjacent development and the New Town design guidelines.	<ul> <li>Preserve Community         Character         Expand Economic         Development     </li> </ul>	Used daily in making land use related decisions.
CC 2.4- In Toano, encourage developers to apply the adopted design guidelines to projects within the Toano CCA.	<ul> <li>Preserve Community         Character         Expand Economic         Development     </li> </ul>	Used daily in making land use related decisions.
CC 2.5- In Five Forks, encourage developers to apply the adopted Primary Principles to projects within the Five Forks CCA.	<ul><li>Preserve Community Character</li><li>Expand Economic Development</li></ul>	Used daily in making land use related decisions.
CC 3.1- Protect vistas and other scenic resources and encourage building, site, and road designs that enhance the natural landscape and preserve valued vistas. These designs should also minimize any potential negative impacts with regard to noise and light pollution and other quality of life concerns.	<ul><li>Protect Nature</li><li>Preserve Community</li><li>Character</li></ul>	Used daily in making land use related decisions.
CC 3.2- Require illustrative drawings, including streetscapes, architecture, and perspectives as a binding component for appropriate rezoning and special use permit applications.	<ul><li>Preserve Community Character</li><li>Expand Economic Development</li></ul>	Used daily in making land use related decisions.
CC 4.1- Continue to gather and gain technical knowledge on data that is available to help the County identify and map its archaeological, historic, and cultural assets, and, where appropriate, use such data as an information tool to help guide decisions during the creation of regulations and policies, to provide guidance to property owners and development proposal applicants on lands best suited for development, and to inform open space preservation efforts.	<ul><li>Protect Nature</li><li>Preserve Community Character</li></ul>	Used daily in making land use related decisions.
CC 5.2- Promote the Optional Specimen Tree Designation to enable more developers to preserve specimen trees that are not within required tree save areas.	<ul><li>Protect Nature</li><li>Preserve Community Character</li></ul>	Used daily in making land use related decisions.
CC 5.3- Continue to enforce existing methods/requirements the County uses during planning, pre-construction, construction, and post-construction phases to make sure tree preservation measures are properly performed, resulting in healthier trees, buffers, and proper maintenance.	<ul><li>Protect Nature</li><li>Preserve Community Character</li></ul>	Used daily in making land use related decisions.

Community Character Chapter   Guidance for Development Approvals and Enforcement			
Action	Rel	lated Public Input	Prioritization
	Pri	orities	
CC 6.1- Require that archaeological studies for development	•	Preserve Community	Used daily in
proposals are conducted and require their recommendations to be		Character	making land use
implemented.			related decisions.

Economic Development Chapter   Guidance for Development Approvals and Enforcement			
Action	Re	lated Public Input	Prioritization
	Pri	orities	
ED 4.2- Encourage new development and redevelopment of non-residential uses to occur mainly in areas where public utilities are either available or accessible within the Primary Service Area (PSA) and infrastructure is supportive.	•	Preserve Community Character Protect Nature Expand Economic Development	Used daily in making land use related decisions.

Environment Chapter   Guidance for Development Approvals and Enforcement		
Action	Related Public Input Priorities	Prioritization
ENV 1.1- Using adopted plans and regulations for guidance, pursue development and land use decisions, redevelopment approaches, and reduction of pollution sources that protect and improve the function of wetlands and the quality of water bodies.	Protect Nature	Used daily in making land use related decisions.
ENV 1.3- Through the County's Chesapeake Bay Preservation Ordinance, continue to enforce Resource Protection Areas (RPAs) protecting all tidal wetlands, tidal shores, nontidal wetlands connected by surface flow and contiguous to tidal wetlands or water bodies with perennial flow, perennial streams, a 100-foot-wide buffer adjacent to and landward of other RPA components, and drinking water reservoirs.	Protect Nature	Used daily in making land use related decisions.
ENV 1.5.1- Refer to the guidance presented in the locality's Comprehensive Coastal Resource Management Portal (CCRMP) prepared by the Virginia Institute of Marine Science (VIMS) to guide regulation and policy decisions regarding shoreline erosion control: www.vims.edu/ccrm/ccrmp/portals/james_city/index.php	Protect Nature	Used daily in making land use related decisions.
ENV 1.5.2- Utilize established VIMS "decision trees" for onsite review and CCRM Shoreline Best Management Practices for subsequent selection of appropriate erosion control/shoreline BMPs: www.ccrm.vims.edu/decisiontree/index.html	Protect Nature	Used daily in making land use related decisions.
ENV 1.5.6- Promote the preservation of open space in areas adjacent to marsh lands to allow for inland retreat of vegetation and additional water containment areas as sea level rises.	Protect Nature	Used daily in making land use related decisions.
ENV 1.6- Ensure that water dependent activities such as marinas and docks are located and conducted in an environmentally sensitive manner and include adequate marine sanitation facilities.	Protect Nature	Used daily in making land use related decisions.

Action	Related Public Input	Prioritization
	Priorities	
ENV 1.10- Continue to protect water resources from on-site sewage disposal system failure by:  1.10.1 - Continuing to require Health Department approval for all subdivisions making use of on-site sewage disposal systems.  1.10.2 - Continuing to maintain minimum lot sizes for any property containing an on-site sewage disposal system.  1.10.3 - Continuing to require primary and reserve drain fields for subdivisions with applicable on-site sewage disposal systems.  1.10.4 - Continuing to require the pump out of on-site sewage disposal tanks every five years.  1.10.5 - Continuing to monitor non-traditional on-site sewage disposal trends.	Protect Nature	Used daily in making land use related decisions.
ENV 1.11- Continue to implement the Chesapeake Bay Preservation Ordinance in order to protect water quality in all drinking water reservoirs within the County.	Protect Nature	Used daily in making land use related decisions.
ENV 1.14- Continue to minimize post-construction stormwater impacts through implementation of BMPs to reduce pollutants entering the stormwater system and County waterways by:  1.14.1 - Utilizing available resources, including enforcement of maintenance agreements and covenants.	Protect Nature	Used daily in making land use related decisions.
ENV 1.15- Ensure that the County's Municipal Separate Storm Sewer System (MS4) Permit is fully implemented in accordance with the annual program plan and General Permit Number VAR040037:  1.15.3 - Continue to detect and eliminate illegal discharges to the storm sewer system through maintenance of accurate system mapping, annual screening activities and enforcement of county Codes prohibiting illegal discharges.  1.15.4 - Continue to implement programs and ordinances to limit pollution from construction sites through plan approvals, regular inspections and other methodologies.  1.15.5 - Continue to minimize post-construction stormwater impacts through implementation of BMPs to reduce pollutants entering the stormwater system and County waterways.	<ul> <li>Enhance Quality of Life</li> <li>Protect Nature</li> </ul>	Used daily in making land use related decisions.
ENV 3.6- Ensure that site development projects, including those initiated by the County, are consistent with the protection of environmentally sensitive areas so that development projects do not exacerbate flooding in flood prone areas.	<ul><li>Enhance Quality of Life</li><li>Protect Nature</li></ul>	Used daily in making land use related decisions.

Action	Related Public Input Priorities	Prioritization
H 1.18- Use neighborhood improvement programs and County Code enforcement to discourage blight and the deterioration of housing and neighborhoods.	<ul> <li>Preserve         Community         Character</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	Used daily in making land use related decisions.
H 2.1- Guide new developments to incorporate high housing quality and design:  2.1.1 - Promote residential development that provides a range of home types and prices, includes open space and recreational amenities, and permits walking and biking.  2.1.2 - Require adequate street lighting, safe and convenient pedestrian circulation, and appropriate interconnections between residential developments.  2.1.3 - Guide new residential development to areas served by public utilities and that are convenient to public transportation, major thoroughfares, employment centers, schools, recreation facilities, and shopping facilities.	<ul> <li>Preserve         Community         Character</li> <li>Support         Affordable         Workforce         Housing</li> </ul>	Used daily in making land use related decisions.
H 3.5- Promote affordable senior housing options, from independent living to Continuing Care Retirement (CCRCs) and skilled care, for all.	<ul> <li>Support         Affordable         Workforce         Housing     </li> </ul>	Used daily in making land use related decisions.

Action	Related Public Input Priorities	Prioritization
LU 1.4 - Require that any development of new public streets, public parks or other public areas, public buildings or public structures, public utility facilities, or public service corporation facilities, inside or outside the Primary Service Area (PSA), be subject to individualized review as provided under Section 15.2-2232, Legal Status of Plan, of the Code of Virginia, as amended.	Preserve Community     Character	Used daily in making land use related decisions.
LU 1.8- Use the conceptual plan process to provide early input and to allow applicants to better assess critical issues with the goal of having a predictable and timely development plan approval process.	Enhance Quality of Life	Used daily in making land use related decisions.
LU 2.1 – Plan for and encourage the provision of strategically located greenways, sidewalks, and bikeways to connect neighborhoods with retail and employment centers, parks, schools, and other public facilities and to effectively connect buildings and activities within individual sites, using the Pedestrian Accommodations Master Plan, the Historic Triangle Regional Bikeways Map, the Greenway Master Plan and other adopted plans for guidance.	<ul> <li>Protect Nature</li> <li>Preserve Community Character</li> <li>Enhance Quality of Life</li> </ul>	Used daily in making land use related decisions.

Land Use Chapter   Guidance for Development Approvals and Enforcement		
Action	Related Public Input Priorities	Prioritization
LU 2.2- Facilitate the provision of road interconnections within new developments and between arterial and collector roads by promoting land use and road patterns within the developments which are conducive to such interconnections.	<ul><li>Preserve Community Character</li><li>Enhance Quality of Life</li></ul>	Used daily in making land use related decisions.
LU 4.1- Enforce policies of the Comprehensive Plan to steer growth to appropriate sites in the PSA.	<ul> <li>Protect Nature</li> <li>Preserve Community Character</li> <li>Enhance Quality of Life</li> <li>Expand Economic Development</li> </ul>	Used daily in making land use related decisions.
LU 4.2- Provide for low density and moderate density residential development in appropriate locations inside the PSA and prohibit such development on rural lands outside the PSA.	<ul> <li>Protect Nature</li> <li>Preserve Community Character</li> <li>Support Affordable Workforce Housing</li> </ul>	Used daily in making land use related decisions.
LU 4. 4- Accommodate mixed-use development within the PSA, as further defined in the Mixed Use land use designation and development standards. Support design flexibility to promote mixing of various types of residential and non-residential uses and structures. Encourage mixed use developments and complete communities to develop in compact nodes in well-defined locations within the PSA.	<ul> <li>Preserve Community         Character</li> <li>Enhance Quality of         Life</li> <li>Expand Economic         Development</li> <li>Support Affordable         Workforce Housing</li> </ul>	Used daily in making land use related decisions.
LU 4. 5 - Through the development process, reinforce clear and logical boundaries for commercial and industrial property within the PSA.  4.5.1- Provide sufficient buffering and open space from nearby residential uses.  4.5.2- Develop in a node pattern with a grid of internal parcels, internal streets, and judicious external connections, rather than in a strip pattern with individual connections along a single street.	<ul> <li>Preserve Community         Character</li> <li>Enhance Quality of         Life</li> <li>Expand Economic         Development</li> </ul>	Used daily in making land use related decisions.
LU 4. 6- Emphasize the economic potential of interstate interchanges and encourage a mix of uses. Maintain land use policies and other measures to achieve this strategy.	Expand Economic     Development	Used daily in making land use related decisions.
LU 5.1- Encourage development of public facilities and the provision of public services within the PSA. As one component of this, maintain a utility policy that, along with other tools such as zoning regulations, supports the PSA as the growth boundary. Within the PSA, extend water and sewer service according to a phased plan in accordance with the County's Comprehensive Plan and JCSA's master water/sewer planning. Outside the PSA, restrict the extension of water and sewer utilities.	<ul> <li>Expand Economic         Development</li> <li>Support Affordable         Housing</li> <li>Enhance Quality of         Life</li> <li>Protect Nature</li> <li>Preserve Community         Character</li> </ul>	Used daily in making land use related decisions.

Land Use Chapter   Guidance for Development Approvals and Enf	orcement	
Action	Related Public Input Priorities	Prioritization
LU 5.2- Through the following measures, coordinate allowable densities and intensities of proposed developments with the capacities and availability of water, public roads, schools and other facilities and services:  5.2.3- Permit higher densities and more intensive development in accordance with the Future Land Use Map where such facilities and services are adequately provided.	Enhance Quality of Life	Used daily in making land use related decisions.
LU 5.3- Ensure that developments are subject to zoning or special use permit review to mitigate their impacts through the following means:  5.3.1- Require sufficient documentation to determine the impacts of a proposed development, including but not limited to studies of traffic impact, capacity of public schools, historic and archaeological resources, water quality and quantity, other environmental considerations, and fiscal impact.  5.3.2- Ensure that the recommendations of such studies are adequately addressed prior to preparation of development plans, or in instances where a rezoning or special use permit is required, as part of those applications.	<ul> <li>Expand Economic         Development</li> <li>Support Affordable         Housing</li> <li>Enhance Quality of         Life</li> <li>Protect Nature</li> <li>Preserve Community         Character</li> </ul>	Used daily in making land use related decisions.
LU 6.1 - Promote the economic viability of traditional and innovative farming and forestry as industries through measures, including but not limited to, the following:  LU 6.1.6 — Protect farming and forestry uses from conflicting activities by encouraging buffers and open space design and by raising awareness among new rural land purchasers about existing farming and forestry uses in the County.	<ul> <li>Protect Nature</li> <li>Preserve Community Character</li> <li>Expand Economic Development</li> </ul>	Used daily in making land use related decisions.

Action	Related Public Input	Prioritization
	Priorities	
PF 1.6- Apply appropriate zoning, land use, and other adopted County criteria when evaluating public facility sites and uses.	<ul> <li>Expand Economic         Development</li> <li>Enhance Quality         of Life</li> <li>Protect Nature</li> <li>Preserve         Community         Character</li> </ul>	Used daily in making land use related decisions.
PF 2.4- Maintain and use the fiscal impact model to inform development reviews and facility planning in the County.	Enhance Quality     of Life	Used daily in making land use related decisions.
PF 3.1- Evaluate the accessibility, capacity and adequacy of new facilities to absorb new development and ensure that development recommendations take this information into account.	Enhance Quality     of Life	Used daily in making land use related decisions.

Action	Related Public Input	Prioritization
	Priorities	
PF 3.2- Continue to use the Adequate Public Schools Facilities Test Policy consistent with the WJCC Schools capacity projection methodology. Consider revising the Policy to incorporate the new leave-behind models.	Enhance Quality     of Life	Used daily in making land use related decisions.
PF 3.4- Apply public facility standards to define facility requirements associated with level of need, appropriate quantity, size, and relationship to population and growth areas.	Enhance Quality     of Life	Used daily in making land use related decisions.
PF 3.6- Support alternative water supply and conservation projects, such as collection and use of stormwater, reuse of gray water, and reclamation of wastewater, where practical and financially feasible. Identify projects that might benefit from such applications, such as golf course irrigation or new residential, commercial, or industrial uses.	Protect Nature	Used daily in making land use related decisions.
PF 3.9- Support initiatives to refine the fiscal impact model to assess development impacts on fiscal health.	<ul><li>Expand Economic Development</li><li>Enhance Quality of Life</li></ul>	Used daily in making land use related decisions.
PF 4.2.1- Construct new County facilities in accordance with the County's Sustainable Building Policy.	Protect Nature	Used daily in making land use related decisions.
PF 4.3- Utilize Low-Impact Development (LID) designs for newly constructed facilities, and where practical, for renovations of existing County facilities.	Protect Nature	Used daily in making land use related decisions.
PF 4.5- Evaluate all proposed public facilities for potential impacts and provide buffering and mitigation equal to, or greater than (when practical), that required under County Ordinances.	<ul><li>Enhance Quality of Life</li><li>Preserve Community Character</li></ul>	Used daily in making land use related decisions.
PF 4.6- Incorporate architectural design features in buildings and structures erected by the County, which support quality design and appearance that enhances local community character.	<ul><li>Enhance Quality of Life</li><li>Preserve Community Character</li></ul>	Used daily in making land use related decisions.
PF 5.3- Locate and design new public facilities with consideration of Crime Prevention Through Environmental Design (CPTED) principles to protect both County facilities and the people utilizing them. Use CPTED principles when renovating facilities wherever applicable and practical.	Enhance Quality     of Life	Used daily in making land use related decisions.

Population Chapter   Guidance for Development Approvals and Enforcement		
Action	Related Public Input Priorities	Prioritization
PN 1.1- Promote public transportation and mobile services stops, within or adjacent to, new high density and multifamily housing and senior living communities.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	Used daily in making land use related decisions.
PN 1.3- Make destinations more accessible from home and school for all citizens, with an emphasis on youth and seniors, by implementing the Greenway Master Plan, the Pedestrian Accommodation Master Plan, the Regional Bikeway Master Plan, and the Parks and Recreation master plans and integrating them into the design of new development proposals and other projects.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	Used daily in making land use related decisions.
PN 2.3- Encourage and promote additional safe and licensed childcare businesses, including home-based childcare, near adequate and accessible transportation routes.	<ul> <li>Expand Economic Development</li> <li>Enhance Quality of Life</li> </ul>	Used daily in making land use related decisions.
PN 2.5- Encourage and promote additional safe and licensed adult care businesses, including home-based adult care, near adequate and accessible transportation routes.	<ul><li>Expand Economic Development</li><li>Enhance Quality of Life</li></ul>	Used daily in making land use related decisions.
PN 3.5- Encourage and increase awareness of affordable senior housing options, from independent living to Continuing Care Retirement Communities (CCRCs) and skilled care, for all.	<ul> <li>Support         Affordable         Housing         Enhance Quality         of Life     </li> </ul>	Used daily in making land use related decisions.
PN 4.7- Continue to support the concept of "aging in place" by promoting strategies such as multigenerational housing for a portion of units in major subdivisions or multifamily projects and/or units built based on the principle of Universal Design making them accessible to all people, regardless of age, disability, or other factors.	Support     Affordable     Housing     Enhance Quality     of Life	Used daily in making land use related decisions.

Parks and Recreation Chapter   Guidance for Development Approvals and Enforcement		
Action	Related Public Input Priorities	Prioritization
PR 5.1- Continue to encourage new development proposals to identify on-site natural resources and design the development layout in a manner that places the natural resources within protected open space parcels.	<ul><li>Protect Nature</li><li>Enhance Quality of Life</li></ul>	Used daily in making land use related decisions.
PR 5.2- Encourage new developments to dedicate right-of-way and to construct sidewalks, bikeways, and greenway trails for transportation and recreation purposes, and to construct such facilities concurrent with road improvements and other public projects in accordance with the Pedestrian Accommodation Master Plan, the Regional Bikeways Map, and the Greenway Master Plan.	<ul> <li>Protect Nature</li> <li>Enhance Quality         of Life</li> <li>Preserve         Community         Character</li> </ul>	Used daily in making land use related decisions.

Parks and Recreation Chapter   Guidance for Development Approvals and Enforcement			
Action	Related Public Input Priorities	Prioritization	
PR 5.3- Encourage new developments requiring legislative review to provide public recreation facilities consistent with standards in the Parks and Recreation Master Plan. New developments should have neighborhood parks with trails, bikeways, playgrounds, practice fields, sports courts, and open spaces.	Preserve     Community     Character     Enhance Quality     of Life	Used daily in making land use related decisions.	

Transportation Chapter   Guidance for Development Approvals and Enforcement			
Action	Related Public Input	Prioritization	
T 1.1- Ensure that new development supports the Community Character Corridor designations of existing and proposed roads.  1.1.1- Utilize the Travel Demand Leave Behind Model to assess the cumulative impact of new and existing developments.	<ul> <li>Priorities</li> <li>Protect Nature</li> <li>Enhance Quality of Life</li> <li>Preserve         <ul> <li>Community</li> <li>Character</li> </ul> </li> <li>Expand Economic Development</li> </ul>	Used daily in making land use related decisions.	
T 1.2- Expect new development to follow recommended densities, intensities, and development patterns that will maintain an acceptable level of service on the surrounding roads and intersections consistent with the land use context (rural, suburban, urban) and the functional classification of the roadway. Ensure that new developments do not compromise planned transportation enhancements.	Preserve     Community     Character	Used daily in making land use related decisions.	
T 1.3- Identify road segments with anticipated moderate to severe road capacity deficiencies and develop a plan to mitigate congestion that may include one or more of the following actions:  1.3.2 - Avoid the development of high automobile traffic generating uses in or near the subject road segments, as allowed by the Code of Virginia.	<ul><li>Preserve Community Character</li><li>Enhance Quality of Life</li></ul>	Used daily in making land use related decisions.	
T 2.5- Coordinate with Williamsburg Area Transit Authority (WATA) and/or Hampton Roads Transit Authority (HRT) during review of development applications to ensure that proposals are conducive to incorporating the use of transit.	Enhance Quality     of Life	Used daily in making land use related decisions.	
T 3.3- Promote increased utilization of public transit through the following actions:  3.3.3 - Encourage land use development patterns that provide or are accessible to public transit.  3.3.4 - Encourage locating transit-dependent land uses in areas currently served by transit or in areas to be served by transit in the near future.	<ul> <li>Preserve         Community         Character</li> <li>Enhance Quality         of Life</li> </ul>	Used daily in making land use related decisions.	
T 4.1- Guide new developments in designing roadway and parking areas that reduce the visual impact of auto-related infrastructure, especially in Community Character Areas.	<ul><li>Preserve Community Character</li><li>Enhance Quality of Life</li></ul>	Used daily in making land use related decisions.	

#### **Updating and Amending the Plan**

The Comprehensive Plan represents a long-term vision for the future. It is meant to guide policy decisions for James City County for the long-term; however, the community will likely experience changes throughout the next several years. In order for the Comprehensive Plan to remain a relevant, living document, the Code of Virginia (§ 15.2-2223) requires that local governments update comprehensive plans every five years. James City County takes this requirement and the need to maintain a relevant plan that is representative of community aspirations and current planning issues very seriously. The County is committed to conducting robust public engagement efforts to ensure the comprehensive plan is at the forefront of decision-making. As the true value of planning lies ultimately in the implementation of community supported ideas, the County will conduct an update to the James City County 2035 Strategic Plan that will incorporate this Plan's GSAs.

Engage 2045 Briefing on the Comprehensive Plan **Update Process** Joint Board of Supervisors and **Planning Commission Meeting** May 25, 2021

## **Topics**

Chapters and GSAs other than Land Use

Land Use Chapter and GSAs, Future Land Use Map Materials

Comprehensive Plan Name

Next Steps

## Chapters Other Than Land Use: Mooretown Road Extended

#### **Background Information:**

- First included on Land Use Map in 2009 concurrent with creation of the Mooretown Road/Hill Pleasant Farm Economic Opportunity land use designation.
- Transportation Chapter: Table T-4 includes Mooretown Road Extension as a LRTP Candidate Project with a funding source listed as "to be determined" and a project cost of \$95.4 million.
- Transportation Chapter: Mooretown Road Extended Corridor Vision notes BOS review of the Mooretown Road Corridor Study in 2015. The Corridor Study examined the projected transportation outcomes of constructing the road.
- 2035 Comprehensive Plan stated: "Private funding is expected, although public and private efforts may be beneficial to fund infrastructure improvements."

Staff seeks Board guidance on inclusion of Mooretown Road Extended in the Plan/Map, and on language addressing funding (public, private, public/private).

## Land Use Chapter/Map: Rural Lands Policies

#### **Background Information:**

- 2035 Plan: Rural Lands Recommended Density "very low density development, significantly lower than current permitted, or rural clusters on a small scale"
- Briefing Papers and other analysis, as well as public input was examined during this Plan Update. Recommendations and information have been incorporated in the Land Use Chapter text and GSAs, and the Rural Lands Designation Description was also revised. Specifically, the Rural Lands Designation Description recommends that subdivision of lots should occur at a density of no greater than one residence per 20 acres, while still also retaining provisions for rural clustering.
- The GSA language states that future changes to the Ordinance to reflect this guidance could include reexamining utility regulations, such as the current independent water system requirement for major subdivisions, and/or other current requirements in the Subdivision Ordinance.

Staff seeks Board guidance on proceeding with the Rural Lands materials substantially as currently drafted.

### **PCWG Summary**

## Land Use Chapter/Map: Economic Opportunity (EO) Designation

#### **Background Information:**

- The EO designation was created in 2009 and currently applies to three areas, each of which has specific guidance and recommendations.
- Economic Opportunity Area Analysis recommended keeping the EO designation, noting that the EO areas have their own specific policy intent (areas of important economic significance) and comprise strategic locations.
- The Analysis recommends considering public sector-initiated master planning of the EO.
- A portion of the Mooretown Road/Hill Pleasant Farm Area is outside the Primary Service Area (PSA), an approach to discourage by-right development and utility extensions in this area until master planning has occurred. The Analysis recommends that the PSA boundary be refined during the development of a master plan for this area.

Staff seeks Board guidance on proceeding with the EO Designation Description, and the areas designated EO on the Future Land Use Map, substantially as currently drafted.

# Land Use Chapter/Map: Future Land Use Map Item #1 – LU-20-0020 Parcels Adjacent to Colonial Heritage on Richmond Road

#### **Background Information:**

- The PCWG voted to recommend that two parcels be re-designated from Community Commercial to Mixed Use-Lightfoot.

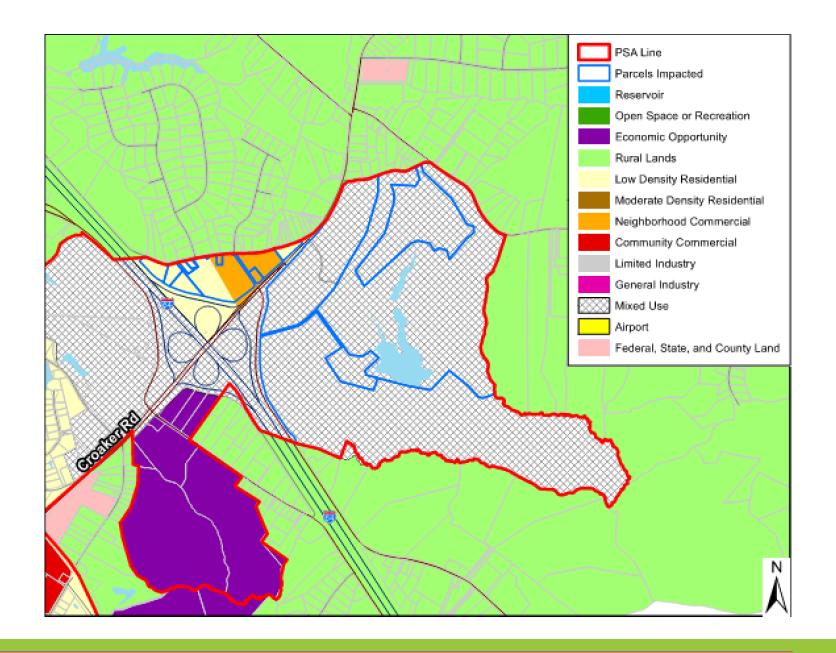
Staff seeks Board guidance on proceeding with re-designating these parcels from Community Commercial to Mixed Use – Lightfoot.

### **PCWG Summary**

## Land Use Chapter/Map: Future Land Use Map Item #2 – Croaker Interchange

#### **Background Information:**

- Parcels on the east side of the Croaker Interchange are currently within the PSA but are not served by public water or sewer, and utilities would likely need to be extended under I-64 for this area to be served.
- Initial assessment indicates that changing the PSA and designations in this area would affect 15 parcels (variously designated Low Density Residential, Neighborhood Commercial, and Mixed Use). To date, staff had prepared information in relation to a portion of this area for LU-20-0016.
- Staff seeks Board guidance on proceeding with this potential change to the Future Land Use Map.



## Comprehensive Plan Name

Engage 2045 – Name for the Update Process

Recommended New Comprehensive Plan Name:

## Our County, Our Shared Future James City County 2045 Comprehensive Plan

## Next Steps, as Currently Scheduled

- Planning Commission Working Group Meeting: June 3, 2021
- Planning Commission Public Hearing: June 24, 2021
- Board of Supervisors Public Hearing: July 13, 2021
- Board of Supervisors Consideration: September 14, 2021

#### **AGENDA ITEM NO. E.1.**

#### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Deputy Clerk

SUBJECT: Minutes Adoption

#### **ATTACHMENTS:**

Description Type

DMarch 12 Joint MeetingCover MemoDApril 13 Regular MeetingMinutesDApril 27 Business MeetingMinutes

#### **REVIEWERS:**

Department Reviewer Action Date

Board Secretary Fellows, Teresa Approved 5/18/2021 - 8:58 AM

#### MINUTES

#### JAMES CITY COUNTY BOARD OF SUPERVISORS

## Joint Meeting with Williamsburg City Council and W-JCC School Board via Zoom March 12, 2021

9:00 AM

#### A. CALL TO ORDER

Mr. Hipple called the Board of Supervisors to order at 9:00 a.m.

Mr. Pons called the City Council to order at 9:00 a.m.

Mr. Kelly called the School Board to order at 9:01 a.m.

#### B. ROLL CALL

**Board of Supervisors:** Present were Mr. Michael Hipple (Chair), Mr. James Icenhour, Mr. John McGlennon, Ms. Sue Sadler and Ms. Ruth Larson. Also present were Mr. Scott Stevens, County Administrator; Mr. Adam Kinsman, County Attorney; Ms. Sharon Day, Director, Financial & Management Service.

**City Council:** Present were Mr. Douglas Pons (Mayor), Mr. W. Pat Dent, Ms. Barbara Ramsey, Mr. Ted Maslin, and Mr. Caleb Rogers. Also present were Mr. Andrew Trivette, City Manager and Ms. Barbara Dameron, Director of Finance.

**School Board:** Present were Mr. Jim Kelly (Chair), Ms. Kyra Cook, Mr. Greg Dowell, Ms. Julie Hummel, Ms. Lisa Ownby, Mrs. Sandra Young, and Dr. James Beers (joined at 9:03 a.m.). Also present were Dr. Olwen Herron, Superintendent; Ms. Rene Ewing, CFO; Ms. Beth Allar, Clerk of the Board; staff; press; and, the public.

#### C. JOINT MEETING AGENDA ITEM

#### 1. FY 2022 Operating Budget

The Superintendent's Proposed FY22 Budget was presented by Dr. Herron and Ms. Ewing with other members of the Williamsburg-James City County Public Schools senior leadership team. (*See Attachment*)

The presentation consisted of the following:

- -State Code Requirements
- -FY22 Budget Process
- -Local Composite Index (LCI)
- -Local Composite Index (LCI) Comparison
- -Enrollment History K-12 (Sept. 30 count)
- -State Revenue Comparison
- -Budget Development Goal
- -Restoration of Funding from FY20
- -Restoration of Positions
- -Expenditure Increases Goal 1
- -Health/PE Coordinator
- -Technology Integration Coach

- -IT Specialist Enterprise Systems
- -IT Support Specialist
- -Expenditure Increases Goal 2
- -Special Education Staffing
- -Special Education Caseload Capacity
- -Behavior Intervention Specialist
- -English Learner (EL) Population
- -Standards of Quality & Language Levels
- -SOQ vs. Level of Need
- -EL Enrollment by School
- -ESL Staffing
- -Current Elementary Teacher Staffing Ratio
- -Proposed Elementary Teacher Staffing Ratio
- -Proposed Middle School Teacher Staffing Ratio
- -Proposed High School Teacher Staffing Ratio
- -Secondary Staffing District Comparisons
- -Expenditure Increases Goal 3
- -Expenditure Increases Goal 4
- -Mandated Counselor Work Time
- -Safety & Security Nearby Divisions
- -Expenditure Increases Goal 5
- -Bright Beginnings Administration
- -WJCC Regional Ranking BA
- -WJCC Regional Ranking, BA Entry Level
- -WJCC Regional Ranking MA
- -WJCC Regional Ranking, MA Entry Level
- -Expenditure Increases Goal 6
- -Budget Reductions and Savings
- -Operating Expenditures by Function
- -Revenue/Expenditure Summary
- -Revenue Comparison

Mr. McGlennon commented on the importance of understanding the implications of the last year and the increasing funding needs for certain areas, especially school counseling, which he feels will have tremendous need. He noted that the Superintendent's proposed budget is based on the Governor's proposed budget from December 2020 and asked if there will be additional updates added since the General Assembly has adopted a revised budget with significant implications for schools.

Mr. Kelly responded that at the last school board meeting, they asked Dr. Herron that any additional funding from the General Assembly (above the Governor's budget), go towards teachers' compensation.

Mr. McGlennon said he understands the state is looking at a 5% increase. He then asked about the basis on which we are making comparisons with other districts (which he sees shifts from area to area), inquiring why the districts are being selected and whether the comparisons are useful. An example of a grouping he gave was: Surry, West Point, Virginia Beach and Norfolk. He noted that in other cases, comparably sized and quality districts were reviewed and asked that there is some consistency or better explanation for why those particular areas were chosen. He also discussed the impact of English learner achievement.

Dr. Herron responded saying that generally peer groups of a similar size, budget and demographics are used as one comparison and then region as a second comparison. She noted, however, that when there isn't data, sometimes other divisions are used, such

as Virginia Beach.

Mr. Kelly commented on the challenge of getting teachers, compared to the past when we started school years nearly fully staffed, and that this challenge may continue going forward based on the response to current job openings.

Dr. Herron added that when she discussed raises with other superintendents, everyone was sitting at 3%, but now understands that Gloucester, Hampton and Newport News have proposed a budget with a 5% increase. The data presented today will have Williamsburg-James City County schools behind salaries in the region. She also explained that the impending funding update from the state will help determine whether the 3% can be increased. If so, a revised budget will be presented to the school board on Tuesday, March 16th before they vote.

Ms. Larson asked if push-back is anticipated regarding the need-based capping in the classrooms. She highlighted that some schools, for example Matoaka and Stonehouse, have a much lower free and reduced lunch, but there are still challenges. She then asked about Mr. Baker's comment regarding teachers not applying, and whether the reason is financial or stress.

Dr. Herron explained that most teachers are currently under contract, though one of the two open positions was filled for next year. Regarding the staffing, she said that no one (for example Matoaka and Stonehouse) will be staffed any less, but the new model will add resources to those who need it the most and meet the needs of students.

Mr. Dowell added a comment that when this model was first introduced, it went from 242 teachers needed to 241, staying in line with what is already being done and is not an additional ask for those classrooms.

Dr. Herron agreed and confirmed there were no additions in elementary, though positions were added to high school. Compared to other high schools, we are behind in terms of the class sizes.

Mr. Icenhour asked about the difference for teacher pay with and without a master's degree, saying it looks like a significant imbalance and asked about working the budget so that it is not quite as divergent from the mainstream.

Dr. Herron responded that most teachers hired in the last several years had a master's degree. However, because of the teacher shortage over the last year, many colleges reintroduced a bachelor's degree for teaching, which she said may cause a natural shift in the future for teachers to enter the profession with a bachelor's rather than a master's degree.

Mr. Maslin asked for updates on the following: the pre-k taskforce, Covid expenses vs Covid revenue (specifically discussion on the status and potential impact on different fiscal years), the school year calendar, and counselors (he noted the spike in hours needed for preparing students for college and asked if there are ways to supplement counselor resources during that intense period.)

In response to Mr. Maslin, Dr. Herron confirmed that a pre-K update will be discussed at the next School Liaison Committee meeting. Regarding Covid expenses, options to supplement the budget are being reviewed and Dr. Herron explained that the CARES Act funding and the extra money received is mostly for one-time uses and PPE, though some will be used for staffing next year to potentially provide counselors across the system at every level to meet the needs of students. The calendar is in process and will

come to the board for consideration on 3/16.

Mr. Hipple asked about the Local Composite Index (LCI) and referenced a report with data from across the state. He gave examples of the points and ranking from a variety of jurisdictions. He stated that the system does not help our school systems and jurisdictions, and inquired if a different type of ranking system can be pushed through the General Assembly that would more closely reflect needs and tax values. He pointed out that children can struggle, regardless of family income and reiterated that this index is missing the mark.

Mr. Kelly commented that the General Assembly has never had the political fortitude to be able to address the LCI, because it would hurt other school divisions.

Ms. Cook added that there are very few localities that have higher rankings. She agreed with Mr. Hipple that it is flawed, but noted that discussions were held for years with Senator Norment and other members of the General Assembly delegation, and no hope was given that the formula will change; though people agree it is an imperfect tool and flawed system, it is here to stay. She explained that since there will be winners and losers, it becomes complex. Ms. Cook did mention York as an example since their LCI essentially means that James City County has to pay nearly twice what York does, which she expressed is a shocking difference since it is largely the same community.

Mr. Hipple suggested that the school divisions come together to work on a new, improved program and make it fair for all communities across the board. He noted that if the state can carry a bigger burden, that will help us with the needs we have right now.

Ms. Cook said that she spoke with Mr. Regimbal at length about this topic and his advice was not to go through the LCI and SOQ but to seek additional sources of funding outside those formulas for specific needs in our community. She cited our disproportionately high number of homeless, disproportionately high number of special ed and the rapidly growing number of English language learners as examples. Ms. Cook explained that we can look outside the funding formula, where we can get more direct state allocations for our unique needs - rather than trying to fix something that is flawed.

Mr. Hipple added that in due time, perhaps an improved plan can be developed to help with school funding needs.

Mr. Dent commented that he agrees with the compensation for staff. He noted that the increase is important, and even more if they can provide it. He asked for comment about the discussion in previous meetings regarding the passing of health insurance costs to staff and specifically the surcharge for spouses.

Mr. Kelly responded that there has been a move across the health insurance industry to shift spouses off of employers plans, if they can be covered someplace else since they found spouses tend to cost more than employees. He explained adding the spousal surcharge encouraged spouses to come off of the plan and noted that something different may be looked at next year. He further explained that since insurance cost went up 6.1%, it is felt that some level of cost sharing is appropriate for the employee.

Dr. Herron added that compensation was looked at as a whole (salary and benefits), with the emphasis put on increasing salary and keeping healthcare the same, so those who don't take the health insurance benefit and those who do can put it into whichever level of healthcare they choose. She said that currently, there is a \$50 spousal surcharge, which will probably increase to \$75 next year.

Mr. Baker added that a past review determined that a \$200 per month surcharge would not be out of line, but the decision was made at the time to only charge \$50.

Mr. Kelly said that there are lower paid employees who work for health insurance, and that having a surcharge for spouses at all levels, at the same number has more of an impact to some employees than others and there is a need to look at the entire work force. He noted that if a spouse can be covered someplace else, it may help us get rate changes when we go to the market.

Dr. Herron added that the salary increase is not as big as it looks, since a significant portion of the healthcare increase is being passed to employees.

Ms. Larson commented that health care is expensive and costs are going to go up, though it is still much cheaper than trying to buy off the market or going without.

Mr. McGlennon asked where we stand regarding the target vs the cap for elementary school classes. One school that stands out to him, in terms of free and reduced lunch, is James River Elementary School. He said that at some point he would like to sit down and talk about what strategies might be pursued to help James River get a more robust enrollment and to increase the economic mix of students in that enrollment zone.

Mr. Walker confirmed that we are mostly operating at the cap across the board.

Dr. Herron noted that is more than other school systems and added that since we take any student who comes, the schools becomes full (many are either at or heading towards 100%) and high class size can't be avoided because there is no space.

#### 2. Return to Learn: Forward WJCC Schools

Mr. Kelly and Dr. Herron presented an update on the status and strategy to bring students back to the classrooms.

Mr. Kelly initiated the discussion by sharing that while school buildings were closed, everyone worked hard to ensure teaching and learning occurred, even though it was more effective for some than others. He said that we are taking strides to open buildings and return students to the classrooms and while some school systems in the region are ahead of us, some are behind. He added that citizen comments show some people think we are moving too slow, and an equal number of people think we are moving too fast but that throughout all of this, the best decisions possible were made for teachers, students and the community with much consideration and thought. Mr. Kelly thanked James City County and the City of Williamsburg for being incredible partners, especially during the pandemic and with the efficiently run vaccine clinics, emphasizing that the clinics were critical to staffing schools and bringing students back for in-person learning. He noted that just over 80% of WJCC staff are fully vaccinated and again thanked the county and city for helping to make it a priority. The school division is calling the vaccine the "shot of hope", helping staff come back to the buildings with some confidence. Protocol is changing for those who are fully vaccinated; they no longer need to be quarantined if they are exposed to Covid-19, which will lead to fewer teaching interruptions. He said that the division is in a good place operating within the CDC guidelines, though there are cases. Mr. Kelly again thanked the city and county for their continued financial and moral support.

Dr. Herron reviewed the current status:

-Those who want to learn in person do have the opportunity with the hybrid model - 2

days a week onsite and 3 days remote for elementary.

- -Instruction is happening five days a week.
- -Elementary has been in hybrid-mode for 4 weeks. High school and middle school for
- 2-3 weeks depending on the grade level.
- -Athletics are up and running with a limited number of spectators for safety reasons.
- -There is an impact to bringing students back into the buildings, especially at the high school level. Numbers of students with Covid-19 (as of 3/12/21):
- -- Three in elementary
- -- None in middle school
- --Ten in high school (three connected with athletics)
- --Six staff members also identified with Covid-19 since reopening
- -About 95 students are in quarantine due to close contact with a classmate, teammate or family member who has Covid-19.
- -There is an ongoing balance in trying to keep students safe while having them in the building.
- -Plans well underway for summer school to remediate learning loss for students, (boot camps, tutoring, summer school plans focused on the basics and remediation to get students back on task) more information will be presented at the board meeting next week.

Dr. Herron then spoke about next steps forward, expressing that the data is in our favor to take another step of progress soon:

- -The CDC guidelines currently recommend 6ft of distance when in substantial transmission, which is where the community is right now.
- -As the data continues to improve, we want to move forward.
- -Two days ago, guidelines came out from the Virginia Department of Education and Virginia Department of Health, that puts an emphasis of physical distance between 3ft and 6ft.
- -At the board meeting next week, research will be presented from health experts in our community on how to reduce distance while layering other strategies to keep students and staff safe.
- -Currently, forty classrooms across the eight elementary schools will struggle to maintain 3ft physical distance.
- -Since only 26% of classrooms have the distance issue, there is a significant number that could come back now for in-person learning.
- -One thousand students are still in virtual learning, which adds some space in the schools.
- -Transportation is being reviewed since there are logistical issues keeping students three feet apart.
- -Currently, lunches are delivered to the classrooms with the hybrid model. Once all students return to the classroom that will be more challenging some will have to go to the cafeteria.
- -The logistics are being worked out and a presentation at the board meeting on Tuesday will detail a plan to move forward safely.
- -Secondary students were offered the opportunity to come back on-site. In addition to the thousand who are remote (and will stay remote in the virtual academy), there are one thousand students who chose not to come back on-site.
- -There are relatively manageable numbers now in the high school and middle school classrooms. However, in the last nine weeks, families were promised they can re-choose whether they want to be virtual or on-site.
- -Through the new technology (available due to CARES Act funding) in every secondary classroom, regardless of where students are located, there are four days a week of synchronous learning.
- -Though it will be challenging to move in the forth nine weeks, it is the right time because of the data, and it is best for students.

- -The bigger challenge is to plan for next year.
- -In some schools there are many classes, especially in forth and fifth grade that have a cap of 28-29 students. If all virtual students come back into elementary and if students come back for the last nine weeks, then space is going to be needed.
- -We are going to be asking James City County and the City of Williamsburg to partner with us to create some of that space through trailers at many of the elementary schools. Two trailers are already in the budget for James River and Norge due to the new ratio of class size based on free and reduced lunch.
- -Eight out of nine elementary schools are going to need additional classroom space and teachers. We are looking at CARES Act funding to help.
- -The numbers for potentially needed trailers are being worked; an update may be available next week. We believe this can be done without asking for additional funds from the localities next year and stay with what is in the budget right now.

Ms. Ownby spoke about student resiliency. She met with the Student Advisory Committee a few weeks ago, and asked students (recognizing the challenges of online learning) if there were any upsides. She reported that student representatives from all three high schools said they were able to build closer relationships with their teachers, even though mostly online, since they were able to text, e-mail and see teachers face to face on the computer - they actually felt that they got to know them. She said the students also discussed developing time management skills, and the value of being able to self-pace, expressing that they were pleased with how they could align all of their studies and meet deadlines, as well as the communication and technology skills they developed which they will use in future educational and career endeavors. Ms. Ownby commented that though it was a difficult year, and has been hard for many students, at least there were some upsides that can be taken from the experience.

Ms. Larson thanked Mr. Kelly and Dr. Herron for the update. She asked to clarify when students return to the classroom, what role technology will play and if students are still using tablets in school.

Mr. Dowell responded by giving the perspective from his own family's experience. He said it is a mix depending on how teachers choose to engage synchronously with those who are also at home. Some teachers will have students in person use the laptop in the classroom and view presentations that those at home are viewing at the same time. Other teachers have students put the tablets away and view the information on the blackboard.

Dr. Herron added that technology called an "OWL" was placed in every classroom. It is a device with good sound and a camera that will follow the teacher around the classroom. This allows teachers to teach to those on Zoom and in-person at the same time.

Mr. Kelly commented that this is going to change the way education is delivered going forward, giving New Horizons as an example. He shared that the Governor's School provided feedback that they like virtual teaching and are discussing new ideas for how to potentially increase virtual classes and have students only travel for labs in-person, which will help students avoid many long bus rides. Mr. Kelly noted that this could help expand enrollment at the Governor's School since there will be fewer resource issues with classrooms.

Mr. Maslin said he would like this information to get out to the community and recommended that some positive PR be generated and sent out.

Mr. Kelly responded that as we develop the plan for next year and bring kids back to

classrooms, the paradigm will shift.

Ms. Ownby added one more example of an additional way technology can be used effectively going forward. She said that there are some classes offered at one school and not another. With the OWL technology, the students can remain at one school and Zoom into a class at another school, instead of splitting time at different locations. This could give students more scheduling options.

Mr. Hipple commented that it is a credit to the teachers who made this situation as smooth as possible. He feels that overall it is going well; there were highs and lows which were to be expected, but that in the long run, this will give us an opportunity to develop schools differently and potentially more enhanced than in the past. He complimented the efforts of the IT group.

Mr. Kelly said we will have to learn how to work through Covid since it is going to be with us a long time.

Ms. Hummel added that we are going to have to ask the community for additional patience as we move into the fall. She noted that the shifting arrangements being asked of the staff and administration are unbelievably complex to plan; changing to a virtual academy and trying to meet the various needs is difficult, reinforcing that it has been a stressful year for our teachers and administrators. Ms. Hummel asked that the community please remain patient, civil and supportive of the school system. She also thanked the City of Williamsburg for the possibility of a tax increase to support the school system.

Mr. Kelly concluded, on behalf of school board and other elected bodies, that they are very fortunate as a community to have Dr. Herron and her team working hard to guide everyone. He highlighted a number of staff members, noting their many accomplishments and expressed appreciation for the astounding amount of work they have done.

#### D. ADJOURNMENT

#### 3. Adjourn until 1 pm on March 23, 2021 for the Business Meeting

Without objection, the WJCC School Board adjourned at 10:35 a.m.

Ms. Ramsey made a motion to adjourn the city council meeting. Mr. Maslin seconded the motion, which carried 3:0 (Mayor Pons left the meeting at 9:30 a.m. and Mr. Rogers left the meeting at 10:23 a.m.).

Mr. Hipple made a motion to adjourn the Board of Supervisors. The motion carried 4:0 (Ms. Sadler left the meeting at 10:11 a.m.).

## Superintendent's Proposed FY22 Budget

Joint Meeting - March 12, 2021

INDIVIDUALISM | INTEGRITY | INNOVATION | ACCOUNTABILITY | COLLABORATION



## **State Code Requirements**

## § 22.1-92. Estimate of moneys needed for public schools

It shall be the duty of each division superintendent to prepare, with the approval of the school board, the estimate of the amount of money deemed to be needed during the next fiscal year for the support of the public schools of the school division. The estimate shall set up the amount of money deemed to be needed for each major classification prescribed by the Board of Education and such other headings or items as may be necessary.

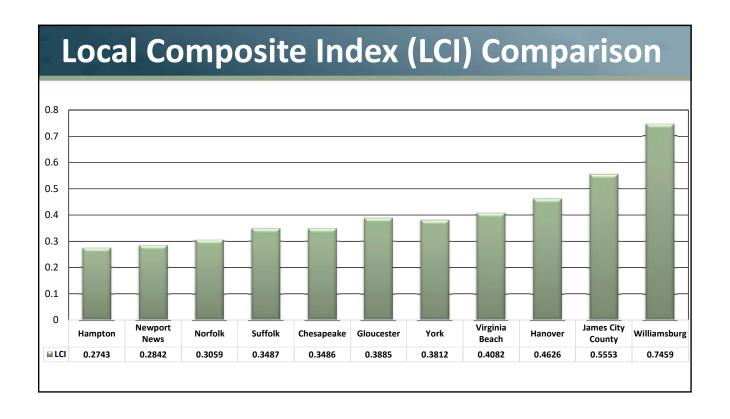
## **FY 22 Budget Process**

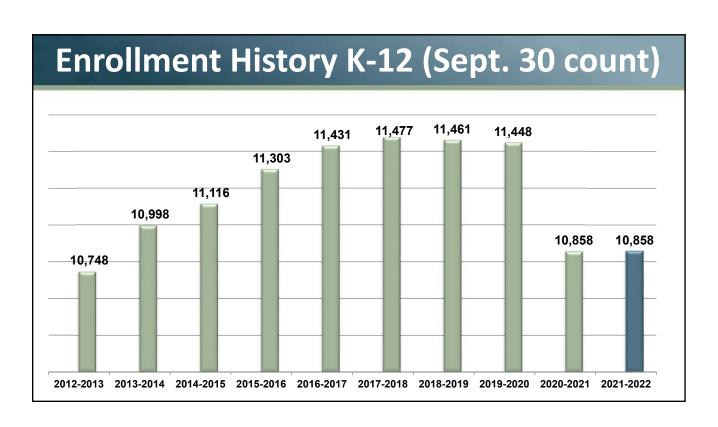
- School Board established Budget Calendar
- Input from Cost Center Managers for Operating Budget requests received and reviewed
- Governor's Proposed Budget released
- School Board established Budget Priorities
- Superintendent's Proposed Budget released

### **Local Composite Index (LCI)**

- The composite index is a state formula that outlines the ability of each locality to pay for public education
- As the LCI decreases, State funding increases

Locality	2016-18	2018-20	2020-22
Williamsburg	0.7747	0.7703	0.7459
James City County	0.5641	0.5657	0.5553





### **State Revenue Comparison**

	FY21 SCHOOL BOARD APPROVED Budget	FY 21 ADOPTED Budget	FY 22 ESTIMATED
Revenues			
State Sales Tax – Local*	\$14,765,824	\$8,807,301	\$13,038,128
State Revenue			
Standards of Quality (SOQ)	35,102,154	34,961,202	33,808,954
Categorical/Incentive/Lottery	4,623,018	2,519,660	6,169,651
Total State Revenue	39,725,172	37,480,862	39,978,605
Grand Total (State + Sales Tax)	\$54,490,996	\$46,288,163	\$53,016,733

## **Budget Development Goal**



Develop a budget that aligns with and supports the division's Strategic Plan

**Elevate Beyond Excellence** 

## Restoration of Funding from FY20

Description	Estimated Cost	Strategic Plan Goal
Non-Personnel		
Professional Development	\$250,000	1,2,6
Elementary & Middle Summer School	\$169,750	1,2
Textbook Replacement	\$100,000	1,2
Tuition Assistant Program	\$75,000	5
School Bus Replacement	\$452,000	6
Field Trip Transportation	\$90,000	1,2
Customer Service Training	\$27,300	3
Career Investigation Software System	\$57,100	1
K-12 Education Research & Analytic Services	\$21,800	1,2

## **Restoration of Positions**

Description	Estimated Cost	Strategic Plan Goal
Personnel  Bus Drivers – 6 FTEs  Elementary Teacher Assistants – 2 FTEs  Central Office Support – 1 FTE	\$120,000 \$60,000 \$60,000	6 1 6

Restoration Total: \$1,482,950

## **Expenditure Increases**



Description	Estimated Cost
Instructional Support	
<ul> <li>Health/PE Coordinator (12 month) – 0.5 FTE</li> </ul>	\$55,000
Instructional Programming	
Instructional Technology	\$130,200
<ul> <li>Instructional Programs/Resources</li> </ul>	\$142,000
Technology Integration Coach – 1.0 FTE	\$80,000
Technology	
Enterprise Systems Technician- 1.0 FTE	\$75,000
IT Support Specialist – 1.0 FTE	\$70,000
Computer Refresh (FY21: \$1.38M; FY22: \$1.55M)	\$170,000
Goal 1: Academic Achievement/College & Career Readiness Total	\$722,200

## **Health/PE Coordinator**

Division	Health/PE FTE
Augusta	.33
Bedford	0
Fauquier	.5
Hampton	1
Newport News	1
Rockingham	0
York	.5
WJCC	.5

## **Technology Integration Coach**

Division	Number of Schools	Student Enrollment	Number of FTEs
Frederick	18	13,627	13
Hampton	29	19,549	25
Rockingham	23	11,931	18
York	19	12,982	11
WJCC	16	11,813	12

School & enrollment data source: VA DOE School Quality Profile - January 13, 2021

## **IT Specialist – Enterprise Systems**

Division	Number of Schools	Student Enrollment	Number of FTEs
Frederick	18	13,627	4
Hampton	29	19,549	7
Rockingham	23	11,931	4
York	19	12,982	5
WJCC	16	11,813	2

School & enrollment data source: VA DOE School Quality Profile - January 13, 2021

## **IT Support Specialist**

Division	Number of Schools	Student Enrollment	Number of FTEs
Frederick	18	13,627	15
Hampton	29	19,549	24
Rockingham	23	11,931	15
York	19	12,982	13
MJCC	16	11,813	11

School & enrollment data source: VA DOE School Quality Profile – January 13, 2021

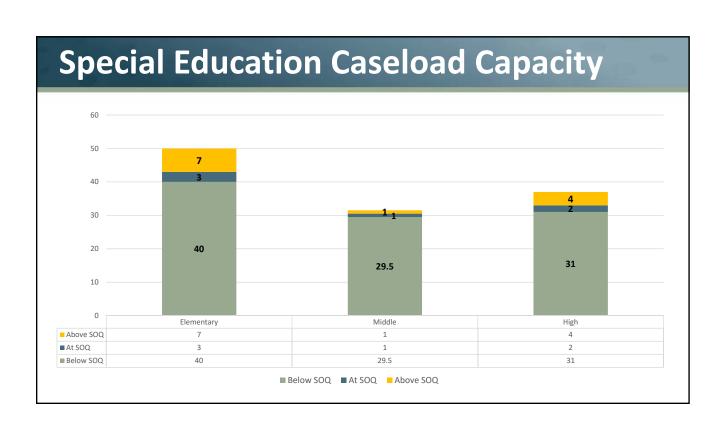
## **Expenditure Increases**

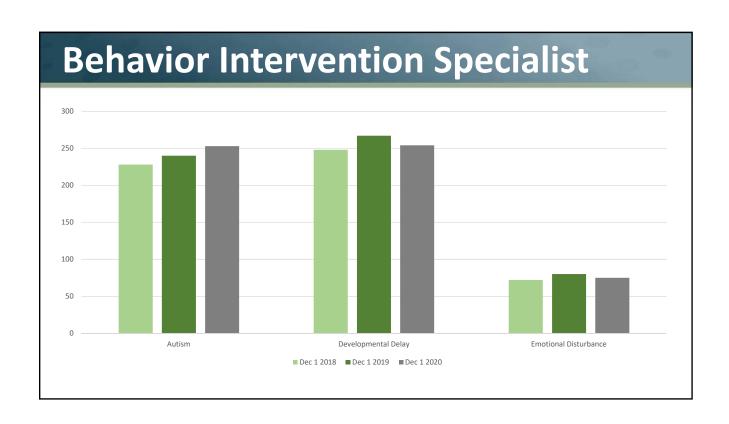


Description	Estimated Cost
<ul> <li>Special Education</li> <li>Teachers – 2 FTEs</li> <li>Behavior Intervention Specialists – 2 FTEs</li> <li>Special Education Private Day Services</li> </ul>	\$160,000 \$180,000 \$50,700
English Language Learners • EL Teachers – 5 FTEs	\$400,000
Equity Coordinator – 1 FTE	\$95,000
Goal 2: Educational Equity	\$885,700

Specia	l Ed	ucation	Staffing
--------	------	---------	----------

School Year (Dec. 1)	Number of Students	Change in Student Count from Prior Year	Teacher Count	Change in Teacher Count	Special Education TA Count	Change in Special Education TA Count
2013-14	1,582	44	96	(7)		
2014-15	1,572	(10)	96	0	105	2
2015-16	1,630	58	100	4	108	3
2016-17	1,715	85	106	6	109	1
2017-18	1,765	50	109.5	3.5	111	2
2018-19	1,916	151	114.5	5	114	3
2019-20	1,934	18	117.5	3	114.5	.5
2020-21	1,918	(16)	118.5	1	114.5	0





En	glish Learner (EL)	Population	1
	School Year	Total ELLs	Change fro

 School Year	Total ELLs	Change from Prior Year
2011-12	331	81
2012-13	392	61
2013-14	485	93
2014-15	510	25
2015-16	541	31
2016-17	628	87
2017-18	711	83
2018-19	734	23
2019-20	741	7
2020-21	714	-27
Total Change in ELL Enrollment fr	om SY12 to SY21	383

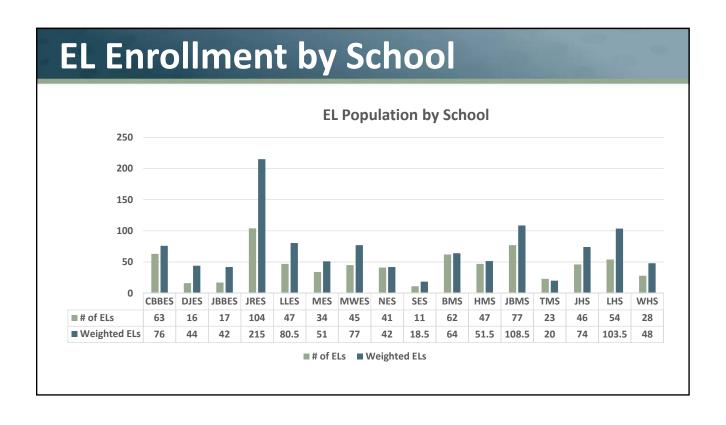
## Standards of Quality & Language Levels

- Standards of Quality (SOQ) current minimum requirements 1:50
- WJCC English Learners with lower proficiency levels (EPL 1, EPL 2)
  - 41% of all ELs are level 2 or below (293/714)
  - 71% of K-2 students are proficiency level 2 or below (119/167)
  - -28% of 6-8 students are proficiency level 2 or below (58/209)
  - 53% of 9-12 students are proficiency level 2 or below (67/127)

# SOQ vs. Level of Need

- SOQs <u>do not</u> take into account the language level of students which drives the amount of services and resources each student needs
- Current WJCC EL enrollment: 714
- Enrollment weighted by level of need: 1,089





ESL Staffing					
	Division	# of ELs	Number of ESL Teachers	Ratio	
	Augusta	246	8	1:31	
	Bedford	161	4	1:40	
	Fauquier	1013	20	1:51	
	Hampton	501	12	1:42	
	Newport News	2152	51	1:42	
	Poquoson	13	1	1:13	
	Rockingham	1321	41	1:32	
	York	594	14	1:42	
	WJCC	714	17 current (22 needed)	1:42 1:33	

## **Current Elementary Teacher Staffing Ratio**

Grade Level	Class Size Target	Class Size Cap
К	20:1	23:1
1	20:1	23:1
2	20:1	23:1
3	23:1	25:1
4	25:1	28:1
5	25:1	28:1

## **Proposed Elementary Teacher Staffing Ratio**

Free & Reduced Lunch Percentage	Class Size Target	Class Size Cap	Elementary Schools
0 – 40%	K-2 (20:1) 3 (23:1) 4-5 (25:1)	K-2 (23:1) 3 (25:1) 4-5 (28:1)	Matoaka Stonehouse
40.1 – 55%	K-2 (20:1) 3 (23:1) 4-5 (25:1)	Cap is Class Size Target	Clara Byrd Baker D. J. Montague J. Blaine Blayton Laurel Lane Matthew Whaley Norge
55.1 – 69.9%	K-2 (20:1) 3-5 (23:1)	Cap is Class Size Target	N/A
>70%	19:1 all grade levels	Cap is Class Size Target	James River

## **Proposed Middle School Teacher Staffing Ratio**

Free & Reduced Lunch Percentage	Class Size Target	Schools
0 – 29.9%	26:1	N/A
30 – 39.9%	25.5:1	Hornsby Toano
>40.%	25:1	Berkeley James Blair

## **Proposed High School Teacher Staffing Ratio**

Free & Reduced Lunch Percentage	Class Size Target	High Schools
0 – 30%	26:1	Jamestown
30.1 – 35%	25.5:1	Warhill
>35%	25:1	Lafayette

## **Secondary Staffing District Comparisons**

School Division	Current Class Size Targets		
	Middle School	High School	
Newport News	18.5:1	18.5:1	
Norfolk	19:1	23.5:1	
Poquoson	22:1	22:1	
Virginia Beach	21.25:1	21.25:1	
York	23.95:1	22.19:1	
WJCC	26.4:1	26.75:1	

# **Expenditure Increases**



Description	Estimated Cost
Contractual Increases	\$1,830

## **Expenditure Increases**



Description	Estimated Cost
Counselors • Additional School Counselors – 4 FTEs	\$320,000
Technology Services	\$180,150 \$18,000
Operations – Safety and Security • Security Officers at Middle Schools – 2 FTEs • Contractual increases	\$76,000 \$8,600
Goal 4: Safety & Security Total	\$602,750

## **Mandated Counselor Work Time**

**Code of Virginia** § **22.1-291.1:1**. School counselors; staff time.

Each school counselor employed by a school board in a public elementary or secondary school shall spend **at least 80 percent of his staff time** during normal school hours in the **direct counseling** of individual students or groups of students.

# **Safety & Security – Nearby Divisions**

Division	Security Officers Per Middle School		
Hampton	2-3		
Newport News	3		
Norfolk	2		
VA Beach	4		
York County	0		
WJCC	0.5		

## **Expenditure Increases**



Description	Estimated Cost
Salary Adjustment (3% avg. for eligible employees)	\$3,000,000
Remainder of 1.5% Salary Increase (approved Jan. 2021)	\$550,000
Substitute Teacher Pay Increase	\$100,000
Teacher Allocation (HS-9.0 FTE; Reserve – 2.0 FTE)	\$870,000
Building Leadership • Preschool Assistant Principal – 1 FTE	\$100,000
<ul> <li>Health Insurance</li> <li>Division portion of rate increase (1.1%)</li> <li>Increasing spousal premium cost (from \$50 to \$75)</li> </ul>	\$250,270 (\$156,870)
Goal 5: Human Capital & Positive Culture	\$4,713,400

# **Bright Beginnings Administration**

## Responsibilities

### 395 (capacity)

277 current enrollment

201 students (73%)- special education services

5 school sites

36 teachers

45 instructional assistants

**Specialists** 

One instructional specialist



## **WJCC REGIONAL RANKING - BA**

Based on nine school divisions: Gloucester, Hampton, New Kent, Newport News, Surry, VA Beach, West Point, WJCC, York

Years of Service	0	5	10	15	20	25	30
Rank	5	5	5	6	6	3/1*	4/1*/1**

<sup>\*</sup>WJCC employees with \$3,390 longevity pay

Source: VSBA 2020-2021 Salary Information by District

#### WJCC REGIONAL RANKING, BA ENTRY LEVEL \$47,915 \$47,049 \$45,500 \$45,269 \$45,000 \$43,715 \$43.071 \$42,695 York NN WJCC New Kent Hampton VA Beach West Point Surry Gloucester

<sup>\*\*</sup>WJCC employees with \$7,030 longevity pay

## **WJCC REGIONAL RANKING - MA**

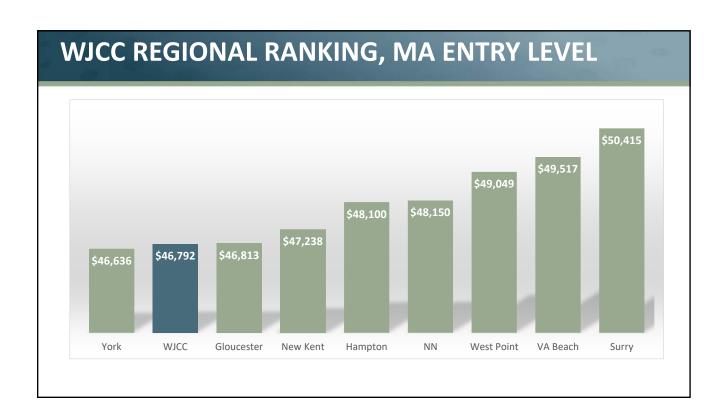
Based on nine school divisions: Gloucester, Hampton, New Kent, Newport News, Surry, VA Beach, West Point, WJCC, York

Years of Service	0	5	10	15	20	25	30
Rank	8	9	7	7	7	3/1*	3/1*

<sup>\*</sup>WJCC employees with longevity pay

Source: VSBA 2020-2021 Salary Information by District (VA

Beach: website)



## **Expenditure Increases**

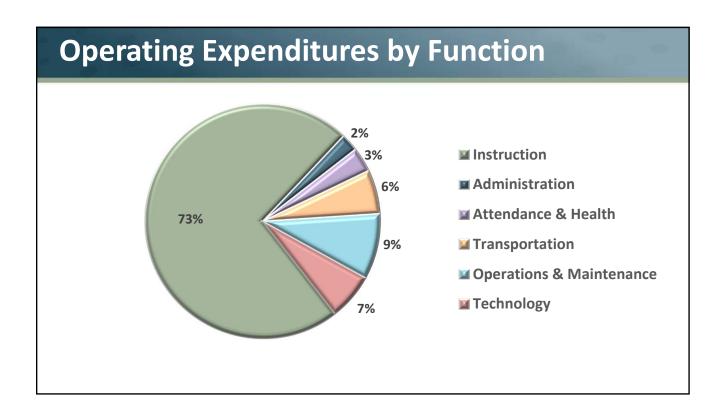


Description	Estimated Cost
Technology Services • Software increases	\$27,965
Operations • Custodian – 1.0 FTE	\$35,000
Other Areas  Trailers to address space needs at elementary  Other contractual increases  Unemployment Insurance	\$340,000 \$45,240 \$225,000
Goal 6: Organizational Effectiveness/ Efficiency Total	\$673,205

# **Budget Reductions and Savings**

Description	Estimated Cost
Estimated Attrition and other savings	(\$849,035)
Goal 6: Organizational Effectiveness/Efficiency Total	(\$849,035)





Summary	
Description	Amount
Revenue – Net Increase State Revenue (including Sales Tax) – Based on Governor's Budget	\$6,728,570
Expenditure – Net Increases	
Restoration of funding (from FY20)	\$1,482,950
Instruction	\$722,200
Equity	\$885,700
Communication & Engagement	\$1,830
Safety & Security	\$602,750
Organizational Effectiveness	\$673,205
Human Capital - Salaries (Avg. 3% increase)	\$4,713,400
Attrition Savings	(\$849,035)
Expenditure Subtotal	\$8,233,000
Funding Request from Localities	\$1,504,430

## **Revenue Comparison**

	FY21		
	SCHOOL BOARD	FY 21	FY 22
	APPROVED	ADOPTED	PROPOSED
	Budget	Budget	Budget
Local Revenue	\$93,051,504	\$93,759,537	\$95,263,967
State Sales Tax	14,765,824	8,807,301	13,038,128
State Revenue	39,725,172	37,480,862	39,978,605
Other Revenue	641,000	641,000	641,000
Total Revenue	\$148,183,500	\$140,688,700	\$148,921,700

# Superintendent's Proposed FY22 Budget Joint Meeting - March 12, 2021 INDIVIDUALISM | INTEGRITY | INNOVATION | ACCOUNTABILITY | COLLABORATION

#### M I N U T E S JAMES CITY COUNTY BOARD OF SUPERVISORS REGULAR MEETING

County Government Center Board Room 101 Mounts Bay Road, Williamsburg, VA 23185 April 13, 2021 5:00 PM

#### A. CALL TO ORDER

Due to technical audio issues, the Board of Supervisors meeting did not start until 5:10 p.m.

#### B. ROLL CALL

P. Sue Sadler, Vice Chairman, Stonehouse District James O. Icenhour, Jr., Jamestown District Ruth M. Larson, Berkeley District John J. McGlennon, Roberts District Michael J. Hipple, Chairman, Powhatan District

Scott A. Stevens, County Administrator Adam R. Kinsman, County Attorney

#### C. MOMENT OF SILENCE

#### D. PLEDGE OF ALLEGIANCE

Mr. Vernon Geddy, Geddy, Harris, Franck, and Henderson, LLP, led the Board and citizens in the Pledge of Allegiance at Mr. Hipple's invitation.

#### E. PUBLIC COMMENT

1. Mr. Daniel Robles, 121 Ewell Place, addressed the Board noting he had been attending school online since the beginning of the pandemic. He noted concerns over the poor internet connection with online school. He further noted his internet service was Cox Communications, adding slow speeds and complaints had been registered with the company over the years for his service area. Mr. Robles-Hinckley noted numerous service calls and dropped Zoom connections during online school as well as programming disruptions. He further noted in some areas of the County, there were tentative internet service providers such as Verizon Fios adding Verizon Fios also provided internet service to surrounding areas such as the cities of Suffolk, Hampton, Newport News, and Richmond. He noted the price and speed comparison between Verizon Fios and Cox Communications with Verizon being more efficient and affordable. Mr. Robles questioned the Cox Communications monopoly in the County.

Mr. Hipple noted the Board had been addressing the internet issue, adding the County was looking to get providers to come into the area. He further noted looking into broadband service and the importance of internet service during the pandemic. Mr. Hipple thanked Mr. Robles-Hinckley for his comments.

2. Ms. Peg Boarman, 17 Settlers Lane, addressed the Board to talk about trash. She noted traveling the County's roads and less trash on the main and back roads. She further noted volunteers would be assisting with litter pickup on Saturday, April 17, 2021 for the 43rd Annual County-wide Spring Cleanup. Ms. Boarman noted cigarette butts are litter too. She further noted the volunteer help during the March 26-27 Great American Cleanup. Ms. Boarman thanked the Board for its outstanding support of the Clean County Commission.

#### F. CONSENT CALENDAR

None.

#### G. PUBLIC HEARING(S)

1. Public Hearing on Fiscal Year 2022 James City County Budget

Ms. Sharon Day, Director of Financial and Management Services (FMS), addressed the Board with a brief COVID-19 update regarding finances prior to the Fiscal Year (FY) 2022 budget presentation. She noted the FY22 budget process included considerations and adjustments due to the COVID-19 impact on the local economy. Ms. Day noted in the PowerPoint presentation the FY21 adopted budget addressed anticipated revenue shortfalls through expenditure reductions and measures to conserve cash flow. She further noted the FY22 plan assumed economic recovery and a return to normalcy. Ms. Day noted during the year, assumptions were monitored and adjustments were made to the FY22 proposed budget based on actual experience. She further noted more adjustments are expected as additional information is received. Ms. Day continued the PowerPoint presentation noting the County had a two-year budget cycle and FY22 was the second year of the current biennial cycle. She noted the County had eight separate funds with a total of \$224.4 million for FY22, which reflects a \$15.7 million (7.5%) over the current FY21 budget. She further noted the total also reflected a \$10.2 million (4.3%) reduction from the FY22 plan. Ms. Day continued the PowerPoint presentation highlighting the proposed budget included the addition of 12 positions out of 30 requests, a 3% general wage increase for employees to be effective October 1, 2021, and share in the overall 3% average health insurance increase between the County and employees. She noted a significant change in this year's budget was related to structural changes within the James City Service Authority (JCSA) in addition to JCSA operating as a separate fiscal entity from the County. Ms. Day further noted JCSA presented its budget as a separate document for FY22. She continued the PowerPoint presentation noting Capital Improvements Program (CIP) revenues and expenditures were reduced in FY21 due to economic impacts of COVID-19. Ms. Day noted the state Sales Tax for Education had previously gone to the County with remittance to the School Division, but in FY22, the money would go directly to the School Division. She further noted that change was based on research of how other state localities handled the funds. Ms. Day continued the PowerPoint presentation highlighting the eight County funds: General (main), Capital Projects (includes County and School Division), Debt Service, Housing and Neighborhood Development, Public Assistance, Colonial Community Corrections, Special Projects/Grants, and Tourism Investment and their respective breakdowns. She noted the Interfund transfers were funds like the Lodging Tax, which is deposited into the General Fund; however, due to Code of Virginia restrictions, 60% must be used for tourism. She further noted 60% of that money in the General Fund goes out as an expenditure for various tourism-related projects, adding it was one revenue source that was shifted to two different places. Ms. Day noted in the PowerPoint presentation General Fund highlights: no proposed change to the real estate tax rate, implementation of a new cigarette tax with full allocation to CIP projects, and the addition of 8.5 new positions effective July 1, 2021. She further noted the estimated costs to provide services exceeded the revenue projection, adding approximately \$900,000 in requests for primarily personnel were unable to be supported in this budget. Ms. Day noted the departmental breakdown of the additional 8.5 new positions. She further noted the general property tax, which included real estate and personal property taxes, comprised the largest portion of the General Fund revenue source. Ms. Day noted the other revenue sources were primarily tourism-driven and COVID-19 had impacted those areas such as Meals and Lodging taxes and others. She further noted FY22 was a non-reassessment year for real estate, adding an increase in the Public Service Corporation tax was projected due to the Skiffes Creek Connector operation. Ms. Day continued the PowerPoint presentation

highlighting the different local taxes and projected impacts to the General Fund revenue, which included some revenue increase with business licenses and permits. She noted revenue changes on the state level included reimbursement from the Compensation Board for the mandatory 5% raise to Constitutional Officers effective July 1, 2021 as well as the removal of the Sales Tax for Education from the County budget. Ms. Day noted adjustment in charges for services which included recycling and other fees. Ms. Day continued the PowerPoint presentation highlighting the departmental expenditure summary of the General Fund. She noted the largest percentage of the budget was allocated to the School Division followed by Public Safety. She further noted incorporation of the Strategic Plan goals into the budget in the PowerPoint presentation. Ms. Day noted upcoming meetings for feedback on the budget which included a Public Hearing at tonight's meeting, the Business Meeting on April 27, 2021 at 1 p.m., and the Regular Meeting, where the budget is scheduled for adoption on May 11 at 5 p.m. She further noted all meetings would be held at the Government Center Complex at 101-F Mounts Bay Road. Ms. Day noted some changes to the budget document included design, additional information for citizens, and a project list for reference. She further noted the budget was available on the County's website with departmental breakdowns.

Mr. Hipple asked the Board for any questions.

Ms. Larson asked Ms. Day or Mr. Stevens about the requested positions versus the allocated positions in the budget.

Mr. Stevens noted departments submitted requests, which were reviewed by the Human Resources (HR) Department for validity, followed by discussion with the departments, Ms. Day, and himself on ranking the priorities. He further noted the ongoing challenge of doing more as the community continues to grow with regard to revenue and operational costs.

Ms. Day noted the request process occurred over five months. She further noted departments were required to submit data to support the requests.

Ms. Larson noted the efficiency check by HR to monitor job redundancies within and across departments. She asked about discussion regarding positions and growing needs and referenced Public Safety.

Mr. Stevens noted he and the departments had ongoing discussions. He further noted if the need was there, it would be presented to the Board for consideration and approval as needed. Mr. Stevens noted many of the positions had been requested over several years. He further noted six Public Safety positions that had not been recommended could possibly be funded by a grant at a later time.

Ms. Larson thanked Mr. Stevens and Ms. Day for the information.

Mr. Icenhour asked about vacant positions or if these were requested additional positions.

Mr. Stevens noted these were additional positions. He further noted the vacant positions not filled during the hiring freeze were currently included in the budget, but these were additional ones.

Ms. Sadler asked Ms. Day about the federal funding including the Coronavirus Aid, Relief, and Economic Security (CARES) Act and additional funding with regard to its uses for discussion at the upcoming Business Meeting on April 27, 2021. She asked about the potential impact of the cigarette tax on the Business, Professional, and Occupational License (BPOL) numbers. Ms. Sadler noted research into other states that implemented a cigarette tax affected their BPOL numbers negatively. She asked Ms. Day to research what types of businesses could potentially be impacted with the tax implementation.

Ms. Day noted she would check on the requested information. She further noted FMS and the Commissioner of the Revenue would work collaboratively to assess the tax as well as gather information from their counterparts in other areas. Ms. Day noted the additional funding, the American Rescue Plan, and a more thorough update for the Board at the April 27, 2021, Business Meeting regarding guidance. She further noted the federal funding share was approximately \$14.8 million paid out in two installments with the first installment anticipated prior to the end of the current fiscal year. Ms. Day noted the assumption was a 50-50 allocation with approximately \$7 million received this year. She further noted December 31, 2024 was the deadline to spend that money. Ms. Day noted the second installment was slated for receipt one year after the first installment is received. She further noted there were six or seven categories the total package allowed the funds to be spent on, adding some uncertainty on locality spending and state allocation. Ms. Day noted currently she knew the funding could be used as a revenue replacement on a local level based on the last full fiscal year prior to the COVID-19 pandemic, which was FY19 for the County. Ms. Day proposed targeting the tourism-related revenues, adding there were a lot of questions. She noted using the funding for direct COVID-related expenditures such as vaccinations, personal protective equipment, disinfectants, and such. She further noted uses also included assistance to non-profit organizations, small businesses, hard hit industries, economic recovery, investments in water and sewer, and broadband infrastructure. Ms. Day noted the question of the funding and if allocation will be specified to those areas or for other areas. She further noted with the CARES Act money, it was almost a year later before the details on the spending were known. Ms. Day noted the Treasury Department is working on the guidance for the funding.

Ms. Larson asked if the School Division was receiving any of the money as well.

Ms. Day confirmed yes, adding it did not appear the School Division money was part of the County's \$14.8 million. She noted it would likely be a direct allocation from the state to the School Division.

Mr. McGlennon asked for a breakdown of the utilization of the CARES money at the upcoming Business Meeting and the impact to revenues and this year's budget.

Ms. Day confirmed she would have the CARES money breakdown at that meeting.

Mr. Hipple opened the Public Hearing.

- 1. Mr. Jason Rescigno, 5601-7 Richmond Road, addressed the Board as representative for a local company, Atlanta Mid Distributors, a Virginia licensed wholesale provider of cigarettes and other items. He noted he was speaking in opposition to the cigarette tax, adding it may cost more than possible revenue generated. He further noted the location of three retail stores in James City County due to the attractive low cigarette taxes. Mr. Rescigno noted lower 2020 sales due to COVID-19 in addition to the state cigarette tax increase from \$3 to \$6. He further noted customers will drive to other localities and states to save money. Mr. Rescigno noted the sales impact due to closures at both Busch Gardens and Colonial Williamsburg. He further noted the tax could increase the use of the illicit market which would result in local revenue loss.
- 2. Mr. Jay Everson, 6923 Chancery Lane, addressed the Board complimenting the public safety personnel at the Colonial Williamsburg Visitor Center vaccination center. He noted the efficiency of the vaccination process. Mr. Everson further noted his support of the renovations at Lafayette High School in which the expansion will accommodate 250 students. He noted the cafeteria renovations at Jamestown High School as a School CIP item. He further noted the school was over capacity. Mr. Everson noted no money should be spent at Jamestown High School when simple redistricting would solve the problem.

Mr. Hipple closed the Public Hearing as there were no additional speakers.

#### 2. Adoption of Continuity of Government Ordinance

A motion to Approve was made by Ruth Larson, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Kinsman addressed the Board noting it had been almost a year when he had recommended the Board adopt a Continuity of Government Ordinance. He noted a Continuity of Government Ordinance was a stand-along Ordinance which allowed the County to operate slightly out of the bounds of normally required Virginia Code mandates, specifically with allowance to the Board and its subservient commissions and boards to operate via Zoom or electronic-only. Mr. Kinsman noted these Ordinances are only effective for six months, adding that after July 1, 2021, the effective time extends to 12 months. He recommended adoption of the Ordinance

Ms. Larson asked which committees were still meeting virtually.

Mr. Kinsman noted the Planning Commission and the Economic Development Authority were meeting virtually.

Ms. Larson asked how much longer those groups planned to meet virtually.

Mr. Kinsman noted he was not aware.

Ms. Larson asked if everyone on those boards and commissions had the opportunity to be vaccinated.

Mr. Kinsman noted he did not know and looked to Mr. Stevens.

Mr. Stevens noted many of the various board and commission members had been vaccinated, but could not confirm all had received vaccinations.

Ms. Larson asked that a general message be sent for those wishing to be vaccinated as opportunities opened for availability.

Mr. Stevens confirmed yes.

Mr. McGlennon noted with the removal of some language for a "light version" of the Ordinance were there any areas for concern if conditions worsened with the pandemic.

Mr. Kinsman noted he did not think so. He further noted the original Ordinance had two pages dedicated to succession of management and a few other points. Mr. Kinsman noted if the need to reinstate those sections was deemed necessary, he would appear before the Board in a special session for reinsertion into the Ordinance.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

#### 3. Z-20-0006. 8189 & 8193 Richmond Road

A motion to Approve was made by Sue Sadler, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Ms. Terry Costello, Deputy Zoning Administrator/Senior Planner, addressed the Board with the rezoning application details and zoning history on the property. She noted staff's recommendation that the Board approve the application and the proposed proffers. Ms. Costello noted the applicant was available for questions.

Mr. Hipple questioned the parts assembly done at the facility and if it included plating parts.

Ms. Costello noted it was just assembly.

Ms. Larson noted the appearance of the Toano Business Center with a large residential area nearby. She questioned the design guidelines and similarity to the Business Park.

Ms. Costello noted the facility was located within a Community Character Corridor and included buffering. She further noted the facility was to mirror the Toano Business Center in colors and materials.

Mr. Hipple acknowledged Mr. Jack Haldeman was the Planning Commission representative for this meeting.

Mr. Haldeman noted the Planning Commission unanimously supported the application and proffers. He further noted the discussion on the façade and meeting design guidelines.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

#### 4. Z-21-0001. Strawberry Plains Proffer Amendment

A motion to Approve was made by James Icenhour Jr, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Thomas Wysong, Senior Planner, noted the details of the application. He further noted staff found the proposed proffer amendment allowed for more options on the property use such as the dry cleaning facility. Mr. Wysong noted the applicant had provided two additional proffers that addressed limits on the ingress/egress of the property to the existing location onsite as well as prohibition of outdoor storage throughout the property. He further noted staff recommended approval of the application and that the applicant was available for any questions.

Mr. Icenhour noted the proffer amendment would allow the dry cleaner, but asked if other uses, which had originally be prohibited, would now be allowed on the property.

Mr. Wysong confirmed yes. He noted the amendment would restore the previous uses that had been prohibited. He further noted the list of those uses which included antique shops, beauty and barber shops, printing establishments, and others.

Mr. McGlennon noted chemicals were involved in the dry cleaning process. He inquired if any particular requirements on handling the chemicals was required.

Mr. Wysong noted he did not think so, but he would defer the question to the applicant.

Mr. Hipple opened the Public Hearing.

- 1. Mr. Vernon Geddy, 1177 Jamestown Road, noted he served as the applicant's representative prior to a brief PowerPoint presentation on the application and property history. He further noted the property had been vacant for the past three years. Mr. Geddy noted this location allowed the local, family-owned Swan Cleaners to consolidate its operations in one location while also occupying a previously empty building.
- 2. Mr. Rick Eggleston, owner of Swan Cleaners, noted the Department of Environmental Quality made regular checks and the Environmental Protection Agency regulated the handling of the chemicals. He further noted the company's move to more ecologically friendly chemicals.

Mr. McGlennon thanked Mr. Eggleston.

Ms. Larson asked if the neighbors behind the property would be impacted by chemical smells.

Mr. Geddy responded no.

Ms. Larson asked about overnight parking of vehicles.

Mr. Geddy noted three vehicles would be parked in the back behind the privacy fence.

Mr. Haldeman noted the Planning Commission unanimously supported this application. He further noted the Commission felt this was an adaptive re-use of the property, a Comprehensive Plan goal, as well as support of a locally-owned business.

Mr. Wysong noted the proffer being offered to prohibit outdoor storage would address concerns regarding outside materials.

Mr. Hipple closed the Public Hearing as there were no additional speakers.

5. SUP-21-0002. James River Elementary School Learning Cottage

A motion to Approve was made by John McGlennon, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Wysong noted the details of the application which was on behalf of the Williamsburg-James City County (WJCC) Schools for the installation of one modular learning cottage. He further noted staff recommended approval subject to the proposed conditions. Mr. Wysong noted a WJCC School Division representative was present.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no additional speakers.

Mr. McGlennon commented on the necessity of the trailer and the factors regarding the need.

6. Proposed Fiscal Year 2022-2027 Secondary Six-Year Plan

A motion to Approve was made by Ruth Larson, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. Tom Leininger, Principal Planner, addressed the Board regarding the annual Virginia Department of Transportation (VDOT) priority project list for secondary road improvements and construction. He noted the priority list included Phase 1 of the Longhill Road widening, adding staff recommended this project remain as the first priority to ensure the project remains fully funded. Mr. Leininger further noted the second priority was Croaker Road widening between Richmond Road and the James City County Library, adding its priority would ensure full funding. He noted the next two priorities, respectively, were the second and third phases of Longhill Road though no funding was allocated at this time. Mr. Leininger noted VDOT utilizes a special funding mechanism that provides annual allocations to localities for unpaved roads and bridge projects. He further noted the priorities under that category included Peach Street (unpaved roads) and Hicks Island Road Bridge (bridge projects). He noted staff's recommendation that the Board adopt the resolution.

Mr. Icenhour noted Longhill Road Phases 2 and 3 were on the list, but not funded. He asked if the goal was to have them in place when funding became available. Mr. Icenhour noted the importance of Airport Road, but it was not included on the list.

Mr. Paul Holt, Director of Community Development and Planning, noted the prioritization was an annual process with the flexibility for the Board to revisit this list at anytime. He further noted both phases were on the list because they had been listed in past years. Mr. Holt noted the upcoming Comprehensive Plan with a new Transportation model as part of it along with updates from the Hampton Roads Transportation Planning Organization (HRTPO). He further noted with the HRTPO input, more opportunity to revisit the list will take place. Mr. Holt noted the limited funds in this area, adding the matching funds in the Transportation Fund offered greater opportunities for projects. He further noted this was not a SmartScale year for road projects. Mr. Holt noted for the Longhill Road Phase 2, Airport Road, and Richmond Road projects, the funding needs were much greater. He further noted "quick hitter" items with significantly lower costs were included on the list.

Ms. Larson noted traffic congestion issues on Route 199 at Jamestown Road.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

7. Lease of Real Property - 5249 Olde Towne Road Lease Agreement with Williamsburg Area Medical Assistance Corporation

A motion to Approve was made by Ruth Larson, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0

Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Ms. Liz Parman, Assistant County Attorney, addressed the Board regarding the new lease for the operation of the Olde Towne Medical and Dental Center (OTMDC). She noted the new lease included a three-year term while a new location was pursued. She further noted the lease terms included OTMDC would pay the County \$120,000 for the first year followed by 10% increase thereafter. Ms. Parman noted the details of the lease agreement.

Mr. McGlennon asked how the 10% increase was determined.

Ms. Parman noted that amount had been negotiated by County Administration with the rent determined to be below market value. She further noted incentives for OTMDC to search for another location as the County's Social Services Department needed the additional space also.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

8. Lease Amendment - Cell Tower at 5301 Longhill Road

A motion to Approve was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. John Carnifax, Interim Assistant County Administrator, addressed the Board regarding the lease amendment details for the cell tower at the James City County Recreation Center. He noted the lease generated approximately \$90,000 in annual revenue for the County. He further noted with the lease amendment, an additional \$393 per month or approximately \$4,000 in annual revenue would be added.

Ms. Larson asked Mr. Carnifax if he was satisfied with the \$393 per month.

Mr. Carnifax deferred the question to Mr. Kinsman.

Mr. Kinsman confirmed that was a satisfactory amount.

Mr. Hipple opened the Public Hearing.

Mr. Hipple closed the Public Hearing as there were no speakers.

Mr. Hipple noted as there were no speakers for the budget, he would like the Board of Supervisors to go into Closed Session and then return for adjournment. He further noted at that time, the James City Service Authority Board of Directors meeting could take place.

Ms. Larson agreed.

#### H. CLOSED SESSION

A motion to Enter a Closed Session was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

At approximately 6:31 p.m., the Board entered Closed Session.

At approximately 7:15 p.m., the Board re-entered Open Session.

A motion to Certify the Board only spoke about those items indicated that it would speak about in Closed Session was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

1. Consideration of the acquisition of an interest in real property along Ironbound Road, pursuant

2. Discussion of an award of a public contract for the use of the Ambler's House at the Jamestown Beach Event Park including discussion of the terms or scope of such contract, where discussion in an open session would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Section 2.2-3711(A)(29) of the Code of Virginia

#### I. ADJOURNMENT

1. Adjourn until 1 pm on April 27, 2021 for the Business Meeting

A motion to Adjourn was made by Sue Sadler, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

At approximately 7:16 p.m., Mr. Hipple adjourned the Board of Supervisors.

#### M I N U T E S JAMES CITY COUNTY BOARD OF SUPERVISORS BUSINESS MEETING

County Government Center Board Room 101 Mounts Bay Road, Williamsburg, VA 23185 April 27, 2021 1:00 PM

#### A. CALL TO ORDER

#### B. ROLL CALL

P. Sue Sadler, Vice Chairman, Stonehouse District James O. Icenhour, Jr., Jamestown District Ruth M. Larson, Berkeley District John J. McGlennon, Roberts District Michael J. Hipple, Chairman, Powhatan District

Scott A. Stevens, County Administrator Adam R. Kinsman, County Attorney

Mr. Hipple noted he had received a request from the County Administrator to add a presentation to the Agenda entitled Owens-Illinois Glass for Good Program. He asked for a motion to amend the Agenda to add this item.

A motion to Amend the Agenda was made by John McGlennon, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

#### C. PRESENTATION

#### 1. Capital to Capital Trail Fitness Equipment Recognition

Mr. Alex Holloway, Operations Manager for Parks and Recreation Department, addressed the Board noting the receipt of three outdoor multi-gym fitness stations from Mr. Steve Rose, founder of Eco Discovery Park and owner of Spoke & Art Provisions Company. Mr. Holloway noted the recent installation of the equipment and showed citizen usage in a PowerPoint presentation. He further noted the three fitness equipment locations were the Virginia Capital Trail Trailhead in the County across from the Jamestown Settlement at 2070 Jamestown Road, the Greensprings Interpretive Trail Trailhead Parking Lot at 3751 John Tyler Highway, and on the Virginia Capital Trail across from Spoke & Art Provisions, Co. at 3449 John Tyler Highway. Mr. Holloway continued the PowerPoint presentation with a photo of Supervisor Ruth Larson, Ms. Cat Anthony, Executive Director of the Virginia Capital Trail Foundation, and Mr. Rose.

Mr. Rose addressed the Board noting the non-profit Eco Discovery Park had \$35,000 remaining in an account and this equipment was representative of the Park's mission to have people outside learning about nature. He noted this equipment added to the Capital Trail amenities in the County, adding he had spoken with Mr. John Carnifax, Interim Assistant County Administrator. He further noted the County provided the space and his group provided the equipment, which now installed will be monitored by the County. Mr. Rose thanked the County for the partnership on this project.

Ms. Larson noted the equipment was great. She further noted the equipment near Jamestown High School was flat which facilitated users with mobility issues. Ms. Larson thanked Mr. Rose for the equipment and his commitment to business in the area, adding he had installed the 24-hour bathroom facility at his own expense on the trail near Spoke & Art Provisions. She noted this was advantageous for cyclists and tourism.

#### 2. Greater Williamsburg Trauma Informed Community Network Resilience Week Proclamation

Ms. Rebecca Vinroot, Director of Social Services, addressed the Board noting she was also the Chair of the Greater Williamsburg Trauma Informed Community Network (TICN). She noted TICN formed in 2019 from private non-profits and public family-serving agencies in partnership with the goal to support a more trauma aware and resilient and compassionate community. Ms. Vinroot noted the trials of the past year and the resiliency of the community, adding this served as a celebration to that resiliency. She further noted various activities were planned for this year's celebration. Ms. Vinroot noted she had several County staff present who had been assisting with the celebration including Ms. Barbara Watson, Assistant Director of Social Services, Major Tony Dallman of James City County Police Department, and Ms. Latara Rouse, Communications Manager for the County. Ms. Vinroot further noted some events were virtual and the celebration would begin on Monday, May 3, 2021 with Dr. Janice Underwood, the Chief Diversity, Equity, and Inclusion Officer for the Honorable Governor Ralph Northam, speaking. She noted the Williamsburg Regional Library and Parks and Recreation Department were also involved with activities and educational opportunities. Ms. Vinroot noted TICN had a website which is sponsored by United Way of Virginia Peninsula as well as a Facebook page with a schedule of events.

Mr. Hipple read the Proclamation noting May 2-8, 2021 as Resilience Week in James City County. He thanked the group for their work.

#### 3. Owens-Illinois Glass for Good Program

Ms. Kate Sipes, Assistant Director of Economic Development, addressed the Board referencing a past visit to the Toano manufacturing facility of Owens-Illinois. She noted the topic of glass recycling had been discussed at that time and over the past year, Economic Development had been working with Owens-Illinois on that point. Ms. Sipes further noted County coordination with General Services Director Grace Boone and Solid Waste Superintendent Jim Hill on glass recycling. Ms. Sipes noted the opportunity to improve glass recycling collection in the community, which will then be used for new glass bottles. She further noted Ms. Elizabeth Hupp, Community Relations Specialist from corporate Owens-Illinois in Ohio, and Mr. Sammy Holaschutz, Recycling Systems Development Leader from Texas, had joined the meeting virtually for the program presentation.

Ms. Hupp noted the presentation would focus on the Glass for Good Program. She gave a brief history of Owens-Illinois (O-I), one of the leading producers of glass bottles and jars around the world. She noted the program directly benefits the community by generating charitable donations for recycled glass. She further noted this program reflected O-I's sustainability mission and highlighted the process in the PowerPoint presentation.

Mr. Holaschutz noted the steps included: glass collection at designated County sites, County transfer to the O-I bunker in Toano where it is weighed and the weight is converted to a donation amount, which will benefit and socially impact the County. He further noted the bunker stored glass is cleaned and processed and recycled into new glass containers for regional consumers in the area. He noted the sustainability goals in the presentation, adding the program creates a positive impact for both residents and the community through community

resource, education, collaboration, economic impact, circularity, and a sustainable partnership.

Ms. Hupp continued the PowerPoint presentation noting the charitable contribution and social sustainability aspect of the program. She noted with the Glass for Good Program, O-I had contacted the United Way of the Virginia Peninsula. She further noted O-I's association with United Way and the benefits of this program to the local area. Ms. Hupp noted future analysis of the funding and monitoring the best use with United Way's partnerships. She further noted these points assisted O-I in determining the success of the program. Ms. Hupp continued the PowerPoint presentation highlighting other elements of the social impact and engagement process which included: investment, branding, messaging, and community engagement.

Mr. Holaschutz noted several key points of the pilot program included a \$30,000 grant for site equipment and impact reporting and visibility to the community. He further noted Ms. Sipes and County staff had been great to work with on the project, adding their level of dedication and commitment to the residents and the community. Mr. Holaschutz noted contact information was provided in the PowerPoint if anyone had questions for Ms. Hupp or himself.

Mr. Hipple thanked Ms. Hupp and Mr. Holaschutz. He asked the Board for any questions.

Ms. Sadler noted she had toured the O-I plant on Manufacturing Day. She further noted the initiative on glass recycling and this program. Ms. Sadler thanked both O-I representatives.

Mr. McGlennon thanked the team for their commitment to recycling and exploring new opportunities.

Ms. Larson noted her appreciation of the recycling program. She further noted addressing some logistical aspects and engaging citizens to become active in the program on a County level.

Mr. Stevens noted Economic Development and General Services had been working with O-I for a while. He further noted his appreciation of O-I's commitment to the program, adding the County will work with O-I to develop a marketing campaign. Mr. Stevens noted additional points for future discussion regarding the program.

Mr. Hipple thanked Owens-Illinois for its commitment to the community and this program. He thanked Ms. Sipes for her work on this project.

#### 4. Briefing on the Engage 2045 Comprehensive Plan Update Process

Ms. Tammy Rosario, Assistant Director of Community Development and Planning, addressed the Board noting she was joined by Ms. Ellen Cook, Principal Planner, and Mr. Vlad Gavrilovic, Principal with EPR P.C., Mr. Jack Haldeman, Chair of the Planning Commission and Planning Commission Working Group (PCWG), and via remote participation, Ms. Lee Ann King, Director at Clarion and Associates, for the update. Ms. Rosario highlighted key points from the Community Participation Team and the PCWG in a PowerPoint presentation that included a summary of Round 3 public engagement, draft Land Use chapter materials, and the Introductory chapter. She continued the PowerPoint presentation noting a link to the full report was included in the Board's Agenda Packet. Ms. Rosario noted Mr. Gavrilovic would address two particular updates in the Land Use chapter.

Mr. Gavrilovic addressed the Board noting he was a member of the consultant team. He noted a consistent point from public input was citizen concern for protection of the County's valued open space resources. He further noted background research was included in the Agenda Packet, adding a new strategy within the Primary Service Area (PSA), Land Use (LU) 7,

which addresses Open Space Preservation. Mr. Gavrilovic noted alignment of these lands with federal and state criteria for funding. He further noted focus on the preservation and protection of the County's rural lands, which was also included in the Agenda Packet. Mr. Gavrilovic noted this section addressed preservation of lands outside the PSA and refinement of LU 6.

Ms. Cook continued the PowerPoint presentation highlighting two other Land Use revisions which included information from the Joint Base Langley-Eustis Joint Land Use Study and Short-term rentals. She noted other Goals, Strategies, and Actions as highlighted in the presentation included solar and wind energy Ordinances and others. Ms. Cook further noted Land Use designation descriptions and applications in the PowerPoint presentation. She noted the Land Use applications, which included property owner initiated, County initiated, and PCWG initiated, and the respective breakdown for each group. Ms. Cook noted staff requested the Board's review of the applications by May 17, 2021, for discussion at the May 25, 2021, joint work session. She further noted the Introduction Chapter was being reviewed by the CPT and PCWG to incorporate feedback. Ms. Cook noted the upcoming schedule regarding revisions to the Comprehensive Plan.

Mr. McGlennon asked about the process for land use proposals which the PCWG initiated and then later denied.

Ms. Cook noted the total number of applications would still move forward to the joint work session for the Board to consider. She further noted the applications would also be reviewed by the Board and the Planning Commission at their respective Public Hearings.

Mr. Icenhour noted he had reviewed the applications and five or six of those concerned him. He further noted Board members reviewing the applications over the next month prior to the work session, adding that would assist staff. Mr. Icenhour noted the extensive work put into the documentation.

Ms. Sadler asked if an easier review of the applications could be available.

Mr. Paul Holt, Director of Community Development and Planning, confirmed yes. He noted staff's availability for discussion or additional information to assist the Board in application reviews prior to the May 25, 2021, work session. He further noted Board consensus on top issues was helpful also.

Ms. Sadler thanked Mr. Holt and staff for their assistance.

Mr. Icenhour asked if a working document such as the budget document would be available at the May work session or if that would be available later.

Mr. Holt noted later as the PCWG still had several more meetings. He further noted the PCWG had provided substantive input and thanked them for their time. Mr. Holt noted the Land Use chapter was still being revised, but the majority of chapters already had their revisions incorporated to date.

Mr. Icenhour noted the preservation of rural lands. He further noted the Economic Opportunity (EO) zone should be within the PSA and that be specified within the Comprehensive Plan.

Mr. McGlennon noted he would like discussion with the PCWG about the EO zone. He further noted discussing if the EO zone provided things which were unavailable in different zoning categories. He thanked everyone involved in the work on the Comprehensive Plan. Mr. McGlennon noted several contradictions he had read in the Land Use cases included broad support for more affordable housing, but not much interest in providing the mechanism to

achieve it and the public's approach to no expansion to the PSA. He further noted addressing these points.

Ms. Larson noted the depth of detail and the conversation points discussed. She further noted some contradictory points also, adding she was looking forward to the May discussion.

Mr. Hipple thanked everyone for the hard work and the volume of information provided. He noted the PSA near Croaker and the expense to install water and sewer there. He further noted possibly removing that stretch from the PSA and retain the section that runs along Interstate 64. Mr. Hipple noted short-term rentals as another point of discussion for staff.

Mr. Holt noted the May 17, 2021 deadline for Board feedback would give staff time to incorporate revisions.

Mr. Hipple noted the need for affordable housing and its concentration within the PSA. He further noted tighter and taller might have to be an option to accommodate that point.

#### D. BOARD DISCUSSIONS

#### 1. P&R Master Plan Updates

Mr. Alister Perkinson, Parks Administrator, addressed the Board noting the progress on several parks' master plan updates. He noted the Parks and Recreation Department had a goal to update all of its parks' master plans every 10 years using a template similar to the Shaping Our Shores Master Plan. He further noted two to three parks were updated annually with this year's parks including Upper County Park, James City County Recreation Center Park, and the Warhill Sports Complex. Mr. Perkinson noted an interdepartmental team had been assembled to review the many aspects of the plan. He further noted identification of amenities and community needs for each park. Mr. Perkinson noted Upper County Park, one of the County's oldest parks, would be featured first in the PowerPoint presentation. He further noted use of the Parks and Recreation Master Plan to identify needs for that part of the County. Mr. Perkinson listed the amenities at Upper County Park. He noted the committee's recommendations included covering or enclosing the outdoor swimming pool for year-round use, replacement of the toddler pool with a splash pad, a half mile paved, multiuse trail, a community gymnasium with indoor courts and a fitness area, potentially another court for either tennis or pickleball, fenced off-leash dog area, archery area, a Parks and Recreation maintenance storage area, and increased parking. Mr. Perkinson asked if the Board would like to discuss each park or wait until the end of the presentation.

Mr. Hipple noted park by park for discussion.

Ms. Larson asked if the swimming pool cover included heating and air with climate control.

Mr. Perkinson noted one of the swim groups that used the facility had asked about the cover, referencing the bubble cover at Eastern State Hospital, or a permanent structure built over the pool. He further noted the cover had not been discussed in more depth, but added climate control would be needed.

Ms. Larson asked why the Upper County Park, and not Chickahominy Riverfront Park, had been considered.

Mr. Perkinson noted this pool was a 25-meter pool. He further noted the odd shape of Chickahominy's pool, adding swim lanes or lap lines could not be used there.

Ms. Larson asked about the pool depth. She noted there was no diving at the Recreation Center pool.

Mr. Perkinson noted diving would be allowed as it had a 10-foot deep end.

Ms. Larson noted she was not fond of bubble covers. She further noted the need for air quality controllers, adding storm damage was also an issue with covers.

Mr. McGlennon asked if there were future plans for covered pools. He noted a park with a pool for the Grove area.

Mr. Perkinson noted that was a point of consideration for that plan.

Mr. McGlennon asked what the primary activities were that people pursued during the offseason.

Mr. Perkinson noted primarily playground use. He further noted the mountain bike trails and the primitive camping were used during the winter season.

Mr. Hipple asked about a private partnership with a swim club for the pool enclosure.

Mr. Perkinson confirmed yes. He noted the next park was the James City County Recreation Center Park. He noted the main point here was the land parcel that had housed a former James City Service Authority (JCSA) water tower. He further noted development of that parcel and the remaining park areas surrounding the Center. Mr. Perkinson noted the amenities of the property, adding the committee was interested in closing Ashbury Road to connect the parcels for improved walkability. He further noted in the former JCSA area, the incorporation of a skateboard park, a picnic shelter, an off-leash area, and other amenities. Mr. Perkinson noted with the addition of this off-leash area, the County would have several throughout its parks. He further noted restroom and concession facilities were incorporated to serve the ballfields.

Mr. Icenhour asked if the off-leash areas were fenced.

Mr. Perkinson confirmed yes.

Mr. Icenhour noted the off-leash area at Jamestown Beach Event Park was not originally slated to be fenced.

Mr. Perkinson noted the area had been a test site. He further noted overwhelming support of a fenced off-leash area.

Mr. Icenhour asked if the Jamestown Beach Event Park off-leash area was now fenced.

Mr. Perkinson noted no.

Ms. Sadler asked if the off-leash areas were widely used.

Mr. Perkinson noted Parks and Recreation had only one area, which they partnered with the City of Williamsburg for the dog park at Waller Mill Park. He further noted it was well used. Mr. Perkinson noted the off-leash area at Jamestown Beach Event Park was used daily, but not heavily.

Mr. Icenhour noted the heavy use at Waller Mill Park. He further noted many County residents would like to have a similar facility in James City County. Mr. Icenhour noted having

a dog area at Freedom Park where tree cover and shading were available, adding he doubted much summer use without shading at the Recreation Center Park.

Mr. Perkinson noted that point had been discussed. He further noted a forested area on the map in the PowerPoint presentation. He noted the lack of shade had been a major feedback point for Jamestown Beach Event Park.

Mr. Hipple noted the number of people walking dogs at Freedom Park.

Mr. Perkinson noted the next park was the Warhill Sports Complex, which had its master plan updated in 2016. He further noted additional features since 2016 included a private indoor pool facility and the Williamsburg Community Garden. Mr. Perkinson noted removal of a proposed fifth baseball field and expanded parking for that section. He further noted the reconfiguration to the softball area across from the baseball fields. Mr. Perkins noted the use of synthetic turf and having the fields be multi-purpose. He further noted 23 sports organization partnerships in which the County has facility use agreements, adding feedback from these groups had been incorporated into the changes. Mr. Perkinson noted the reduction from 10 multiuse fields to four to ease traffic flow, removal of a proposed indoor sports facility, removal of the BMX park, and removal of the running center on the PowerPoint map.

Ms. Sadler asked if the indoor facility was the one at the Warhill Indoor Sports Complex.

Mr. Perkinson stated no, it was a separate facility. He continued the PowerPoint presentation highlighting various areas of change.

Mr. McGlennon asked the current status of the master plan.

Mr. Perkinson noted two public input meetings would be held with the Parks and Recreation committee. He further noted people would fill out a survey for the committee to gather feedback as well as meetings with community partners and JCSA regarding the water tower parcel. Mr. Perkinson noted the Parks and Recreation Advisory Commission and the Planning Commission would review the plans prior to the Board's review in the fall.

Ms. Sadler asked if the dog park at the Recreation Center was open to the public or only to members of the Recreation Center.

Mr. Perkinson noted it was open to the community.

Mr. Icenhour noted a membership fee per dog and a parking fee at the Waller Mill dog park.

Mr. McGlennon asked about the process. He inquired if after review and endorsement of the master plan by the various committees and the public, would this become a Capital Improvements Plan (CIP) request.

Mr. Perkinson confirmed yes using a prioritization ranking with the other Parks and Recreation CIP requests.

Ms. Sadler asked about the timeline.

Mr. Perkinson noted hopefully September to present it to the Board.

Ms. Sadler asked when the projects would begin.

Mr. Perkinson noted it would then be part of the CIP process, adding that would be several years out due to annual adjustments.

Ms. Larson asked for clarification on Area H on the map. She asked if the pickleball courts would go where existing basketball courts were located.

Mr. Perkinson replied no, adding that area was adjacent to the existing basketball courts. He noted the basketball courts would remain.

Ms. Larson noted the removal of fields. She asked if a field problem already existed.

Mr. Perkinson noted public feedback addressed the number of lighted fields. He further noted the option for lighted fields at the area schools, adding it was a balance of the indoor and outdoor needs.

Ms. Larson noted the baseball feedback, but asked if softball groups had been included.

Mr. Perkinson confirmed yes. He noted the growing number of senior softball leagues and the use of fields in the City of Williamsburg and James City County.

Ms. Larson noted the lack of priority for softball fields. She further noted the large majority of softball players in the community currently were young women. Ms. Larson noted she wanted that to be a priority. She further noted concerns regarding lighting fields and the plan going forward.

Mr. Perkinson noted the additional fields in area F on the map would be lighted.

Mr. McGlennon noted the earlier reference to the pressure for indoor space and asked if that included basketball and volleyball courts.

Mr. Perkinson confirmed yes. He noted indoor space was a particular issue during the pandemic.

Mr. McGlennon asked if there were other areas besides the building at Upper County Park to address that issue.

Mr. Perkinson noted that area was the only one on the master plan. He further noted shared spaces with school auxiliary gymnasiums, Recreation Center, and the Abram Frink, Jr. Community Center.

Ms. Sadler noted softball courts instead of pickleball courts around the County. She further noted seeing what neighborhoods had their own pickleball courts and the utilization versus County facilities.

Ms. Larson asked if the indoor space demand had been met prior to the pandemic. She asked if groups were turned down due to the demand, and if so, how indoor space would be impacted.

Mr. Hipple noted incorporating a softball field. He asked Mr. Perkinson to look into that point.

Mr. Perkinson confirmed yes.

The Board thanked Mr. Perkinson for the presentation.

#### 2. FY2021 Financial Update/FY2022 Budget Work session

Ms. Sharon Day, Director of Financial and Management Services (FMS), addressed the Board with a third quarter budget update covering July 2020 through March 31, 2021. She noted the General Fund (County's operating fund) Revenue in a PowerPoint presentation. She further noted the categories for revenue which included general property taxes, fees, and such, adding overall tax collections were approximately \$1 million below last year's total. Ms. Day noted that amount reflected less than a 1% decrease and revenues were continuing to improve with time. She further noted the decline in revenue for charges for services was with Parks and Recreation programs due to the COVID-19 impact. Ms. Day noted the Parks and Recreation revenue decline offset the expenditure side. She continued the PowerPoint presentation highlighting the excise taxes which focused on tourism-related revenues which included local sales taxes, Historic Triangle 1% Sales Tax, Lodging Tax, and Meals Tax. Ms. Day noted the County was trending better than budget in three of the four areas. She further noted these revenues were collected in arrears so the impact to these revenues was not seen until April or May of 2020. Ms. Day noted a cautiously optimistic view of the current fiscal year's final quarter due to vaccination data and the ease of certain restrictions within the state. She continued the PowerPoint presentation highlighting the General Fund Spending with departmental breakdowns. Ms. Day noted the School Division received approximately 54%, followed by payroll at approximately 27%, with the balance divided between County departments, CIP projects, and debt service obligations. She continued the PowerPoint presentation noting departmental spending was below the 75% benchmark. Ms. Day noted FMS projects General Fund Spending and Revenue for Fiscal Year 2022. She further noted the projection showed an end-of-year total of \$4.5-\$5.5 million surplus, which the County was still trending in line with that projection without including any federal COVID-19 money. Ms. Day noted this amount was exclusive of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, American Rescue Plan, as well as any funds from the School Division when it returned any year-end surplus. She further noted the first half of the current fiscal year had operated under restrictions put into place last spring, adding some internal restrictions began easing in January 2021. Ms. Day noted retaining current remaining restrictions at least until the end of this fiscal year, monitoring finances, and making adjustments as needed.

Ms. Larson noted she had heard there was a lack of labor, adding she had not spoken with Mr. Kevin Lembke, Busch Gardens Park President, to confirm that point. She further noted places to eat were unopen due to staffing shortages. Ms. Larson noted reviewing County businesses and labor, adding the Office of Economic Development might be able to assist also.

Mr. Stevens noted the trend was a nation-wide problem, particularly in the \$10-25 an hour wage area. He further noted an area restaurant was closing at 8 p.m. due to a staffing shortage. Mr. Stevens noted this was an issue that will probably take time to resolve.

Ms. Larson noted mention of tighter unemployment guidelines, adding she was unsure of the specifics on that point and monitoring no-shows in unemployment reports. She further noted getting more information on unemployment guidelines. Ms. Larson noted she was appreciative of the financial updates, adding business seemed steadier.

Ms. Sadler noted the \$14.8 million American Recovery money. She asked about allocation, use limitations, and other aspects of the plan.

Ms. Day noted that was the perfect segue to her next part of the presentation which addressed the CARES Act and American Rescue Plan. She further noted at the April 13, 2021 public hearing for the proposed budget, the Board requested an update on the COVID-19 federal funding. Ms. Day continued her PowerPoint presentation addressing the two sources of funding, adding Ms. Cheryl Cochet, Assistant Director of FMS would be assisting remotely with the presentation.

Ms. Cochet continued with the PowerPoint presentation addressing the CARES Act and

funding the County had received. She noted some history on the Act which established the \$150 billion Coronavirus Relief Fund to support state and local governments. Ms. Cochet further noted the funding breakdown based on populations greater and less than 500,000. She noted James City County received a total \$13.352 million allocation in two equal installments in June and August 2020. Ms. Cochet noted the first installment was obligated entirely in Fiscal Year (FY) 2020, with the second installment being spent over FY 2021 and FY 2022 for eligible expenditures. She further noted the United States (U.S.) Treasury Department had defined eligible expenditures as those necessary due to COVID-19, not included in an adopted budget prior to the pandemic, and incurred March 1, 2020 to December 31, 2021. Ms. Cochet continued the presentation highlighting the breakdown of County CARES Act spending through March 31, 2021, which equated to approximately \$9.6 million with approximately \$3.7 million remaining. She noted the following disbursements: approximately \$4.23 million for payroll; approximately \$2.28 million for health and safety measures; approximately \$1.87 million to distance learning; \$500,000 for business assistance in the form of the Virginia 30-Day Fund; \$330,000 to housing, food, and other support programs; \$255,000 for Personal Protective Equipment (PPE) that did not qualify for Federal Emergency Management Agency (FEMA) reimbursement; and \$190,000 for teleworking and remote communication costs. Ms. Cochet noted County staff had worked diligently to ensure direct expenditures were qualified for CARES Act funding, adding sub-recipients were also following the CARES Act requirements. She further noted additional CARES Act funding support to the County included over \$315,000 for the Municipal Utility Relief; over \$96,000 for the Housing and Urban Development (HUD) Housing Choice Voucher Assistance; over \$88,000 for a Broadband Expansion Program; and over \$69,000 toward the 2020 Election, specifically for virus protection.

Mr. Icenhour asked the timeline on the allocation of the remaining \$3.7 million.

Ms. Day noted the current deadline is December 31, 2021.

Mr. Icenhour asked if it was likely that amount would be used or given back.

Ms. Day confirmed every dollar would be used. She continued the PowerPoint presentation with the current information on the American Rescue Plan Act (ARPA). She noted some history on the Act, adding it is a \$1.9 trillion relief package providing \$65.1 billion of direct aid to counties of all sizes. Ms. Day further noted this point differed from CARES Act funding, which provided direct funding to counties meeting specific population criteria rather than less populated counties receiving their allotment from the state. She further noted preliminary estimates indicated Virginia counties in total would receive \$1.2 billion with allocations based on population. Ms. Day continued the presentation noting the County's estimate to be approximately \$14.8 million in two allocations. She noted the first payment would occur within 60 days of legislative enactment, in May, with the second distribution no earlier than 12 months after the first distribution or May 2022. Ms. Day further noted funds must be used to cover costs incurred by December 31, 2024, with that timeframe specific to the local allocation. She noted the PowerPoint presentation would address package allocations which were not coming directly to localities as well as the varying timeframe for that spending. Ms. Day noted four eligible categories for ARPA use were: 1) responding to the COVID-19 public health emergency or its negative economic impacts which included assistance to households, small businesses or nonprofit partners, or other affected industries such as tourism, travel, or hospitality; 2) providing premium pay to essential workers of local government; 3) providing government services to the extent of revenue reductions due to the public health emergency, which allowed for some revenue replacement relative to the revenues collected in the most recent full fiscal year prior to the emergency or FY 2019; and 4) making necessary investments in water, sewer, or broadband infrastructure. She further noted it was unclear if the County would be able to use the funds as it deemed or if the funding would be designated with a specific percentage going to revenue replacement or broadband. Ms. Day noted the current

thought was that the \$14.8 million could be used for any of the four categories. She further noted other provisions of ARPA in the presentation which were included in the overall \$1.9 trillion package. Ms. Day noted the specifics of those provisions included assistance to homeless children and youth and Title 1 allocation. She further noted a requirement to receive funding included the local agency posting its plan for safe return to in-person instruction and continuity of services on the agency's website. Ms. Day continued the presentation noting the other provisions included Capital Projects assistance, broadband reimbursement to elementary and secondary schools and libraries for eligible equipment, which includes hot spots, routers, modems, and such. She noted another category was paid sick and family leave, which now allowed state and local governments to qualify for those payroll tax credits. Ms. Day continued the presentation noting nutrition and enhancements to the Supplemental Nutrition Assistance Program (SNAP) program; child care and early childhood development and assistance for preschool grants and other areas; public health and vaccination funding; behavioral health for community mental health services; utility assistance for low-income households; rental assistance/housing; transportation services such as Williamsburg Area Transit Authority (WATA); economic development; and assistance to businesses and individuals, including the recovery rebate for 2021 taxes. Ms. Day noted this was a brief summary of the 800-page document, adding the timeline for these areas varies from several months to the December 31, 2024 timeframe. She further noted in terms of the ARPA implementation: awaiting guidance from the U.S. Treasury; anticipating an extensive process similar to the CARES Act process; expectation of detailed reporting, which she noted James City County was current on its information and specific pay information for the County to receive payment. Ms. Day continued the implementation expectations, which included: required certification and periodic reporting; local, state, and federal level audits; precautionary note for nonrecurring funding source to be used primarily for nonrecurring expenditures, which included avoidance of new program creations or add-ons to existing programs as that would require an ongoing financial commitment; replenishment of reserves to offset revenue declines should be prioritized; rebuild financial flexibility for fiscal resiliency. Ms. Day noted rating agencies would evaluate the County's use of these funds in formulating their credit opinion and how well the County did with its reserves. She further noted consideration of regional initiatives and potential partnerships with other entities to enhance community benefits such as schools, WATA, and other localities. Ms. Day recognized Ms. Cochet and her team for the successful audit of the County's CARES funds at the end of FY 2020. She thanked Mr. Stevens and the Board for guidance on the fund uses. Ms. Day noted the federal funding and the budget, adding the federal money was not co-mingled with the County's budget, specifically the operating budget. She further noted the federal funding was set aside in a separate grant fund for several reasons: enhanced transparency, tracking purposes, and no skew to year-end results. Ms. Day noted constant evaluation of all funding sources related to COVID-19 in addition to successfully obtaining grants, and monitoring FEMA's significant changes to regulations and eligible expenditures.

Mr. McGlennon noted release of the U.S. Treasury's guidelines and the County's identification of substandard housing units with use of the revolving loan fund. He further noted Virginia Department of Housing (VDH) funding and possible changes. Mr. McGlennon noted the use of CARES and ARPA funding to enhance the revolving loan fund and provide more affordable housing and asked if that would be a permissible use. He further noted the use of the funding for revenue loss in the hospitality and small business areas. Mr. McGlennon asked if funding could be used for someone in a temporary capacity to survey area businesses for what assistance they deemed most important to them.

Ms. Day confirmed yes. She noted Mr. Christopher Johnson, Director of Economic Development, had put in a 2022 budget request for such a position. She further noted utilization of grant funding versus local funding and based on current understanding, qualifies as an eligible expense. Ms. Day noted upon receipt of the Treasury's guidance, a similar process to the use of the CARES money would be used with establishing criteria and needs.

Mr. McGlennon noted Wi-Fi hot spots were another area for funding use.

Ms. Day confirmed yes.

Mr. McGlennon noted the use of funding toward CIP projects.

Ms. Day noted that had been a budget discussion point.

Mr. McGlennon asked about the use of funding for audit process assistance.

Ms. Day noted potentially yes, but added it was imperative that assistance was directly related and not co-mingled with other departmental duties.

Mr. Hipple noted a recent Hampton Roads Military and Federal Facilities Alliance (HRMFFA) meeting with the honorable Virginia Senators Tim Kaine and Mark Warner and broadband issues in the rural parts of the County. He further noted the recent announcement from Mayor Kenneth Cooper, City of Norfolk, about 5G coming through the city. Mr. Hipple noted he and Mr. Stevens had been in discussion on the funding and the possibility of 5G to the County. He further noted the 5G USA was required due to the proximity of the area military bases and their strict technology requirements. Mr. Hipple noted this would allow for multiple providers.

Ms. Larson noted her appreciation of the Virginia 30-Day Fund and the need to reach out to area businesses for support. She further noted she was unsure if an extra person was needed to contact businesses, but added she wanted to ensure businesses felt supported. Ms. Larson noted she was pleased to hear Mr. Hipple's comments on the technology infrastructure and the importance to citizens. She further noted the need for citizen accessibility to technology.

Mr. Hipple noted with the installation of the network, more vendors would be able to come into the area. He further noted this was an opportunity for more companies, adding with this technology there would be more antennas. Mr. Hipple noted the Board's role in leading the charge for the community regarding the antennas.

Ms. Larson confirmed yes. She noted some state communities were working with their respective power companies. She further noted the technology that Dominion Energy uses with antennas for outages. Ms. Larson asked Ms. Day if she knew the amount of funding the School Division would receive.

Ms. Day noted she had contacted the School Division's Chief Financial Officer, but had not received a response yet on an estimate of the funding amount and the timeframe for use.

Ms. Larson asked Ms. Day keep the Board updated as she received answers.

Ms. Day confirmed yes.

Mr. Hipple asked if the County's budget amount would change if the School Division could use those funds. He noted the possibility of continuing as in the past when the School Division returned unused funds back to the County.

Ms. Day noted the latter was a likely scenario. She further noted more details would be forthcoming and part of future discussion.

Ms. Sadler asked if any of the funding could be used to pay down County debt.

Ms. Day noted potentially as the revenue replacement component was a piece of the plan. She further noted formulating the use to offset revenue loss and specific restrictions to the use. Ms. Day noted whatever dollar amount is set aside for revenue replacement will go to undesignated fund balance and it could be used as the Board deemed fit.

Ms. Sadler asked Ms. Day to reiterate the revenue replacement in reference to 2019.

Ms. Day noted the pandemic started in FY 2020, so the guidance was to return to the previously completed fiscal year. She further noted FY 2019 was that year, which was July 1, 2018 through June 31, 2019. Ms. Day noted the FY 2019 numbers served as a basis for comparison to the revenue losses during the pandemic. She further noted a good example was the 2019 collection of the Meals Tax versus the 2020 collection with the difference in those numbers reflecting the loss of revenue. Ms. Day noted this funding would allow the County to make up for that difference.

Ms. Sadler noted the transportation element and WATA. She asked about specific areas for that funding like transportation to vaccination centers or any limitations applied.

Ms. Day noted WATA received its own allocation. She further noted WATA used CARES money due to revenue loss to continue providing services to the community without collecting fares. Ms. Day noted WATA also used the funds as COVID-related expenditures such as sanitation and PPE. Ms. Day continued her presentation noting a month had passed since the release of the FY 2022 proposed budget. She noted close monitoring on the revenue and expenditure sides with no significant changes to report. She further noted cautious optimism moving into the fourth quarter, adding that is the time the majority of excise taxes are collected.

Ms. Sadler noted the cigarette tax had been added to the proposed budget. She further noted approximately \$900,000 revenue from that tax.

Ms. Day confirmed yes.

Ms. Sadler noted the various fundings coming to the state and that certain restrictions would be in effect. She asked about the upcoming real estate assessments.

Ms. Day noted those assessments would be in FY 2023.

Ms. Sadler asked about the housing increase and a possible assessment increase.

Ms. Day noted the residential piece was tracking very well, with some concerns on commercial assessments particularly on gross receipts. She further noted the decline on the gross receipts due to COVID-19.

Ms. Sadler noted uncertain times and feedback on the cigarette tax regarding an impact on some local businesses such as convenience stores and possibly grocery stores. She further noted the movement of "auxiliary dollars" to other locations where cigarettes, gas, and other items can be purchased in a single stop. Ms. Sadler noted concern for potential impacts to local businesses in the midst of receipt of federal funding and prior to upcoming assessment changes. She further noted this tax was being implemented in the second year of the budget, which historically was not done and she expressed concern over the tax at this time. Ms. Sadler noted she would prefer to wait and see how the federal funding was applied before implementing the cigarette tax.

Mr. McGlennon noted evaluating if there was sufficient support to move forward on the tax. He further noted this had been a point in the legislative package for years requesting equalization of taxation authority with cities. Mr. McGlennon noted the limited federal funding

and the assessment rate. He further noted the use of revenues from this tax be used for health-related funding in the next two-year budget cycle.

Ms. Larson asked if the cigarette tax revenue was to go to capital projects.

Ms. Day confirmed yes.

Ms. Larson asked about the next step.

Mr. Stevens noted adoption of the budget at the May 11, 2021 meeting. He further noted a decision was not necessary at today's meeting, but very soon to have the correct Ordinances in place, in addition to the tax implementation by the Commissioner of the Revenue. Mr. Stevens noted the implementation process was significant in terms of stamps and other factors for the July 2021 implementation.

Ms. Sadler asked what date.

Mr. Stevens noted May 11, 2021. He further noted the budget would have that item and modification would be required with the tax elimination. Mr. Stevens noted adjustments would need to be made either to the fund balance or capital items. He further noted a plan could be developed to address scenarios.

Ms. Sadler asked if the remaining balance of CARES money would be applied to capital projects.

Ms. Day noted approximately \$3.7 million was the balance. She further noted the County would continue to use it through the end of the calendar year for primarily PPE and sanitation with any remaining amount to be used for the presumptive clause that allowed its use for public safety salaries and benefits.

Ms. Day noted those funds were budgeted as part of the General Fund and if CARES money was used for those costs, those are savings that roll into the unassigned fund balance.

Mr. Icenhour noted his support of Mr. McGlennon's comments to the General Assembly about equal taxing authority. He noted using the tax as an ongoing resource and its effect on homeowners and assessments. Mr. Icenhour further noted his support of dedicating some of the revenue to health issues. Mr. Icenhour noted comments during the Comprehensive Plan update of public support for Purchase of Development Rights (PDR) and open space, but noted the budget did not reflect any PDR funding. He further noted Board consideration of a nominal amount of \$100,000 set aside in the budget for open space after the Comprehensive Plan details are completed. Mr. Icenhour noted this would demonstrate a start to the process on which to build the program.

Mr. McGlennon noted \$1.25 million for matching funds to encourage open space and agricultural preservation programs.

Mr. Stevens noted approximately \$1.6 million was a line item designated for land available. He further noted that discussion could take place later with the Board.

Mr. Icenhour asked if that money was left over.

Mr. Stevens noted it was money put into the budget from prior years for CIP land acquisitions.

Mr. Icenhour asked if that was money from Senate Bill (SB) 942.

Ms. Day confirmed yes, that it was a portion of the sales tax money.

Mr. Icenhour noted a portion of the SB 942 money had been set aside prior to directly putting it into the capital fund.

Mr. Stevens noted a commitment to that money, adding it would be unavailable for use if the Board chooses to move forward on later recommendations. He further noted the remaining PDR money was several hundred thousand dollars, which was available for use. Mr. Stevens noted if the Board wanted to add \$100,000 to that amount, staff would work on that point.

Mr. Icenhour noted adding \$100,000 to the existing \$300,000 as a starting point. He further noted future projects and funding could then be evaluated based on the amount. Mr. Icenhour noted this point showed the public some direction for open space projects in the future.

Mr. Hipple noted prior discussion on hiring someone to set up the program with a defined direction. He further noted both staff and Board commitment to reducing the County's debt load. Mr. Hipple noted those savings were allowing for CIP projects to be completed without incurring additional debt. He further noted with the federal funding and potential School funds returned to the County, the possibility of the cigarette tax implementation could take place next year or the following. Mr. Hipple noted reviewing if that tax would be necessary after reviewing next year's numbers. He further noted without the extra federal funds, the tax may have been necessary. Mr. Hipple noted when CIP projects were self-funded, that was a cost saver for the citizens.

Ms. Sadler noted the point of reevaluating the tax in light of upcoming assessments.

Mr. Hipple noted that was true regarding assessments. He further noted possible additional revenue that could be used for PDR. Mr. Hipple noted the possibility of setting aside \$100,000 as a nest egg to build on for the future.

Ms. Larson noted she was in favor of the cigarette tax remaining in the budget. She further noted she was unsure about capital projects or the designation to which health organization the funding would go.

Mr. Icenhour noted establishing a marker for PDR and reviewing next year's assessments. He further noted if housing assessments went up and the tax rate could be dropped to maintain the revenue level, an option to citizens would be in lieu of dropping the tax rate by a penny, it would then go into the PDR fund. Mr. Icenhour noted citizens might appreciate that option.

Mr. Hipple noted that was a viable option.

Mr. Stevens asked if the Board wanted another \$100,000 to be added to the PDR.

Mr. Icenhour asked about the dollar amount, noting he was looking to get some dedicated funding.

Mr. Stevens noted the money would either be removed from one area or the use of fund balance. He further noted approximately \$5.8 million in the fund balance. He asked if she had another suggestion for how to get there

Ms. Day confirmed yes to that amount. She noted later in the agenda, discussion on a refunding opportunity with potential savings in the debt service payment. She further noted the savings were approximately \$106,000 to \$110,000 a year. Ms. Day noted that amount was appropriated in the 2022 budget, adding with refunding, \$100,000 less would be required for debt service payment. She further noted that amount could be reallocated to the PDR or open

space program.

Mr. McGlennon noted good job.

Mr. Stevens noted including that amount and having that as an offset to some contribution to the PDR program.

Mr. Hipple thanked Ms. Day for the presentation.

At approximately 3:43 p.m., the Board entered a recess for the James City Service Authority (JCSA) Board of Directors meeting.

At approximately 3:45 p.m., the Board reconvened its meeting.

### E. CONSENT CALENDAR

Mr. Hipple asked if any Board member had any item to pull.

Ms. Larson noted there was a resolution in support of Housing Partnerships, Inc.'s pursuit for funding for Powhatan Terrace. She asked to pull Item No. 8 for discussion with Mr. Holt.

### 1. Minutes Adoption

A motion to Approve was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

The Minutes Approved for Adoption included the following meeting:

-March 23, 2021, Business Meeting

2. Chesapeake Bay Preservation Ordinance Violation - 210 Red Oak Landing

A motion to Approve was made by John McGlennon, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

3. Chesapeake Bay Preservation Ordinance Violation - 5023 Fenton Mill Road

A motion to Approve was made by John McGlennon, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

 Contract Award - Building F Data Center and Audio/Visual Room HVAC Replacement -\$288,418

A motion to Approve was made by John McGlennon, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

5. Seventh Amended Charter Agreement of the Hampton Roads Workforce Council

A motion to Approve was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

6. Covid-19 Homeless Emergency Response Program (CHERP) Funding

A motion to Approve was made by John McGlennon, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Mr. McGlennon noted Item No. 6, which was approved earlier, addressed the new agreement on the Hampton Roads Workforce Council. He further noted some concerns, which had been addressed, and the continuation of facilities on the Peninsula and active involvement from Peninsula communities.

Ms. Larson noted Ms. Vinroot was in attendance. She asked that Ms. Vinroot speak about the homeless emergency response grant.

Ms. Vinroot addressed the Board noting a continuation of funding received from the Greater Virginia Peninsula Housing Consortium for services for individuals experiencing homelessness. She noted this continued funding assisted vulnerable citizens in terms of housing needs.

7. Contract Award - Rock Solid Janitorial - \$218,583

A motion to Approve was made by John McGlennon, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

8. A Resolution in Support of Housing Partnerships, Inc. Pursuit of Funding for Powhatan Terrace

A motion to Approve was made by Ruth Larson, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Ms. Larson asked Mr. Holt to give some background on the funding.

Mr. Holt noted Housing Partnerships, Inc. had not been able to acquire all the needed revenue to move forward with the construction at Powhatan Terrace. He further noted the company's pursuit of private funding in addition to state and federal level funding opportunities. Mr. Holt noted Housing Partnerships, Inc. felt a resolution of support would be advantageous in its funding applications quest and they had requested the Board's support through the resolution.

Ms. Larson thanked Mr. Holt. She noted the Executive Director of Housing Partnerships, Inc. had contacted her and her appreciation of Mr. Holt in facilitating the support resolution.

Mr. McGlennon noted Agenda Item No. 6 at this point. (Comments pertaining to Item No. 6 have been moved under that Agenda Item in the Consent Calendar section.)

### F. BOARD CONSIDERATION(S)

 Resolution Approving a Plan to Refinance Certain Public Facilities Projects through the Issuance of Revenue Refunding Bonds by the Economic Development Authority of James City A motion to Approve was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

Ms. Day addressed the Board noting one positive aspect of the COVID-19 pandemic was the environment of very low interest rates. She noted the County had been working with the County's financial advisor, Mr. Courtney Rogers of Davenport & Company, LLC, to identify any potential opportunities in the existing debt base. She noted Mr. Rogers would give a brief presentation. She further noted a resolution for refunding consideration in the Agenda Packet.

Mr. Rogers addressed the Board noting the bonds could not be processed earlier due to Tax Act changes. He noted the refunds had to be done closer to the call date now. Mr. Rogers noted in the PowerPoint presentation a 3% Net Value Present savings as a guideline with refunding, adding the County was well in excess of that percentage. He continued the presentation highlighting bonds from 2012 with a June 2021 call date which allowed for refinancing. Mr. Rogers noted the rate trend in the PowerPoint and explained impacting factors. He further noted the estimated savings for refunding the 2012 bonds, adding current rates were almost three times the normal savings. Mr. Rogers continued the presentation highlighting the recommended refunding approach while maintaining the AAA bond rating. He noted last year, the bond rating agencies had negative outlooks on the local government sector until federal financial intervention. Mr. Rogers noted Ms. Day had been very helpful with providing information to Davenport & Company, LLC for the credit reporting while working on the budget and identifying the ARPA funding specifics. He further noted virtually meeting with the Economic Development Authority (EDA) for approval and now with the Board of Supervisors for approval. Mr. Rogers noted the timeline for the refinancing. He further noted Mr. Chris Kulp from Hunton Andrews Kurth LLP was also present for any questions.

Mr. McGlennon noted this was a savings of over a \$100,000 a year for the remainder of the bond term.

Mr. Rogers confirmed yes.

Mr. McGlennon asked about the current status of rates.

Mr. Rogers noted it had been interesting, adding rates had been very quiet the past week. He further noted the expectation was long-term rates would rise in the future.

Mr. Hipple thanked Mr. Rogers for the presentation.

### G. BOARD REQUESTS AND DIRECTIVES

Mr. Hipple noted the savings of approximately \$106,000 a year and putting \$100,000 aside for PDR. He further noted the bond timeframe was 2033 for that savings. Mr. Hipple asked the Board if it wanted to commit the \$106,000 savings into the PDR program until 2033.

Mr. Icenhour noted he wanted to wait until next year to determine that point. He further noted waiting also to see about the tax rate and assessments.

Mr. McGlennon noted an amount more substantial than \$100,000 may be needed.

Ms. Sadler noted she participated in the County-wide Cleanup over the weekend with her

grandsons. She further noted Mr. Doug Powell, JCSA General Manager, also participated in the Cleanup. Ms. Sadler noted her participation in the EDA meeting which Mr. Rogers noted earlier, as well as the recent Virginia Peninsula Regional Jail meeting. She thanked Mr. Stevens for his assistance. Ms. Sadler took a personal moment to acknowledge her daughter's recent dental hygiene degree from Thomas Nelson Community College. She thanked everyone for their support.

Mr. Icenhour noted at the May 11, 2021 Board meeting, anti-Cox Communications petitioners would be in attendance. He further noted the level of frustration in the community. Mr. Icenhour noted a meeting with the building community representatives on the retaining wall Ordinance, adding the incorporation of ideas that has resulted in a much better product. He further noted the changes would be presented to the Board in May. Mr. Icenhour noted an item on the Hampton Roads Planning District Commission's (HRPDC) meeting agenda addressed a letter regarding the Chesapeake Bay amended regulations from the Department of Environmental Quality. He further noted concern from many of the local communities. Mr. Icenhour noted County staff gave excellent input to the HRPDC, adding all 17 communities also put their comments together in a letter back to the state. He further noted the letter requested a slower pace with more community input before making the changes. Mr. Icenhour noted one of his Vietnam Veterans groups met in person for breakfast, adding area businesses are seeing increased capacity. He further noted getting vaccinated, wearing masks, and getting out into the community to help reopen businesses.

Ms. Larson thanked Parks and Recreation staff and others for helping to get the exercise equipment on the Capital Trail. She noted attending the ribbon-cutting ceremony at the Saving Grace Home Care location on Jamestown Road, adding a welcome to James City County. Ms. Larson noted the frustration with the internet issues and awaiting new alternatives. She further noted some Board members' thoughts on preschool as an alternative to an elementary school, adding she was unsure where she currently stood on that issue. Ms. Larson noted she felt the Board could not tell the School Division what it could build, adding the discussion on it was good. She further noted she was not in favor of building a building due to the pandemic to keep people separated as it was not financially feasible. Ms. Larson noted concern over the new marijuana legislation and the impact to the localities, which she felt was not discussed sufficiently by the General Assembly in relation to locality inclusion and impact. She further noted she wanted to know where the money from the legislative change would go, any resources James City County would have, and what marijuana testing was available to law enforcement. Ms. Larson noted she wanted more information moving forward and was hoping for a discussion about it. She further noted she and Mr. Jim Kelly, Chair of the Williamsburg-James City County School Board, were presenting at the Virginia Association of Counties forum on April 29, 2021. Ms. Larson noted the topic was School Boards and Board of Supervisors and their interaction with each other.

Mr. McGlennon noted he had participated in the recent Shred-a-Thon, sponsored by the Police Department, which supports the department's Shop With a Cop program. He further noted the tremendous success of the Shred-a-Thon. Mr. McGlennon noted he had attended the County Cleanup event at Jolly Pond and complimented staff, Clean County Commission, and Keep James City County Beautiful Commission members. He further noted in reference to the schools and the pre-Kindergarten (pre-K) program that the Board of Supervisors, the School Board, and the City Council agreed a comprehensive examination of pre-K was needed, adding he was waiting on those findings. Mr. McGlennon noted the problem was the community was not serving all the students in pre-K with a real need for the program. He further noted the use of other facilities for the pre-K program that were not suited for it.

Mr. Hipple noted he was glad the Cox Communications critics would be attending the meeting. He further noted any changes would not take place tomorrow, but the County was researching options for County-wide broadband.

Ms. Larson noted the City of Williamsburg was implementing a pilot program for free internet in Highland Park.

### H. REPORTS OF THE COUNTY ADMINISTRATOR

Mr. Stevens noted he would have Ms. Grace Boone, Director of General Services, introduce an employee hired within the past year who has made a major impact to County facilities and interaction with staff.

Ms. Boone introduced Ms. Melissa Cheaney, who was hired July 2020. She noted it was the only position the Board approved last year and it was at a critical stage during the pandemic with necessary safety and protective protocols in place. Ms. Boone noted Ms. Cheaney had 20 years of leadership, managerial, and operational experience through the Air Force and general and commercial airports. She further noted Ms. Cheaney had worked at the Williamsburg-Newport News Airport overlooking airport operations, safety and security, police, fire, and parking, adding she was very knowledgeable. Ms. Boone noted Ms. Cheaney was working on Standard Operating Procedures for staff, lighting and security camera inventory, training, and other measures. She further noted Ms. Cheaney had been instrumental in assisting the County during the COVID-19 pandemic.

Ms. Cheaney noted it was her pleasure to serve James City County.

Ms. Boone noted Ms. Cheaney was working on safety measures as County facilities began reopening.

Mr. Stevens noted Ms. Cheaney was active in working with the custodial staff and contracted service providers. He further noted the opportunity to introduce her to the Board.

The Board thanked Ms. Cheaney.

Mr. Stevens noted James City County as an organization looks for continuous improvement of its employees and workforce as a better source of service and value to its community. He further noted the National Association of Counties (NACo) has created a high-performance leadership academy with an innovative, completely online, 12-week program created to equip frontline County government professionals with practical leadership skills to deliver results for counties and communities. Mr. Stevens noted some history on the program, adding he had encouraged the department heads and leadership team to participate in the academy. He further noted congratulations in recognition of Ms. Vinroot, Fire Chief Ryan Ashe, and Interim Parks and Recreation Director Jason Purse for completion of the program, adding they were the first group of the County's Leadership Team to complete NACo's High-Performance Leadership Academy. Mr. Stevens noted this commitment was done in conjunction with each participant maintaining their regular workload. He further noted Mr. Doug Powell and Mr. Patrick Teague, Human Resources Director, were currently enrolled, and Ms. Day was scheduled for the academy in the fall. Mr. Stevens noted the collaborative framework for communication as more members of the leadership team participated in the academy, which was beneficial to the leadership team and the community. Mr. Stevens and the Board applauded and offered congratulations.

Ms. Vinroot noted the academy was a good opportunity and the online aspect was particularly helpful. She further noted the role of the leader and his/her participation as a reflection to that leader's department. Ms. Vinroot noted with more attendees, a common language and understanding would exist for County leadership. She further noted she was appreciative of the opportunity.

Mr. Stevens provided a vaccination update, noting Emergency Management managers, chief administrative officers, and health representatives from the Peninsula communities continued to meet regularly on the vaccination process. He noted James City County and the City of Williamsburg had been leaders in moving the Peninsula forward in citizen vaccinations. Mr. Stevens noted the vaccination clinic at the Colonial Williamsburg Visitor Center had provided approximately 20,000 vaccinations. He commended the County's partnership with the City of Williamsburg and York County with an anticipated operation schedule of approximately three more weeks with second dose follow-ups and some first appointments. He noted the timeline could extend as needed, but discussion was ongoing on that point. Mr. Stevens further noted the vaccination supply seemed to be exceeding demand so getting the message out to the public was important. He noted local partnerships such as Williamsburg Drug and The Prescription Shoppe in administering additional vaccinations, including homebound residents in the community.

Ms. Larson asked if a COVID-19 vaccine would be available in the local doctor's office, similar to the flu vaccine.

Mr. Stevens noted he was unsure long-term, adding there was discussion about boosters. He further noted clinics, doctor offices, and pharmacies had the vaccines. He noted plenty of opportunity for vaccinations were available. Mr. Stevens further noted FEMA had taken over operations at some clinics in of the Cities of Newport News and Hampton. He noted the flow of information from the working group had been very helpful and credited the many people working to make it happen.

Mr. McGlennon noted his wife volunteered at the Visitor Center and the efficient operations there. He further noted the level of appreciation from those receiving the vaccinations.

Mr. Stevens noted his appreciation of the comments, adding he would share them. He further noted the clinic was very well run.

At approximately 4:27 p.m., the Board recessed for a short break.

At approximately 4:32 p.m., the Board reconvened.

### I. CLOSED SESSION

A motion to Enter a Closed Session was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

At approximately 4:34 p.m., the Board entered Closed Session.

At approximately 5:05 p.m., the Board re-entered Open Session.

A motion to Certify the Board only spoke about those items indicated that it would speak about in Closed Session was made by John McGlennon, the motion result was Passed. AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

1. Discussion or consideration of the acquisition of real property for a public purpose where discussion in an open meeting would adversely affect the bargaining position or negotiating

strategy of the public body; in particular, the property at 101 Mounts Bay Road pursuant to Section 2.2-3711(A)(3) of the Code of Virginia

- 2. Discussion or consideration of the acquisition of real property for a public purpose where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body; in particular, 3 parcels of real property along Ironbound Road pursuant to Section 2.2-3711(A)(3) of the Code of Virginia
- 3. Discussion of an award of a public contract for the use of the Ambler's House at the Jamestown Beach Event Park including discussion of the terms or scope of such contract, where discussion in an open session would adversely affect the bargaining position or negotiating strategy of the public body, pursuant to Section 2.2-3711(A)(29) of the Code of Virginia

A motion to Approve the resolution entitled Purchase of Property Interest, as presented by the County Attorney was made by James Icenhour, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

### J. ADJOURNMENT

1. Adjourn until 5 p.m. on May 11, 2021 for the Regular Meeting

A motion to Adjourn was made by John McGlennon, the motion result was Passed.

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 0 Ayes: Hipple, Icenhour Jr, Larson, McGlennon, Sadler

At approximately 5:06 p.m., Mr. Hipple adjourned the Board of Supervisors.

### **AGENDA ITEM NO. E.2.**

### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Tammy Mayer Rosario, Assistant Director of Community Development, and Ellen

Cook, Principal Planner

SUBJECT: Acceptance of Community Participation Team Reports for Engage 2045

### **ATTACHMENTS:**

	Description	Type
ם	Memorandum	Cover Memo
ם	Resolution	Resolution
ם	CPT Report 1	Backup Material
ם	CPT Report 2	Backup Material
D	CPT Report 3	Backup Material

### **REVIEWERS:**

Department	Reviewer	Action	Date
Planning	Holt, Paul	Approved	5/11/2021 - 11:48 AM
Development Management	Holt, Paul	Approved	5/11/2021 - 11:48 AM
Publication Management	Daniel, Martha	Approved	5/11/2021 - 11:51 AM
Legal Review	Kinsman, Adam	Approved	5/11/2021 - 12:34 PM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 10:45 AM
Board Secretary	Rinehimer, Bradley	Approved	5/14/2021 - 10:49 AM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 11:17 AM

### MEMORANDUM

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: Tammy Mayer Rosario, Assistant Director of Community Development

Ellen Cook, Principal Planner

SUBJECT: Acceptance of Community Participation Team Reports for Engage 2045

On July 9, 2019, the Board of Supervisors of James City County, Virginia formed the Comprehensive Plan Community Participation Team (the "CPT") to plan and oversee public engagement for the Comprehensive Plan update process, later termed Engage 2045. Over the course of 20 months, the six citizen members and four Planning Commission Policy Committee members, developed and implemented a public engagement plan guided by the following objectives:

• Community members will be given the choice and access to engage in the planning process through multiple activities.

- Educational opportunities will advance the community's understanding of critical planning issues.
- Public engagement efforts will seek to engage a diversity of residents that is representative of the community.
- Participants' opinions will be respected, well documented, and will help inform policy direction in the Plan.
- Public engagement efforts will seek to inspire trust and continued interest and involvement in the process.
- Clear documentation, project publicity, and engagement activities will articulate how public inputs have been used to help inform policy direction throughout the process.
- Community engagement will be record breaking and surpass statistics of past planning efforts.

To this end, the CPT and the Planning Team planned four rounds of public engagement, each focusing on a different phase of the plan review but each building upon the previous public inputs to inform the plan's development. With the Planning Team's assistance, the CPT has reviewed, summarized, and reported all public input with the Planning Commission Working Group (PCWG) and Board of Supervisors at major milestones in the process.

- **February 25, 2020** The CPT submitted its report covering the first round of public engagement, *Listening and Envisioning*, and summarizing public input themes gathered from the James City County Comprehensive Plan Citizen Survey and the Summit on the Future events;
- October 27, 2020 The CPT submitted its report covering the second round of public engagement, *Exploring and Testing*, and highlighting the Exploring Our Future Alternatives public inputs;
- April 27, 2021 The CPT submitted its report covering the third round of public engagement, *Affirming and Deciding*, and sharing the Affirming and Deciding public inputs and overarching summary of public engagement findings.

All reports and the Listening Forum presentations from organizations are also available on the County's website at <a href="https://www.jamescitycountyva.gov/3833/Public-Engagement-Summaries">https://www.jamescitycountyva.gov/3833/Public-Engagement-Summaries</a>. Public comment received during the fourth round of public engagement, *Planning and Implementing*, will be forwarded to the PCWG, Planning Commission, and Board of Supervisors concurrent with each respective meeting in order to also be considered as part of the Engage 2045 process.

Acceptance of the Community Participation Team Reports for Engage 2045 May 25, 2021 Page 2

In anticipation of submitting its final report to the Board of Supervisors on April 27, 2021, the CPT held its last meeting on April 12, 2021. The CPT's regular meetings, together with the Summit on the Future, Exploring Our Future Alternatives assembly, Listening Forum, Community Chats, and various publicity efforts, represent more than 500 volunteer hours of service to the community.

Staff recommends the Board adopt the following resolution accepting the CPT's reports and acknowledging accomplishment of its purpose.

TMR/EC/md AcceptCPTEng45-mem

### Attachments:

- 1. Resolution
- 2. CPT Report 1 Comprehensive Plan Public Engagement Summary Report Phase 1
- 3. CPT Report 2 Public Engagement Round 2: Exploring and Testing Public Input Reports
- 4. CPT Report 3 Round 3 Public Engagement Summary Report

### RESOLUTION

### ACCEPTANCE OF COMMUNITY PARTICIPATION TEAM REPORTS FOR ENGAGE 2045

- WHEREAS, on July 9, 2019, the Board of Supervisors of James City County, Virginia (the "Board") formed the Comprehensive Plan Community Participation Team (the "CPT") and appointed Mr. Glen Carter, Mr. Philip Piper, Ms. Rebecca Bruhl, Ms. Virginia Wertman, Mr. Thomas Hitchens, and Ms. Rachel Becke as citizen members, and Mr. Jack Haldeman, Mr. Rich Krapf, Ms. Julia Leverenz, and Mr. Tim O'Connor as Planning Commission Policy Committee members of the CPT; and
- WHEREAS, the CPT held its first meeting on August 19, 2019 to plan and oversee public engagement for the Comprehensive Plan update process ("Engage 2045") and soon thereafter developed objectives, a framework for public engagement, and a communications plan and actively worked with the Planning Team to implement those plans over the next 20 months; and
- WHEREAS, at the Board's meeting on February 25, 2020, the CPT submitted its report ("Report 1"), covering the first round of public engagement, *Listening and Envisioning*, and summarizing public input themes gathered from the James City County Comprehensive Plan Citizen Survey and the Summit on the Future events; and
- WHEREAS, at the Board's meeting on October 27, 2020, the CPT submitted its report ("Report 2"); covering the second round of public engagement, *Exploring and Testing*, and highlighting the Exploring Our Future Alternatives public inputs; and
- WHEREAS, at the Board's meeting on April 27, 2021, the CPT submitted its report ("Report 3") covering the third round of public engagement, *Affirming and Deciding*, and sharing the Affirming and Deciding public inputs and overarching summary of public engagement findings; and
- WHEREAS, the Board desires to accept the CPT's reports and consider them as part of the Engage 2045 process; and
- WHEREAS, the final and thirtieth meeting of the CPT was held on April 12, 2021, and the minutes of which were accepted by the CPT without proposed amendment; and
- WHEREAS, additional public comment received during the fourth round of public engagement, Planning and Implementing, will be forwarded to the Planning Commission Working Group, Planning Commission, and Board of Supervisors concurrent with each respective meeting in order to also be considered as part of the Engage 2045 process.
- NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of James City County, Virginia, that Report 1, Report 2, and Report 3 are accepted as submitted by the Community Participation Team and shall be considered by the Planning Commission in its consideration and recommendation of the Comprehensive Plan resulting from the Engage 2045 process to the Board of Supervisors.

BE IT FURTHER RESOLVED by the Board of Supervisors of James City County, Virginia, that the Community Participation Team, having accomplished the purpose for which it was formed, is hereby dissolved as a committee of the Board and the minutes of its final meeting are deemed approved.

Michael J. Hipple				
	Chairman, Board of Supervisors			
	VOTES			
ATTEST:		<u>AYE</u>	<u>NAY</u>	<b>ABSTAIN</b>
	SADLER			
	ICENHOUR			
T I F.11	LARSON			
Teresa J. Fellows	MCGLENNON			
Deputy Clerk to the Board	HIPPLE			
Adopted by the Board of May, 2021.	f Supervisors of James City Cou	ınty, Virg	ginia, this	s 25th day of
AcceptCPTEng45-res				







### Comprehensive Plan Public Engagement Summary Report Phase 1

**August 2019 - January 2020** 

About Engage 2045	01
Introduction	02
Overview of Phase 1 Public Engagement Activities	06
Summary of Public Engagement Themes	10
Live-Work Mapping Exercise	15
Summit on the Future Polling Results	17
Preserve-Change Mapping Exercise	43
Visual Preference Survey	48
Big Ideas Board	58
Online Comment Cards	63

### About ENGAGE 2045

The purpose of James City County's Comprehensive Plan is to articulate the long-range vision, goals and strategies to guide future growth and development and the overall quality of life in the County. The Comprehensive Plan guides future land use decisions and capital investments by landowners, developers, businesses, citizens, and County officials. By considering the types and locations of development and services needed or desired for the future, decision makers are better able to evaluate individual proposals in the context of long-term goals.

Engage 2045 is the planning process to update James City County's currently adopted Comprehensive Plan, <u>Toward 2035: Leading the Way.</u> It will unite ideas generated by community residents with technical findings explored during the process to create a comprehensive and implementable plan for the future.

The Comprehensive Plan is the broadest of many planning tools used by James City County. It identifies policies and actions for the next 25 years and will be implemented by various other County plans and programs, including the Strategic Plan, Capital Improvement Plan, and Zoning Ordinances.

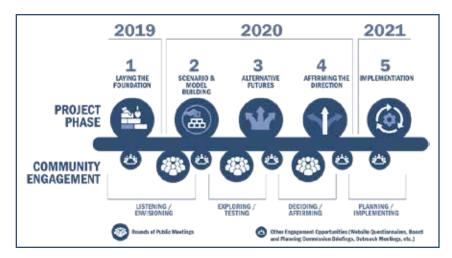
### Introduction

From its inception, a driving focus of the update of James City County's Comprehensive Plan has been to engage the citizens of James City County and ensure their ideas, opinions and concerns are incorporated in the development of the plan. The update process has been branded Engage 2045, reflecting the importance of engaging residents and others with local interests in imagining and planning for the next 25 years.

The update to the County's Comprehensive Plan will proceed through 2021 in a series of phases that allow for ongoing opportunities to learn about community planning and to provide input and comments. These engagement opportunities include:

- **Listening/Envisioning** learning about the plan and process and providing input into the County's long-range vision for the future
- **Exploring/Testing** exploring various alternative scenarios for the County's future growth and change
- **Deciding/Affirming** evaluating the features of each alternative scenario to affirm the preferred future direction for the County
- **Planning/Implementing** building the elements of the comprehensive plan based on the vision and the preferred future direction

Throughout the process, there will be multiple rounds of public engagement activities, including public meetings, website updates, questionnaires, and other outreach events. The process as a whole is designed to live up to its name and to actively engage the County's citizens in planning for their future.



This report presents the results of the community engagement initiatives undertaken during the first phase of the project, Laying the Foundation.

### Using the Public Engagement Results

The results of public engagement activities will be used throughout the creation of Comprehensive Plan elements, including:

### Scenario and Model Building

A major effort of the 2045 Comprehensive Plan will involve the construction of economic, transportation, and land use models of future growth and development in James City County to understand the costs, benefits, and impacts of change. Information gathered through public engagement polling will be used in this process to set priorities among competing needs for preservation, housing, and traffic control, among others.

### **Alternative Futures**

With models of future economic, transportation, and land use impacts constructed, planners can test the results of public engagement mapping exercises that will help to establish the location of potential areas for growth or for preservation, while the results of public polling and Visual Preference Surveying will help to establish the type of potential future growth, including housing characteristics and densities.

### Affirming the Direction

The Comprehensive Plan will set the vision and local policies that can deliver James City County to its desired future. The results of public polling and the public's "Big Ideas" will help to establish the vision and desired objectives as the County works toward a shared future.

### **Public Engagement Objectives**

At its inaugural meeting, the County's Community Participation Team (CPT) worked to define what successful public engagement would look like in the Engage 2045 planning process. Using the CPT's input the Planning team created the following public engagement objectives to guide outreach efforts throughout the process and to evaluate public engagement success.

- Community members will be given the choice and access to engage in the planning process through multiple activities.
- Educational opportunities will advance the community's understanding of critical planning issues.
- Public engagement efforts will seek to engage a diversity of residents that is representative of the community.
- Participants' opinions will be respected, well documented, and will help inform policy direction in the Plan.
- Public engagement efforts will seek to inspire trust and continued interest and involvement in the process.
- Clear documentation, project publicity, and engagement activities will articulate how public inputs have been used to help inform policy direction throughout the process.
- Community engagement will be record breaking and surpass statistics of past planning efforts.



Summit on the Future engagement, Jamestown High School.

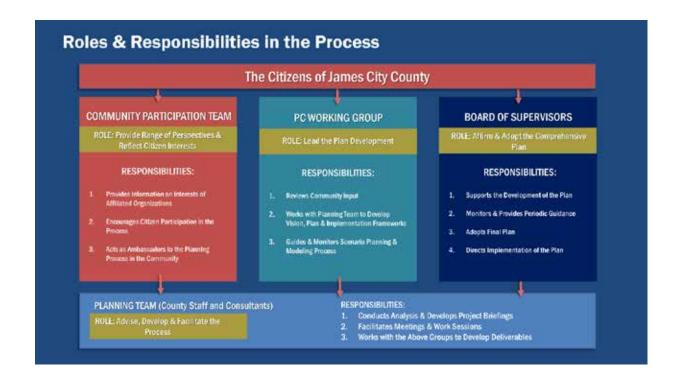
### Roles and Responsibilities in the Process

The process of updating the Comprehensive Plan involves teams of policy makers, planners and citizens working together on a variety of activities and elements. The lead decision making role, of course, is played by the County's Board of Supervisors, supported by the County Planning Commission. A sub-committee of the Planning Commission, the Planning Commission Working Group (PCWG), which consists of the Planning Commissioners and the chair of the Community Participation Team, is working in greater detail on the plan and specifically guiding the plan update.

The Community Participation Team (CPT) is a citizen group appointed by the County Board and dedicated to promoting public engagement in this planning effort. The CPT is responsible for encouraging, facilitating and reporting citizen participation throughout the Comprehensive Plan process. The team primarily works in partnership with staff and the Planning Commission in the coordination of publicity efforts, educating the public, sponsoring public meetings and other input opportunities, and encouraging fellow residents and business members to participate in the planning process. The CPT generally meets twice monthly, with its first meeting taking place on August 19, 2019.

A technical committee of County staff from key departments involved with the planning process is being assembled and will help guide the technical aspects of the scenario planning and development of the plan. Finally, the County planning staff is taking a lead role in supporting the process, assisted by a consultant team including EPR, P.C., Clarion Associates, TischlerBise and Michael Baker International.

The County staff, consultants, CPT, and the County's Planning Commission are collectively the Planning Team for this inportant Comprehensive Plan effort.



# Overview of Phase 1 Public Engagement Activities

To maximize public engagement in the update of James City County's Comprehensive Plan, County staff, consultants, the Community Participation Team, and others offered a variety of engagement opportunities to the public, including opportunities for education and input in several formats and advertised through an assortment of methods. The goal of all of these activities has been to generate genuine interest and public input from a cross-section of James City County residents and to generate strong public support for the Comprehensive Plan update.

### **Public Engagement and Communications Plans**

Developed in August and September 2019 by the consultant team, the Public Engagement and Communications Plans are a blueprint for all public engagement activities throughout the plan update process, including scheduling and the types of advertising that should be used to promote engagement activities.

### **Engage 2045 Web Page**

County planning staff have established a central resource for the Engage 2045 project on the County's website. This site (jamescityCountyva.gov/engage2045) contains background information on the role of the Comprehensive Plan, an archive of supporting documents, a calendar of plan update meetings and events, and opportunities to give direct input to the planning team through comment cards and polling questions. At its launch, County staff promoted the web page through social media including Facebook and Twitter. The site will be continually updated throughout the project with the results of public input and drafts of plan elements.

### **Promotional Video**

Among other efforts to promote the plan update process and drive community interest in engagement surveys, meetings, and other activities, James City County staff created a short promotional video introducing Comprehensive Plan concepts and the importance of public input in the planning process. This video was shared through the County's YouTube presence, Facebook page, and on the County website.

### **State of the County Presentation**

To develop a strong foundation and background for the plan update the consultant team created a State of the County presentation containing demographic data, trends, and projections. The presentation is an important part of the plan update process and was incorporated into opening remarks at the November Summit on the Future.

### **Summit on the Future**

The Summit on the Future was the main public engagement event for the first phase of the Comprehensive Plan update. Held on November 18, 2019, this event incorporated six separate in-person events, including one in each of the County's five voting districts. The event was also broadcast on local television to allow participation from home. Event sites were:

- James River Elementary School
- Jamestown High School
- Lois Hornsby Middle School
- Toano Middle School
- Berkeley Middle School
- County Government Center Board Room



Summit on the Future, County Government Center.

To promote the Summit on the Future, CPT members and County staff used a variety of media to reach general and specific audiences, in order to introduce the plan project and invite County residents to make their voices heard. Outreach efforts included:

- Social media engagement through Facebook, Twitter and Nextdoor
- Outreach through individual Home Owners' Associations
- Attendance at local places and events including the Live Well Expo, WATA Transfer Station, and STEAM Saturday at Abram Frink Community Center
- Listings on online events calendars
- Notices in local magazines and newsletters
- Flyers sent home through schools via Peachjar
- This Week in James City County Podcast

At each of the six local events residents participated in various exercises designed to gather public opinions, input, and questions on wide-ranging topics. Participants were greeted as they arrived and asked to mark where they live and where they work on a map of the County, helping the planning team understand the areas represented. Events began with introductory remarks from County Board of Supervisors members and the County Administrator, followed by a plenary presentation broadcast from the Government Center location introducing the Engage 2045 process, presenting background demographic information, and summarizing past surveys of County residents' opinions on planning issues collected by the University of Virginia's Center for Survey Research in a 2019 Citizen Survey.

At each of the six local events residents participated in various exercises designed to gather public opinions, input, and questions on wide-ranging topics.

Following the introductory presentation event participants answered a series of polling questions gauging attitudes toward growth, transportation, economic development, environmental preservation, and more, along with demographic information. Polling used the Mentimeter system, in which participants voted from their own smart phones, with results tabulated live across all six event sites and visible to those viewing online or via public access television. Paper surveys were also available for those desiring to participate without a smart phone.

The Summit on the Future concluded with a series of public input stations, asking residents to provide input on growth, density, and design, and offering opportunities for them to ask questions of staff and consultants. Arranged around each of six event venues on boards and posters, Station 1 asked participants to mark the location of their home and work. Station 2 asked participants to mark areas of the County where they desired preservation and areas where they desired change, giving written notes to support their choices. Station 3 presented a Visual Preference Survey, asking participants to select a preferred image among four given photos of different building designs and densities in residential, commercial, and other land use categories. At Station 4, participants were offered the opportunity to write "Big Ideas" for initiatives they would like to see implemented in the County over the next 25 years. Finally, Station 5 offered participants the chance to ask questions of a member of the County's planning staff.

### Online Polling

With a desire to engage citizens beyond those who were available to attend in-person events on November 18th, the same polling questions presented to participants at the six Summit on the Future sites were available online for live remote voting during the event and remained online through December 18th to collect further public input. Online polling could be accessed through the Engage 2045 web page. Approximately 19 participants voted in live online polling from home during the Summit on the Future event (part of the 185 live polling participants), while another 256 participants answered polling questions online through December 18, 2019.

### Online Visual Preference and Preserve-Change Exercises

Several stations from the Summit on the Future were also converted into online participation opportunities. Also accessed through the Engage 2045 page of the James City County website, these tools allowed users to participate in the Visual Preference Survey, marking preferred design and density examples among various land use types, and to mark areas for preservation and areas for change on an interactive map of the County.

### Online Comment Cards

The Engage 2045 web page also contains a "Share Your Ideas" section that allows visitors to express topics of interest and leave comments on general Comprehensive Plan and planning-related issues. These comment cards are not tied to the Summit on the Future or other organized input events but rather will be available throughout the Engage 2045 project.

### Summary

The first phase of public engagement for this project was very successful in meeting multiple CPT public engagement objectives, particularly in breaking records of how many people were engaged in prior County comprehensive plan activities. The following sections show the inputs from the polling and station activities in detail. Together, these engagement results will be compared to past public engagement and community surveying to establish vision and attitudes toward growth, change, and public policies, while the specific results of the Preserve-Change mapping exercise and Visual Preference Survey will be inputs into a process of econonmic, transportation, and land use modeling to plan the location, type, and density of future growth in a way that fulfills the community's vision for itself.

### PUBLIC ENGAGEMENT BY THE NUMBERS



LIVE POLLING PARTICIPANTS

256

ONLINE POLLING PARTICIPANTS



PRESERVE-CHANGE POINTS MAPPED LIVE AND ONLINE 250

ONLINE VISUAL PREFERENCE PARTICIPANTS

# Summary of Public Engagement Themes

As a result of this successful first phase, as well as the 2019 Citizen Survey that helped define the questions asked in this phase, a number of themes have emerged. The results of our Phase 1 public engagement activities confirm findings from the Citizen Survey and, together, start to build a foundation of public opinion about the strengths, opportunities and concerns for the future of James City County. The following themes were identified as critical findings:

### Nature

The natural environment is a highly valued component of James City County. Residents support protecting sensitive environmental features such as wetlands, forests, and waterways; becoming more resilient to systemic risks due to sea level rise, availability of drinking water, and water quality; and creating opportunities for residents to enjoy and interact with preserved natural areas within their community. A high proportion of residents reached as a part of this public engagement value protecting nature from the impacts of growth and development.

### Highlights of Public Engagement Support for Protection of the Natural Environment

### 97.4% ranked that it was important (86.1% very important, 11.3% somewhat important) for the County to do more to improve our efforts to protect and preserve our natural environment in the County. Engage 2045 36.7% chose protecting and preserving natural environment as most important for the County to improve, making it the highest ranked choice. From the big ideas exercise, many ideas indicate support for a broad array of sustainability, resilience, and environmental stewardship measures, including: electric personal vehicle and bus infrastructure; solar energy; composting, recycling, and waste management; protection of tree canopy, land, and night skies; and hazard mitigation. 95.2% ranked very important or somewhat important to protect and improve the natural environment including water quality, air quality, and environmentally sensitive areas. 80% of residents were satisfied with existing efforts to protect and improve the natural environment, a 15.2% gap between ranked importance (95.2%) and satisfaction. 76.1% ranked very important or somewhat important to provide public access to waterways for swimming and boating. 80.2% ranked very important or somewhat important to limit irrigation with public water to conserve the County's water supply.

### Community Character

In addition to the natural environment, the County's rural aspects of its community character also are highly valued, including the unique identity of rural communities like Toano, as well as large tracts of open agricultural land away from the County's Primary Service Area (PSA). To the extent any new development occurs, it should be directed within the PSA away from rural lands.

### Highlights of Public Engagement Support for Protection of Community Character

Engage 2045	<ul> <li>90% ranked that is was important (64.8% very important, 25.2% somewhat important) for the County to do more to improve efforts to protect and preserve our rural character in the County.</li> <li>46% (the top choice but not a majority) supported the location of any new development occurring inside the PSA on empty lots in already developed areas.</li> <li>71.3% supported protecting as much rural and environmentally sensitive land as possible.</li> </ul>
Citizen Survey	<ul> <li>85.2% ranked very important or somewhat important the protection and preservation of the County's rural character.</li> <li>69.5% of residents were satisfied with the existing state of protection and preservation of the County's rural character, leaving a 15.7% gap between ranked importance (85.2%) and satisfaction.</li> <li>78.5% strongly agree or somewhat agree it is more important to preserve farmland in the County than it is to have more development.</li> </ul>

### Affordable Housing

Supporting the development of affordable workforce housing has emerged as an important issue to community members. Residential growth should be balanced in a way that provides opportunities for all income levels. Development of additional housing must also be balanced with the preservation of the County's unique community character.

Engage 2045	<ul> <li>84.4% ranked that it was important (44.4% very important, 40.0% somewhat important) for the County to do more to provide housing opportunities that are affordable to our workforce.</li> <li>From the big ideas exercise, some responses primarily support additional housing with specific support for affordable housing, co-housing, and workforce housing.</li> </ul>
Citizen Survey	<ul> <li>78.1% ranked very important or somewhat important to provide housing opportunities for citizens, generally.</li> <li>82.9% ranked very important or somewhat important to provide housing opportunities that are affordable to our workforce.</li> <li>Housing opportunities that are affordable to our workforce had the highest difference between its importance (82.9%) and how satisfied residents were with it (50.3%), a gap between importance and satisfaction of 32.6%.</li> </ul>

Highlights of Public Engagement Support for Fostering Affordable Housing

### Economic Development

Residents support economic development that results in recruitment of businesses with higher paying jobs as one way of making the community more economically resilient and appealing to younger professionals. While tourism is a major economic driver in the County, it should be balanced with other employment and industries.

Highlights of Public Engagement Support for Growing the Local Economy

Engage 2045	<ul> <li>87.7% ranked that is was important (45% very important, 42.7% somewhat important) for the County to do more to expand the local economy by attracting higher paying jobs.</li> <li>From the big ideas exercise, some responses support specific efforts to attract businesses, varying from large tech companies to small local businesses.</li> </ul>
Citizen Survey	<ul> <li>88.1% ranked very important or somewhat important in support of efforts to attract jobs and new businesses.</li> <li>68.3% of residents reported being satisfied with existing efforts to attract jobs and new businesses, a 19.8% gap between ranked importance (88.1%) and satisfaction.</li> </ul>

### Quality of Life

Residents desire additional quality of life amenities including parks, public water access, expanded recreational facilities, trails for walking and bicycling, transit connections, and other enhancements to existing public facilities.

From the big ideas exercise, some ideas requested improvements to or stability of community services including internet (FIOS), library improvements, and public water.
 From the big ideas exercise, some responses promote the addition of school and preschool capacity.
 From the big ideas exercise, many big ideas included support for additional bicycle and pedestrian paths and connecting the places people want to go.
 93.9% ranked very important or somewhat important James City County's parks and recreation facilities, programs, and services overall.
 94.6% were satisfied with the current state of James City County's parks and recreation facilities, programs, and services overall, a very high rate of satisfaction that shows virtually no gap between ranked importance and existing satisfaction.
 93.4% ranked very important or somewhat important the Williamsburg Regional Library services provided at the Williamsburg and James City County public libraries.

Highlights of Public Engagement Support for Enhancing Quality of Life Amenities



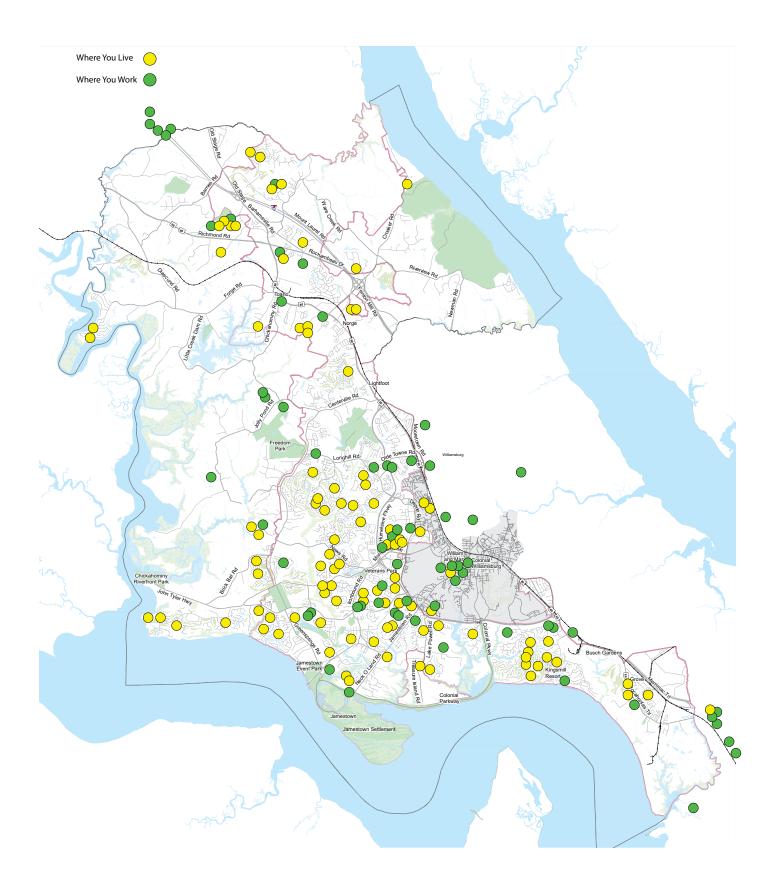
Summit on the Future engagement, Toano Middle School.

### **Detailed Public Input Summaries**

## Live-Work Mapping Exercise

### Live-Work Mapping Exercise (Summit on the Future Station 1)

Participants attending the November 18th Summit on the Future were asked to mark points on a map representing the location of their home and, if employed, the location of their work. Those living or working outside James City County placed marks at the map's edge in the direction of their travel. 23 of the 65 survey participants stated that they work outside of James City County. This exercise provided a simple way to visualize participation in the event, and shows a wide distribution of participation across the County.



## Summit on the Future Polling Results

### Polling

The results of this Summit on the Future Poll are included in the following pages, and will be used throughout the Comprehensive Plan process to establish community vision, set policy priorities, and determine the form of future growth. As a result of this successful first phase, as well as the 2019 Citizen Survey that helped define the questions asked in this phase, a number of themes have emerged. The James City County Citizen Survey (i.e., James City County Comprehensive Plan Survey) was published in July 2019 and provides statistically significant public opinion findings on a number of community issues. The results of our Phase 1 public engagement activities confirm findings from the Citizen Survey and, together, start to build a foundation of public opinion about the strengths, opportunities and concerns for the future of James City County. The following themes were identified as critical findings. For every question there are two graphs. The first shows responses from the November 18 Summit. The second presents responses from the Engage 2045 website. Totals of the two sources are available as part of the table below each set of graphs. Responses at the Summit and Online were similar. Some notable exceptions are described as a part of the results.

### **Who We Heard From**

The live poll included 185 recorded participants, though not all answered every question. The Engage 2045 website included 256 participants, for a total of 441 participants.

The poll generally received responses from residents whose tenure in the County spanned a wide range of years. At the Summit 55.3% have lived in the County for 11 years or more. In later online responses that category included 46.5% of respondents. Both the summit and the online options received a very similar total number

of respondents aged 55 and up, while the online option received more responses from people age 25-54. In general, the online option has a younger average age. When viewing both options together, the proportion of respondents ages 55 and up is between six and seven percent higher than the US Census and the proportion of respondents between 24 and 44 is between four and five percent higher than the US Census. It is generally the case that traditional community-wide engagement efforts often overrepresent older age cohorts. While the event welcomed all ages, it was not specifically designed to engage the 20.5% of the County younger than 18.

Participants who identified as Black/African-American or Asian, or as having Hispanic/Latino ethnicity were generally underrepresented. Approximately 8% of respondents preferred not to answer race and ethnicity questions, blurring comparisons to Census data.

The process reached new people who have not participated in a planning process before (over 60% at the Summit and over 80% online).

### **Deepening our Understanding of the Citizen Survey**

In January 2019, the James City County Board of Supervisors contracted with the Center for Survey Research at the University of Virginia to design, conduct and analyze a survey of James City County residents. The goal of the survey was to determine opinion on a number of issues as the County began the process of updating its Comprehensive Plan. A summary of the Citizen Survey can be found here: https://jamescitycountyva.gov/DocumentCenter/View/22801/2019-Final-Survey-Report-with-Appendices-PDF.

A selection of polling questions sought clarity on findings from the James City County Citizen Survey conducted in the spring of 2019. The Citizen Survey identified five areas of County services or initiatives that residents considered to be very important but were not satisfied with the present status, called "gaps" in Citizen Survey summary reports. The areas were: (1) providing housing opportunities that are affordable to the workforce, (2) transportation programs to improve roads and highways, (3) expanding the local economy by attracting higher paying jobs, (4) protecting and preserving rural character, and (5) protecting and preserving the natural environment.

Polling respondents were asked to identify how important it was for the County to do more to address these gaps. Preserving the natural environment had the largest proportion of responses as "very important." Providing housing opportunities that are affordable to the workforce received more "very important" responses at the Summit and more "somewhat important" responses online.

Polling participants were then asked what their first, second, and third priorities were from among the five gaps. Protecting and preserving the natural environment was the leading first and second priority response, as well as the leading third priority at the Summit. Roads and highways were the leading third priority online. All options except roads and highways received at least 18% of the responses as top priority at the Summit. Providing housing opportunities affordable to the workforce was generally a more popular choice at the Summit than online.

When asked to describe concerns about retail space, the most popular response was concern that new retail space will replace open space, rural land, or natural habitat, followed by concern that new retail space will increase retail vacancy overall.

When asked where new development should occur, the most popular response was as a priority, development should occur inside the Primary Service Area (PSA) on empty lots in already developed areas. At the Summit, the second most popular response was "development should occur in both already developed and new areas of the Primary Service Area (PSA)." Online the second most popular response was "I prefer there to be no new development but understand the County has limited tools to control growth."

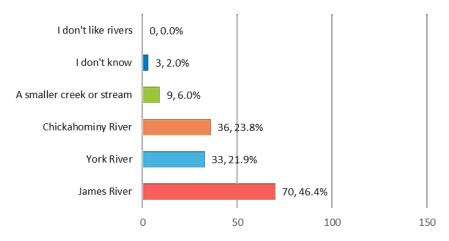
When asked for their opinion on the future of rural lands, over 70% of respondents want to "protect as much rural and environmentally sensitive land as possible."

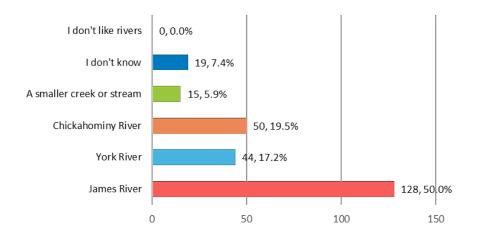
#### **James City County: Our Home**

The final segment of questions focused on understanding residents' feelings about James City County as their home. The top choice for respondents about what they value most living in James City County was natural and rural places, followed by the look and feel of neighborhoods. The biggest concern for the future was changing community character. More respondents online than at the Summit were concerned about growth of population, and more respondents at the Summit than online were concerned about future water supply. Respondents from both engagement options expressed that managing growth is the most important thing to accomplish, followed by providing a stable economic foundation for the future. The "natural network of greenery and waterways" was the most popular response as contributing to the County's great community character.

# Use this question to familiarize yourself with the survey. What is your favorite river in James City County?

#### Summit on the Future

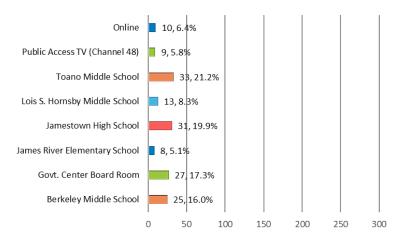


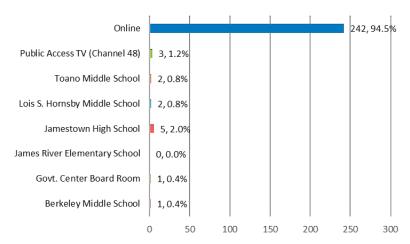


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
JAMES RIVER	70	128	198	48.6%
CHICKAHOMINY RIVER	36	50	86	21.1%
YORK RIVER	33	44	77	18.9%
A SMALLER CREEK OR STREAM	9	15	24	5.9%
I DON'T KNOW	3	19	22	5.4%
I DON'T LIKE RIVERS	0	0	0	0
TOTAL	151	256	407	100%

# Where are you viewing this presentation?

#### Summit on the Future

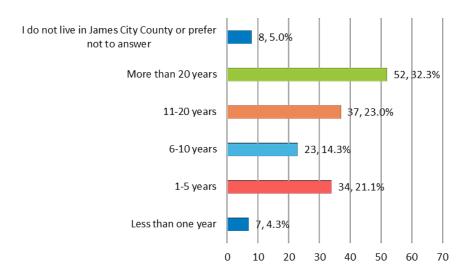


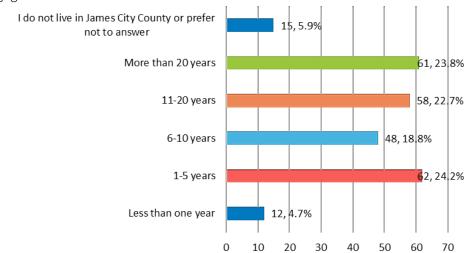


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
ONLINE	10	242	252	61.2%
JAMESTOWN HIGH SCHOOL	31	5	36	8.7%
TOANO MIDDLE SCHOOL	33	2	35	8.5%
GOVT. CENTER BOARD ROOM	27	1	28	6.8%
BERKELEY MIDDLE SCHOOL	25	1	26	6.3%
LOIS B HORSNBY MIDDLE SCHOOL	13	2	15	3.6%
PUBLIC ACCESS TV (CHANNEL 48)	9	3	12	2.9%
JAMES RIVER ELEMENTARY SCHOOL	8	0	8	1.9%
TOTAL	156	256	412	100%

# How long have you lived in James City County?

Summit on the Future

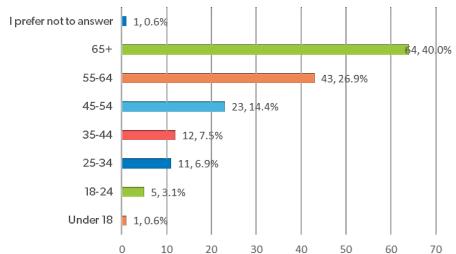




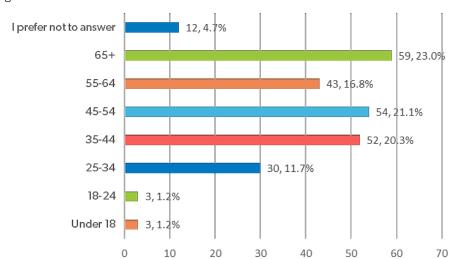
	SUMMIT	ONLINE	TOTAL	PERCENTAGE
MORE THAN 20 YEARS	52	61	113	27.1%
11-20 YEARS	37	58	95	22.8%
6-10 YEARS	23	48	71	17.0%
1-5 YEARS	34	62	96	23.0%
I DO NOT LIVE IN JCC OR PREFER NOT TO ANSWER	8	15	23	5.5%
LESS THAN 1 YEAR	7	12	19	4.6%

## What is your age?

#### Summit on the Future



#### Online at Engage 2045 Website

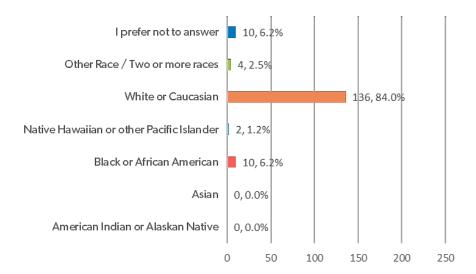


	SUMMIT	ONLINE	TOTAL	PERCENTAGE	CENSUS	(18+ONLY)
65+	64	59	123	29.6%	23.6%	29.7%
55-64	43	43	86	20.7%	14.0%	17.6%
45-54	23	54	77	18.5%	13.6%	17.1%
35-44	12	52	64	15.4%	11.0%	13.9%
25-34	11	30	41	9.9%	9.9%	12.5%
I PREFER NOT TO ANSWER	1	12	13	3.1%	n/a	n/a
18-24	5	3	8	1.9%	7.3%	9.2%
UNDER 18	1	3	4	1.0%	20.5%	n/a
TOTAL	160	256	416	100%	100%	n/a

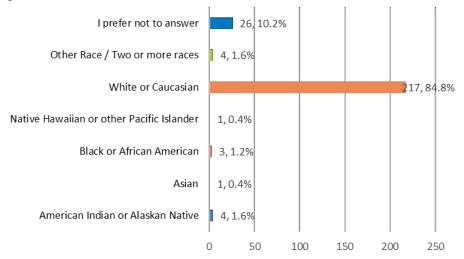
Census data represents the 2017 American Community Survey. The (18+Only) column normalizes percentage of adults by excluding the under 18 category from the census data.

### Which US Census category is closest to how you identify your race?

Summit on the Future



#### Online at Engage 2045 Website

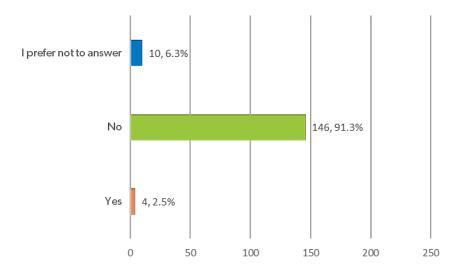


	SUMMIT	ONLINE	TOTAL	PERCENTAGE	CENSUS
WHITE OR CAUCASIAN	136	217	353	84.4%	80.3%
I PREFER NOT TO ANSWER	10	26	36	8.6%	n/a
NATIVE HAWAIIAN OR OTHER PACIFIC	2	1	3	0.7%	0.0%
ISLANDER					
BLACK OR AFRICAN AMERICAN	10	3	13	3.1%	13.1%
OTHER RACE/ TWO OR MORE RACES	4	4	8	1.9%	3.2%
AMERICAN INDIAN OR ALASKAN NATIVE	0	4	4	1.0%	0.2%
ASIAN	0	1	1	0.2%	2.5%
TOTAL	162	256	418	100%	100%

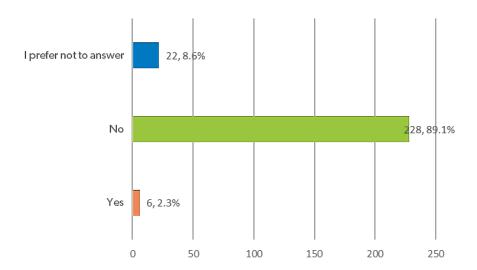
Census data represents the 2017 American Community Survey.

# The US Census separates ethinicity from race. Do you identify as hispanic, Latino, or of Spanish Origin?

Summit on the Future



Online at Engage 2045 Website

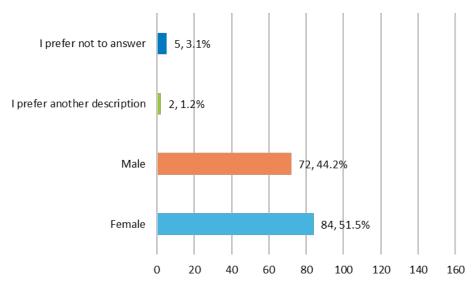


	SUMMIT	ONLINE	TOTAL	PERCENTAGE	CENSUS
NO	146	228	374	89.9%	94.6%
I PREFER NOT TO ANSWER	10	22	32	7.7%	n/a
YES	4	6	10	2.4%	5.4%
TOTAL	160	256	416	100%	100%

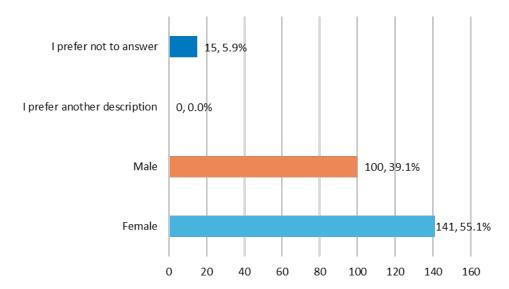
Census data represents the 2017 American Community Survey.

## What is your gender?

Summit on the Future



#### Online at Engage 2045 Website

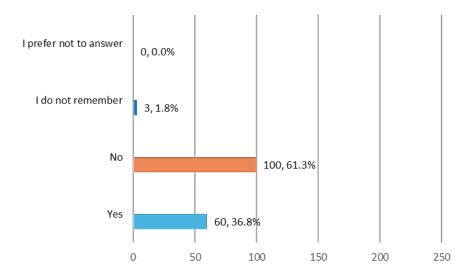


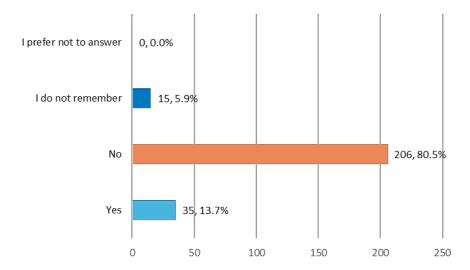
	SUMMIT	ONLINE	TOTAL	PERCENTAGE	CENSUS
FEMALE	84	141	225	53.7%	51.7%
MALE	72	100	172	41.1%	48.3%
I PREFER NOT TO ANSWER	5	15	20	4.8%	0.0%
I PREFER ANOTHER DESCRIPTION	2	0	2	0.5%	0.0%
TOTAL	163	256	419	100%	100%

Census data represents the 2017 American Community Survey.

# Have you participated in one of the County's planning processes before?

Summit on the Future

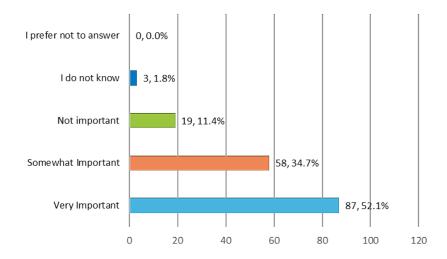


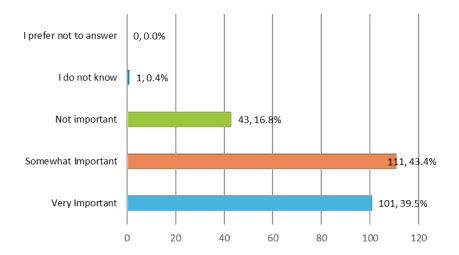


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
NO	100	206	306	73.0%
YES	60	35	95	22.7%
I DON'T REMEMBER	3	15	18	4.3%
I PREFER NOT TO ANSWER	0	0	0	0%
TOTAL	163	256	419	100%

# How important is it that the County do more to provide housing opportunities that are affordable to our workforce?

Summit on the Future

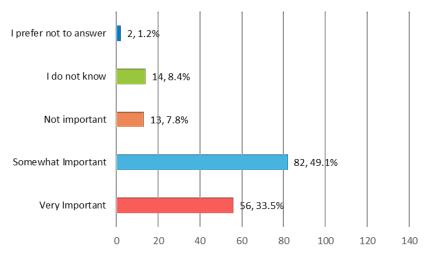


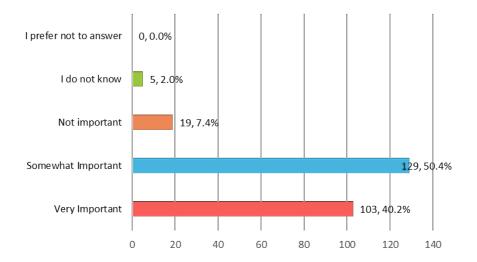


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
VERY IMPORTANT	87	101	188	44.4%
SOMEWHAT IMPORTANT	58	111	169	40.0%
NOT IMPORTANT	19	43	62	14.7%
I DON'T KNOW	3	1	4	0.9%
I PREFER NOT TO ANSWER	0	0	0	0.0%
TOTAL	167	256	423	100%

# How important is it that the County do more to supplement Virginia Department of Transportation programs to improve roads and highways?

Summit on the Future

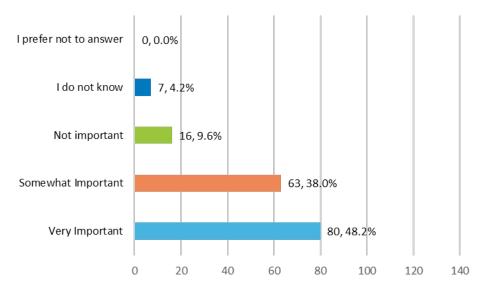


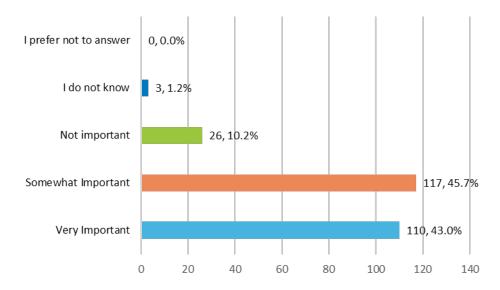


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
SOMEWHAT IMPORTANT	82	129	211	49.9%
VERY IMPORTANT	56	103	159	37.6%
NOT IMPORTANT	13	19	32	7.6%
I DON'T KNOW	14	5	19	4.5%
I PREFER NOT TO ANSWER	2	0	2	0.5%
TOTAL	167	256	423	100%

# How important is it for the County to do more to expand the local economy by attracting higher paying jobs?

Summit on the Future

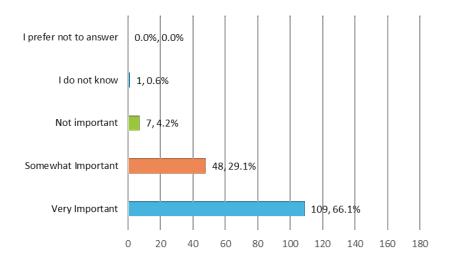


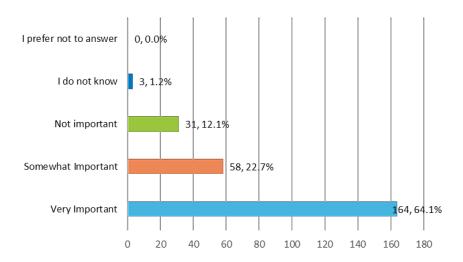


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
VERY IMPORTANT	80	110	190	45.0%
SOMEWHAT IMPORTANT	63	117	180	42.7%
NOT IMPORTANT	16	26	42	10.0%
I DON'T KNOW	7	3	10	2.4%
I PREFER NOT TO ANSWER	0	0	0	0.0%
TOTAL	166	256	422	100%

# How important is it for the County to do more to improve our efforts to protect and preserve our rural character in the County?

Summit on the Future

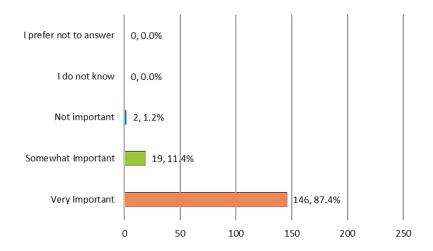


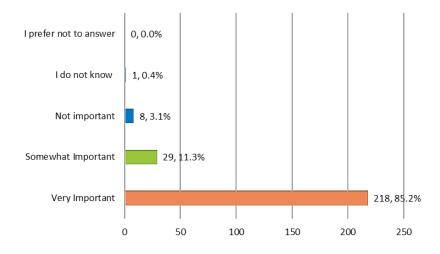


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
VERY IMPORTANT	109	164	273	64.8%
SOMEWHAT IMPORTANT	48	58	106	25.2%
NOT IMPORTANT	7	31	38	9.0%
I DON'T KNOW	1	3	4	1.0%
I PREFER NOT TO ANSWER	0	0	0	0.0%
TOTAL	165	256	421	100%

# How important is it for the County to do more to improve our efforts to protect and preserve our natural environment in the County?

Summit on the Future

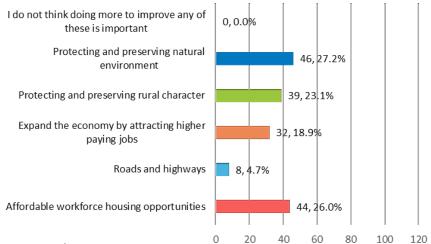


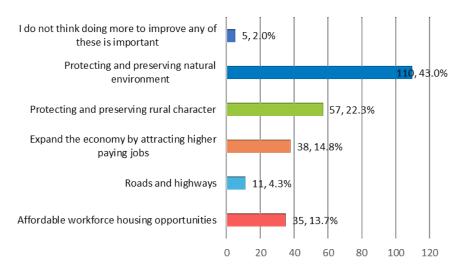


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
VERY IMPORTANT	146	218	364	86.1%
SOMEWHAT IMPORTANT	19	29	48	11.3%
NOT IMPORTANT	2	8	10	2.4%
I DON'T KNOW	0	1	1	0.2%
I PREFER NOT TO ANSWER	0	0	0	0.0%
TOTAL	167	256	423	100%

## Which is most important for the County to do more to improve?

Summit on the Future

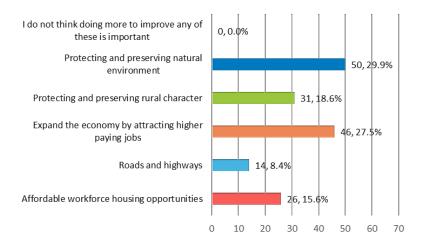


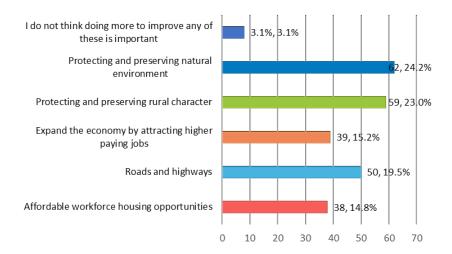


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
PROTECTING & PRESERVING NATURAL ENVIRONMENT	46	110	156	36.7%
PROTECTING & PRESERVING RURAL CHARACTER	39	57	96	22.6%
AFFORDABLE WORKFORCE HOUSING OPPORTUNITIES	44	35	79	18.6%
EXPLAND THE ECONOMY BY ATTRACTING HIGHER PAYING JOBS	32	38	70	16.5%
ROADS & HIGHWAYS	8	11	19	4.5%
I DO NOT THINK DOING MORE TO IMPROVE ANY OF THESE IS IMPORTANT	0	5	5	1.2%
TOTAL	169	256	425	100%

## Which is second most important for the County to do more to improve?

#### Summit on the Future

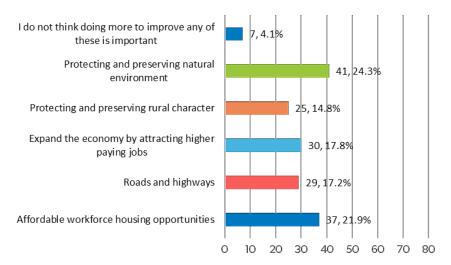


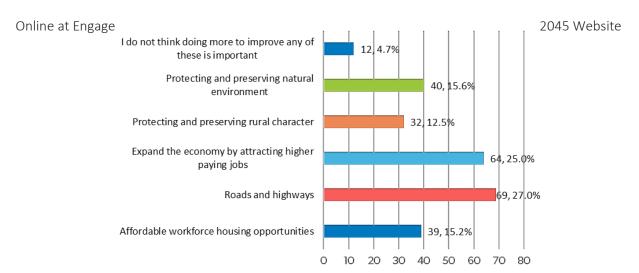


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
PROTECTING & PRESERVING NATURAL	50	62	112	26.5%
ENVIRONMENT				
PROTECTING & PRESERVING RURAL CHARACTER	31	59	90	21.3%
EXPLAND THE ECONOMY BY ATTRACTING	46	39	85	20.1%
HIGHER PAYING JOBS				
ROADS & HIGHWAYS	14	50	64	15.1%
AFFORDABLE WORKFORCE HOUSING	26	38	64	15.1%
OPPORTUNITIES				
I DO NOT THINK DOING MORE TO IMPROVE ANY	0	8	8	1.9%
OF THESE IS IMPORTANT				
TOTAL	167	256	423	100%

### Which is third most important for the County to do more to improve?

#### Summit on the Future

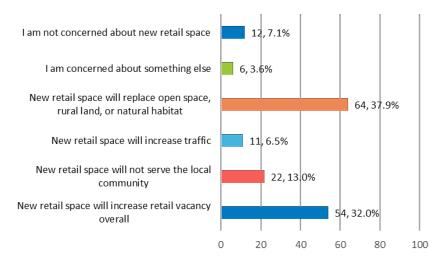


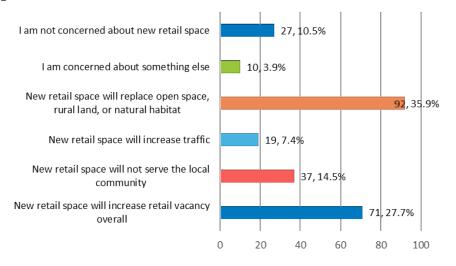


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
ROADS & HIGHWAYS	29	69	98	23.1%
EXPLAND THE ECONOMY BY ATTRACTING HIGHER PAYING JOBS	30	64	94	22.1%
PROTECTING & PRESERVING NATURAL ENVIRONMENT	41	40	81	19.1%
AFFORDABLE WORKFORCE HOUSING OPPORTUNITIES	37	39	76	17.9%
PROTECTING & PRESERVING RURAL CHARACTER	25	32	57	13.4%
I DO NOT THINK DOING MORE TO IMPROVE ANY OF THESE IS IMPORTANT	7	12	19	4.5%
TOTAL	169	256	425	100%

# Which statement comes closest to matching your own concerns about retail space?

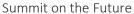
Summit on the Future

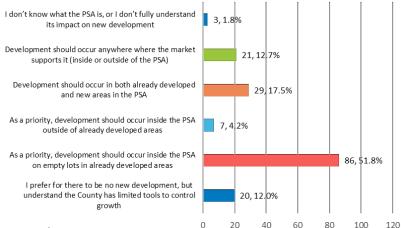


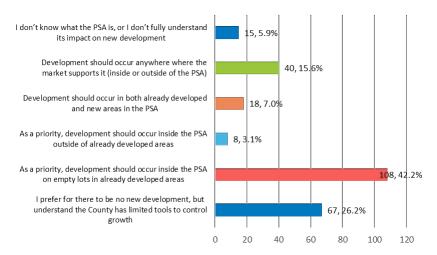


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
NEW RETAIL SPACE WILL REPLACE OPEN SPACE,	64	92	156	36.7%
RURAL LAND, OR NATURAL HABITAT				
NEW RETAIL SPACE WILL INCREASE RETAIL	54	71	125	29.4%
VACANCY OVERALL				
NEW RETAIL SPACE WILL NOT SERVE THE LOCAL	22	37	59	13.9%
COMMUNITY				
I AM NOT CONCERNED ABOUT NEW RETAIL	12	27	39	9.2%
SPACE				
NEW RETAIL SPACE WILL INCREASE TRAFFIC	11	19	30	7.1%
I AM CONCERNED ABOUT SOMETHING ELSE	6	10	16	3.8%
TOTAL	169	256	425	100%

# Which of the following is closest to your opinion on where new development should occur?



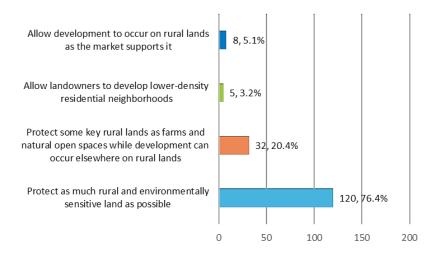




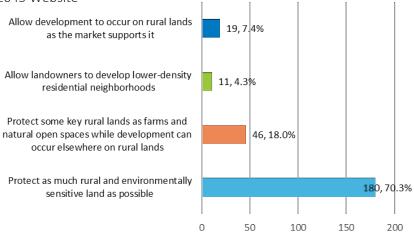
	SUMMIT	ONLINE	TOTAL	PERCENTAGE
AS A PRIORITY, DEVELOPMENT SHOULD OCCUR INSIDE THE PSA ON EMPTY LOTS IN ALREADY DEVELOPED AREAS	86	108	194	46.0%
I PREFER FOR THERE TO BE NO NEW DEVELOPMENT, BUT UNDERSTAND THE COUNTY HAS LIMITED TOOLS TO CONTROL GROWTH	20	67	87	20.6%
DEVELOPMENT SHOULD OCCUR ANYWHERE WHERE THE MARKET SUPPORTS IT	21	40	61	14.5%
DEVELOPMENT SHOULD OCCUR IN BOTH ALREADY DEVELOPED AND NEW AREAS IN THE PSA	29	18	47	11.1%
I DON'T KNOW WHAT THE PSA IS, OR DON'T FULLY UNDERSTAND ITS IMPACT ON NEW DEVELOPMENT	3	15	18	4.3%
AS A PRIORITY, DEVELOPMENT SHOULD OCCUR INSIDE THE PSA OUTSIDE OF ALREADY DEVELOPED AREAS	7	8	15	3.6%
TOTAL	166	256	422	100%

# Which of the following is closest to your opinion regarding the future of rural lands (lands outside of the PSA)?

Summit on the Future



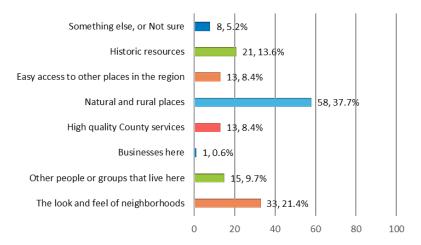


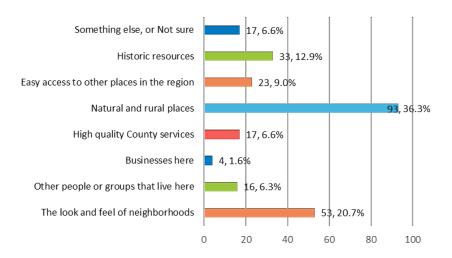


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
PROTECT AS MUCH RURAL AND	120	180	300	71.3%
ENVIRONMENTALLY SENSITIVE LAND AS POSSIBLE				
PROTECT SOME KEY RURAL LANDS AS FARMS AND	32	46	78	18.5%
NATURAL OPEN SPACES WHILE DEVELOPMENT				
CAN OCCUR ELSEWHERE ON RURAL LANDS				
ALLOW DEVELOPMENT TO OCCUR ON RURAL	8	19	27	6.4%
LANDS AS THE MARKET SUPPORTS IT				
ALLOW LANDOWNERS TO DEVELOP LOWER-	5	11	16	3.8%
DENSITY RESIDENTIAL NEIGHBORHOODS				
TOTAL	165	256	421	100%

## What do you value most about living in James City County?

#### Summit on the Future

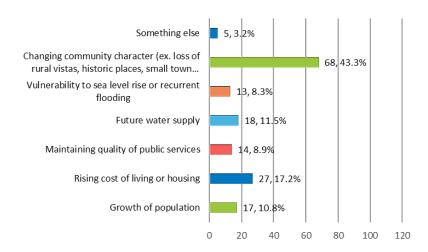


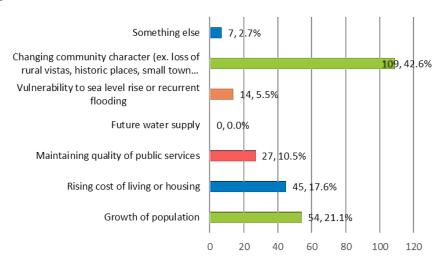


	SUMMIT	ONLINE	TOTAL	PERCENTAGES
NATURAL AND RURAL PLACES	58	93	151	36.1%
THE LOOK AND FEEL OF	33	53	86	20.6%
NEIGHBORHOODS				
HISTORIC RESOURCES	21	33	54	12.9%
EASY ACCESS TO OTHER PLACES IN	13	23	36	8.6%
THE REGION				
OTHER PEOPLE OR GROUPS THAT	15	16	31	7.4%
LIVE HERE				
HIGH QUALITY COUNTY SERVICES	13	17	30	7.2%
SOMETHING ELSE, OR NOT SURE	8	17	25	6.0%
BUSINESSES HERE	1	4	5	1.2%
TOTAL	162	256	418	100%

## What is your biggest concern for the County in the future?

#### Summit on the Future

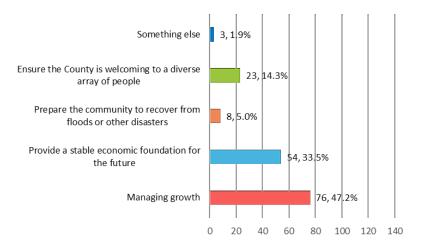


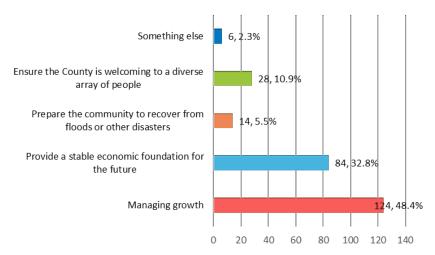


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
CHANGING COMMUNITY CHARACTER	68	109	177	42.3%
RISING COST OF LIVING OR HOUSING	27	45	72	17.2%
GROWTH OF POPULATION	17	54	71	17.0%
MAINTAINING QUALITY OF PUBLIC SERVICES	14	27	41	9.8%
VULNERABILITY TO SEA LEVEL RISE OR	13	14	27	6.5%
RECURRENT FLOODING				
FUTURE WATER SUPPLY	18	0	18	4.3%
SOMETHING ELSE	5	7	12	2.9%
TOTAL	162	256	418	100%

# What is most important to accomplish?

#### Summit on the Future

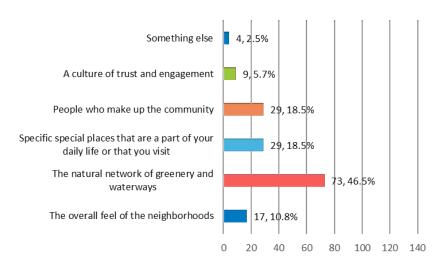


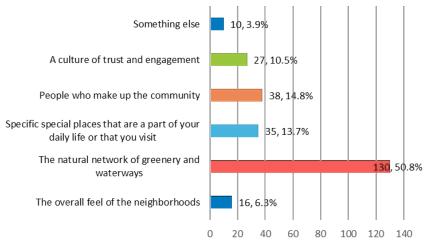


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
MANAGING GROWTH	76	124	200	47.6%
PROVIDE A STABLE ECONOMIC FOUNDATION FOR THE FUTURE	54	84	138	32.9%
ENSURE THE COUNTY IS WELCOMING TO A DIVERSE ARRAY OF PEOPLE	23	28	51	12.1%
PREPARE THE COMMUNITY TO RECOVER FROM FLOODS OR OTHER DISASTERS	8	14	22	5.2%
SOMETHING ELSE	3	6	9	2.1%
TOTAL	164	256	420	100%

# Which of these contributes the most to create James City County's great community character?

Summit on the Future



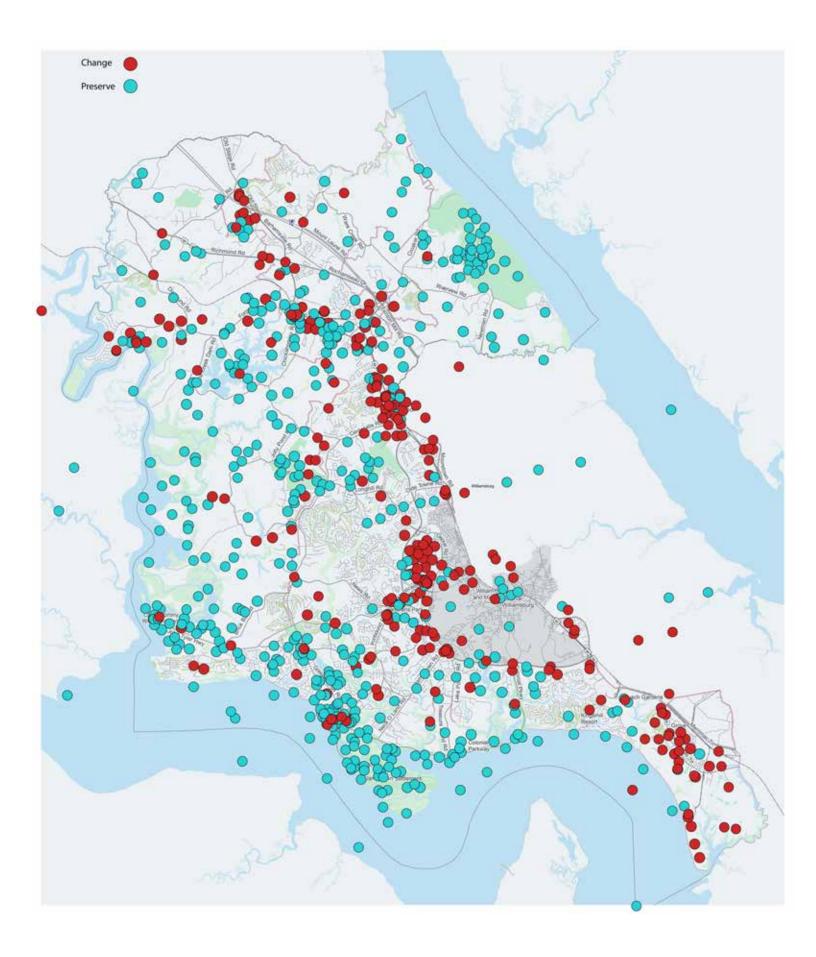


	SUMMIT	ONLINE	TOTAL	PERCENTAGE
THE NATURAL NETWORK OR GREENERY AND	73	130	203	48.7%
WATERWAYS				
PEOPLE WHO MAKE UP THE COMMUNITY	29	38	67	16.1%
SPECIFIC SPECIAL PLACES THAT ARE PART OF	29	35	64	15.3%
YOUR DAILY LIFE OR THAT YOU VISIT				
A CULTURE OF TRUST AND ENGAGEMENT	9	27	36	8.6%
THE OVERALL FEEL OF THE NEIGHBORHOODS	17	16	33	7.9%
SOMETHING ELSE	4	10	14	3.4%
TOTAL	161	256	417	100%

# Preserve-Change Mapping Exercise

# Preserve-Change Mapping Exercise (Summit of the Future Station 2)

The Preserve-Change mapping exercise asked participants to mark areas of the County where they desired preservation and areas where they desired some form of change, with the opportunity to add notes to selected locations explaining or supporting the selection. This exercise was available in-person during the Summit on the Future, and available online through December 18, 2019. This section summarizes the 878 total points marked by Summit and online participants. Major themes and geographic clusters are summarized here. Data from the Preserve-Change exercise will be used in the ongoing construction of the Comprehensive Plan as future growth scenarios are tested, including locations for growth and for preservation.



#### **Areas to Preserve - Areas for Change**

The November 18th Summit on the Future included an interactive mapping exercise allowing participants to mark on a large map of James City County where they desired preservation and areas where they desired change. Participants could also leave comments explaining their choices or giving further guidance to the planning team. This exercise was also available online, with responses collected through December 18th. This analysis looks at specific clusters of Preserve-Change marks from both in-person and online participation and summarizes some common comments associated with them.

#### Grove



- Redevelopment opportunities in this area
- · Encourage commercial development to meet the needs of existing and future residents
- Maintain and add to affordable housing opportunities
- Do not expand industrial land uses

#### York River State Park



- An example of rural and natural areas that are so important to the character of the County
- Important to preserve wetlands and waterways for environmental protection
- Trails and waterways are a recreational asset for residents

#### Exit 227/Upper County Park



- Preserve and enhance the Upper County Park area
- Areas of historic significance that should not be used for residential or commercial development
- An area for commercial development
- Allow development signage that can be seen from the interstate to attract business

#### Jamestown Island



- Embrace James City County's history
- Preservation for Jamestown Island and Colonial Parkway
- Preserve Jamestown views up and down the river
- Maintain the area's natural look and feel

#### Jamestown Settlement



- Preserve green spaces and the old campground
- Add no new development on Jamestown Road as this route can not handle any more traffic
- As a tourist attraction this area is very important to the local economy
- Marina and nearby green space are wonderful community assets
- County's park spaces are important escapes, where residents can enjoy the areas trails and waterways
- Preserve Jamestown Beach
- Add a dog beach area at Jamestown beach
- Avoid development along the County's rivers and waterways
- Need more businesses and retail in this area to fully leverage, attract and expand the local tourism economy

#### New Town and Eastern State Hospital



- Redevelop surplus land at Eastern State hospital
- New Town should have been built at a higher density
- Upgrade this area with affordable living, building up, not out
- Use development to create places where people want to spend time
- New Town is an example of the kind of enlightened mixed-use that James City County could use more of
- Difficult to park and shop in this area
- Commercial development in this area suffers from vacant shops and frequent turnover

#### Lightfoot



- Preserve older, established neighborhoods with lower density and plenty of trees
- · Keep townhouses out of this area
- Preserve wetlands
- Colonial Towne Plaza Shopping Center looks old and run down
- Route 60 needs improvements to enhance its appearance
- Need for employment opportunities in this area
- Redevelopment needed on the site of the old Pottery
- The redeveloped pottery is always empty and has lost the character of the original
- New neighborhoods should not be built without recreational spaces to support children and families who live there
- Traffic is bad in this area. Can parallel routes be developed?

#### Toano & Norge



- Support the efforts of Historic Toano
- · Route 60 is an important community corridor and its growth should be handled carefully
- This area provides a small-town atmosphere within the larger community
- Make The Castle a coffee shop as a safe place to gather and with internet access for low income residents and middle school students
- There is room for growth and development in Toano, including residential growth to support the County's existing commercial uses

#### **Chickahominy Riverfront Park**



- Chickahominy Riverfront Park is a special place, but is in need of maintenance
- A great opportunity to connect with nature and to fish
- Preserve natural areas where residents can appreciate the beauty of the County
- Important as an environmental area and as a place for recreation
- Add road improvements and a second entrance/exit
- · Clear some of the wooded areas in east of property for more parking for athletic events

#### Monticello Avenue (Rt. 199 to News Road)



- Preserve remaining rural and wooded areas
- · Reconfigure traffic flow at Windsormeade and News Road to reduce congestion and improve safety
- Preserve the ponds around Powhatan Sanctuary
- Development of this area is appropriate but parks and open spaces should be provided for the use and enjoyment of new residents
- Preserve greenspace across from Windsormeade as a buffer to the adjacent neighborhood
- Improve this area with affordable residential opportunities, building up instead of out
- Add a bike path to Ironbound Road

#### **Brickyard Landing**



- Preserve wetlands and marsh areas
- This area is vulnerable to flooding
- Dredge canals in this area
- Improve the facilities in Brickyard Landing to enhance for public use
- Add public facilities including multi-use trails and docks for public access

# Visual Preference Survey

# Visual Preference Survey (Summit on the Future Station 3)

A Visual Preference Survey was one element of the interactive exhibits at the November 18th Summit on the Future and was also made available online for residents not attending the Summit. This survey asked participants to select a preferred image among four given photos of different place types in residential, commercial, and other land use categories. Input from the Visual Preference Survey provides useful information to the planning team on the vision of County residents for the look and character of their community in the future with respect to different place types, designs, and densities.

The interest in this exercise from the number of responses shows the importance of community character to James City County residents. Survey participants supported a range of land use types and densities, but show a strong desire for scales, architecture, green spaces, and walkability that fit the character of the existing community and existing architectural and building styles.

The following summarizes the vote totals for each place type from both the in-person and online opportunities, as well as potential conclusions that could be reached from the voting, and also a brief narrative summary of the written feedback provided for each place type.



#### **Rural Residential**



#### **Potential Conclusions:**

- Preference for lower density or larger lot patterns with ample open space
- Not a clear preference between conventional larger lots vs. rural cluster development patterns

- A desire to preserve the environment
- More green space
- Limits on further development in rural areas
- Clustered lots could provide a sense of community with a potentially lower housing price while still preserving the character of James City County
- Clustering could reduce infrastructure costs and provide more common and/or permanently preserved open space

RURAL RESIDENTIAL	SUMMIT	ONLINE	TOTAL	PERCENTAGE
1 -	18	55	73	20.6%
2 -	41	50	91	25.7%
3 -	11	68	79	22.3%
4 -	34	77	111	31.4%
TOTAL	104	250	354	100%

### **Low-Density Residential**



#### **Potential Conclusions:**

- General preference for larger lots with homes set further back from the street
- Additional preference for small homes clustered in compact neighborhoods with sidewalks

- Maintain as much greenery as possible and make sure areas are not too dense
- Sidewalks make neighborhoods walkable
- Huge lots are less affordable
- Higher density means more efficient use of space and more opportunities for affordable housing

LOW-DENSITY RESIDENTIAL	SUMMIT	ONLINE	TOTAL	PERCENTAGE
1 -	26	118	144	44.5%
2 -	15	56	71	21.9%
3 -	28	44	72	22.2%
4 -	13	24	37	11.4%
TOTAL	82	242	324	100%

#### Medium-Density Residential









■ In Person Survey

Online Survey

#### **Potential Conclusions:**

- Participants varied in their attitudes to density but supported features that preserve the charm and look of the area
- Positive elements seem to be walkability, local architectural character, and green space for residents

- Maximum height of buildings should be two stories
- Moderate density should be affordable and within walking distance of shops
- The masses of brick look institutional rather than residential
- Options that have local character and look more like individual houses are preferred
- Green spaces are visually appealing and the bricks tie in to the historic character the area is looking for and will age gracefully

MEDIUM-DENSITY RESIDENTIAL	<b>SUMMIT</b>	ONLINE	TOTAL	PERCENTAGE
1 -	45	116	161	49.7%
2 -	32	104	136	42.0%
3 -	4	11	15	4.6%
4 -	2	10	12	3.7%
TOTAL	83	241	324	100%

### **High-Density Residential**



**Online Survey** 

#### **Potential Conclusions:**

- Strong preferences for historic character and open and shared spaces
- Open space and walkability are more important than density and height

In Person Survey

- These areas attract working, younger demographics which maintains a strong, progressive community with economic sustainability
- Some options seem overdeveloped for the area and could potentially create problems with traffic and overpopulation
- Keep buildings around three stories high
- Options 3 and 4 are more attractive than others. They offer a classic look and an efficient use of space
- Prefer green spaces and public gathering spaces

HIGH-DENSITY RESIDENTIAL	SUMMIT	ONLINE	TOTAL	PERCENTAGE
1 -	3	30	33	10.5%
2 -	15	29	44	14.0%
3 -	39	101	140	44.6%
4 -	21	76	97	30.9%
TOTAL	78	236	314	100%

#### **Local Commercial**









In Person Survey

Online Survey

#### **Potential Conclusions:**

- Strong preference for small town / main street type local commercial rather than highway or strip commercial
- Walkability and open spaces are important

- Keep the rural, small neighborhood feel and character
- Implement walkable and green spaces within the development
- Develop in areas that you can get to by bike or by walking and separate the cars from pedestrian areas
- Most of our development feels local already due to the proximity to the rest of the community
- Preserve character and scale, emulating Williamsburg

LOCAL COMMERCIAL	SUMMIT	ONLINE	TOTAL	PERCENTAGE
1 -	6	45	51	15.9%
2 -	7	44	51	15.9%
3 -	13	42	55	17.1%
4 -	54	110	164	51.1%
TOTAL	80	241	321	100%

### **Larger Commercial**



#### **Potential Conclusions:**

• Low scale multi-story is okay if it has architectural interest, local character, and a mixed-use look and feel

- Consolidate buildings, keep more open space, and preserve the character of the area
- Smaller scale is better
- Want to see the County have less sprawl, so building vertically could avoid that
- Avoid strip malls but add walkability to these areas so they are less car-centric

LARGER COMMERCIAL	<b>SUMMIT</b>	ONLINE	TOTAL	PERCENTAGE
1 -	21	83	104	35.9%
2 -	13	53	66	22.8%
3 -	17	62	79	27.2%
4 -	9	32	41	14.1%
TOTAL	60	230	290	100%

#### Mixed-Use Residential/Commercial









■ In Person Survey

Online Survey

#### **Potential Conclusions:**

• Desire for the concept of apartments above retail spaces but only if it is smaller scale and preserves a small town feel

#### Feedback Themes:

- Maintain some of the ambiance by combining commercial and housing
- This would be especially good for senior living and those who do not own a vehicle
- Preserve historic character and classic look with brick
- Keep a more small town feel and avoid large scale
- Place more of an emphasis on walking instead of driving. James City County is more focused on driving than building areas that are accessible to neighborhoods on foot

MIXED-USE RES. /COMM.	SUMMIT	ONLINE	TOTAL	PERCENTAGE
1 -	22	81	103	33.6%
2 -	32	93	125	40.7%
3 -	7	17	24	7.8%
4 -	16	39	55	17.9%
TOTAL	77	230	307	100%

#### Mixed-Use Commercial/Office













Online Survey

#### Potential Conclusions:

- Small scale and town-like character is important
- General preference for lower (2-3 story) over mid-rise buildings

#### Feedback Themes:

- These need to have a small-town appearance
- Height limits should be three stories
- Keep a "classic" look less glass and metal
- Good pedestrian areas. Have less roads and encourage more walking
- The landscaping livens up the space and makes it more pleasant

MIXED-USE COMM. /OFFICE	<b>SUMMIT</b>	ONLINE	TOTAL	PERCENTAGE
1 -	50	150	200	65.8%
2 -	13	35	48	15.8%
3 -	3	15	18	5.9%
4 -	9	29	38	12.5%
TOTAL	75	229	304	100%

#### Industrial



In Person Survey

Online Survey

#### **Potential Conclusions:**

- Participants favored lower scale industrial that fits more with small town character
- Landscaping is important

#### Feedback Themes:

- Would like to see more old-fashioned looking architecture and a better feel for the rural character of the area
- Avoid huge parking lots
- If an old building could be reused for industrial purposes, that would be ideal

INDUSTRIAL	SUMMIT	ONLINE	TOTAL	PERCENTAGE
1 -	8	55	63	20.8%
2 -	39	97	136	44.9%
3 -	21	49	70	23.1%
4 -	4	30	34	11.2%
TOTAL	72	231	303	100%

## Big Ideas Board

#### Big Ideas Board (Summit on the Future Station 4)

At the Summit workshops, participants were provided the opportunity to share their "big ideas" for James City County in 2045. They were asked to consider the big ideas for James City County in a broad sense without limitations for their ideas. There were a significant number of ideas related to transportation, the environment, and economic development and several others related to public facilities, housing, the Engage 2045 process, and other topics.

Participants' big ideas were shared via notations on sticky notes attached to a presentation board. These ideas were then reviewed and sorted by planning topics and are listed below. The abbreviations in parentheses for each idea identify the Summit on the Future workshop location where the idea was shared.



#### **Transportation**

Many big ideas included support for additional bicycle and pedestrian paths and connecting the places people want to go.

- Bike paths along roads (BMS)
- Bike paths along major roads (BMS)
- Bike path network (BMS)
- Bike paths separate from traffic and bike lanes when no paths possible (BMS)
- Expand bike trails (BMS)
- Bike lanes when repaving rural roads (TMS)
- More circuits for walking/jogging/biking/etc. (GC)
- Maintain bike paths, too much grass overgrowth! (JHS)
- Expand connected network of bike paths (JHS)
- Safer bike paths separated from traffic (JHS)
- Bicycle share program (BMS)
- Lots of sidewalks (BMS)
- More sidewalks (JHS)
- Sidewalks, bike paths, areas to congregate as a community (JHS)
- Cross walks! (JHS)
- Add crosswalk (illuminated) on Rt 60 from Burnt Ordinary (TMS)
- Walking/shuttle (TMS)
- Innovation in neighborhood design pedestrian (BMS)
- Connect schools, neighborhoods, etc. with stores, schools, parks, with a robust bicycle, pedestrian infrastructure (HMS)
- Always consider walking, more trails connecting neighborhoods (JHS)
- · Please increase bicycle paths linking residential neighborhoods with shopping centers (JHS)
- Connect neighborhoods with new businesses so workers can bike or walk to work. (TMS)

Some participants identified big ideas for increased public transit including new bus lines, rail, and connection to other transportation modes including airports.

- Public transportation -> more frequent and wider reaching bus route/schedule (BMS)
- Public Transportation to Fort Eustis, Hampton (BMS)
- Light Rail (BMS)
- Bus line to Hornsby (HMS)
- Bus transportation for Hornsby W&M tutors, etc. (HMS)
- Bus line to schools (HMS)
- Growth/coordinate public transportation with public health service and public housing (JRES)
- Planning to accommodate aging population, affordable and accessible housing and transportation (JRES)
- Add bus shelters for public transit. Ex Rt 60 and proper lighting (JRES)
- Look at public transportation (bus system) in Chapel Hill NC, try to emulate it. Set new housing/business to support it. (GC)
- Not just roads; planes (KJGG/Williamsburg James City County Airport), Train (Amtrak) might be in Williamsburg but key to accessibility. (GC)

A few ideas relate to roads and future of road capacity.

- 199 Never become a "464"...local only (BMS)
- Road improvement/maintenance for denser population (HMS)
- Think now where do we need the next 199 (best idea ever to build that when "they" did) (TMS)

#### **Environment**

Many ideas indicate support for a broad array of sustainability, resilience, and environmental stewardship measures, including: electric personal vehicle and bus infrastructure; solar energy; composting, recycling, and waste management; protection of tree canopy, land, and night skies; and hazard mitigation.

- Electric buses (BMS)
- Free electric car chargers in general areas (BMS)
- Residential solar (BMS)
- Solar panels allowed everywhere (BMS)
- Screen solar farms with tall berms, then landscaping (HMS)
- Promote composting (BMS)
- Provide recycling (BMS)
- Ordinance to clean up parking in rural roads. Around retail business (i.e., 7-11 Croaker Rd.) (TMS)
- Urban tree canopy, responsible stormwater management (JHS)
- Down arrow for up arrow tree cutting clear land, plant elsewhere in County [County interpretation, if you clear trees you have to plant trees elsewhere] (BMS)
- PDR Bond Issue (JRES) [Interpreted as "Purchase of Development Rights"]
- More efficient street lighting to reduce light pollution (JHS)
- Dredge canals in communities for flooding hazard mitigation (TMS)
- Plan for orderly retreat from shorelines lost to sea level rise (JHS)
- Develop areas as an evacuation for weather events, (i.e., hurricane). We have the hotels and restaurants to support (BMS)
- Houses setup on floating dock posts in flood prone areas (TMS)

#### **Economic Development**

Some responses support specific efforts to attract businesses, varying from large tech companies to small local businesses.

- Need new employment like Google to attract high income jobs to offset older dying population (BMS)
- Attract entrepreneurs with grants/investment (BMS)
- Revitalize empty retail/commercial space before building/approving new builds (TMS)
- Preserve nature of local small businesses (TMS)
- Encourage small businesses in Toano to reduce the need to drive as much hardware store, shipping service, etc.
   (TMS)

Some responses support specific institutions or businesses including libraries, medical facilities, airports, convention centers, hotels, amphitheaters, and wholesale clubs.

- Cancer treatment hospital (BMS)
- Large event center concerts, etc. (TMS)
- Amphitheater for music/arts (TMS)
- Need for full service 3 star and up hotels. Convention center (TMS)
- Convention center partner with NN, Hampton (TMS)
- Need to include airport as significant asset (GC)
- Need space solution for OTMD + SS, they are at capacity now (JRES)[Interpreted as "Olde Towne Medical Center and Social Services"]
- Would love to see Costco (potentially old K-mart) or old JC Penney building (HMS)

#### **Population Needs**

These ideas promote supportive services for at-risk populations.

- Community support for individuals w/mental health issues (BMS)
- Homeless shelter (BMS)
- Innovation mental health care factoring caregiver in community design (BMS)
- Fewer vacant commercial space, for family service (i.e., family counseling, pre-k) more localization at risk (JRES)
- Recruit better health care services (TMS)

Some responses promote the addition of school and preschool capacity.

- Build another high school due to increasing population (HMS)
- Dedicated pre-school buildings park in site specific space for/designed for them
- School system class size (TMS)
- Focus on burden to services, schools, police, etc. (JHS)

#### **Public Facilities**

Respondents had ideas requesting improvement or stability in community services including internet (FIOS), library improvements, and water.

- FIOS or other fiber optic network (BMS)
- Allow FIOS into entire County (BMS)
- FIOS or other competition besides COX (BMS)
- New library (TMS)
- Library is great but could be better, open longer hours on Sunday and Friday (JHS)
- 21st century library with technology and community space, all ages (JHS)
- Secure affordable water source for the future (BMS)

#### Housing

These responses primarily support additional housing, with specific support for affordable housing, co-housing, and workforce housing.

- Workforce Housing (BMS)
- Develop a co-housing community in JCC (BMS)
- Yes co-op co-housing central community space with small houses (BMS)
- Allow HOAs to have co-housing set up (BMS)
- Affordable and quality housing (BMS)
- Affordable Housing (BMS)
- Affordable housing for local income families (HMS)
- Affordable housing friendly zoning (JHS)

#### **Engage 2045 Planning Process**

Several ideas include requests to lead the process with vision and values, consider both Williamsburg and the region, include innovative planning practices, and be clear and transparent about data, and assumptions used in the Engage 2045 process.

- Lead with vision and values (JHS)
- Consider Williamsburg in this study it effects James City County (GC)
- Include liberating structures (facilitation strategy) like the world café in Planning (JHS)
- Local planning integrated within to regional planning (JHS)
- Transparency between those that call JCC home (JHS)
- What assumptions are you making about conditions 25 years from now: Transportation; communications; services etc.? (GC)

#### **Land Use**

Some big ideas support "mixed use" development either generally or in specific places.

- Zoning to deal with progressive issues, solar farms, short term rentals etc.
- Encourage shopping, dining, etc. adjacent to independent living to allow greater access (HMS)
- More efficiency use mixed use space. We clearly have two spaces (New Town and High Street) (JRES)
- Rezone state owned property at Eastern State for Mixed Use (BMS)
- More mixed use :-)! (JHS)
- Make the Pottery a dining magnet with live music, sidewalk cafes, ethnic cuisine, bars (like Austin, Nashville, etc. (TMS) [2 other participants specifically indicated they agree]

#### **Community Character**

A few responses indicate big ideas related to community character for the County or a specific area.

- Keep the "small town" effect! (GC)
- · Let's make this a fun family and young person's place to enjoy recreation, community (BMS)
- Its time to re-imagine growth and development. Within the PSA encourage and promote re-development and denser development connected by multi-use avenues. Envision protected natural areas they will allow us all to thrive ultimately. (TMS)
- Revitalize Toano Historic shopping district, restaurants, preserve small town character(TMS) [5 other participants specifically indicated they agree]

#### **Parks and Recreation**

Some ideas support additional trails and parks, with the Virginia Capital Trail the most frequently referenced.

- VA capital trail attracts young people and it's an amazing resource. (BMS)
- I love the Capital Trail, please extend it into CW (BMS)
- The VA Capital trail attracts recreation enthusiasts and tourism! (BMS)
- Expansion of VA Capital Trail/Support Birthplace of America Trail (JHS)
- Parks and recreation is important (GC)
- More dog parks, more dog friendly (JHS)

## Online Comment Cards

#### **Online Comment Cards**

The Engage 2045 web page contains a "Share Your Ideas" section that allows visitors to express topics of interest and leave comments on general Comprehensive Plan and planning-related issues. These comments will continue throughout the plan update process but are summarized here through November 2019.

#### Which of the following topics are most important to address in the County's Comprehensive Plan?

Topic	Responses
Rural area protection	17
Public safety	11
Water resources	10
Growth and development	9
Jobs and businesses	9
Housing and neighborhoods	6
Parks, recreation and greenways	5
Other	4
Transportation	3
Community character	2
Social services	1
Government facilities	0

#### **Transportation**

- Residents expressed concerns about the ability of Route 199 to handle the traffic associated with continued growth.
- Residents support increasing pedestrian and bicycle trails and connected trail gaps as an amenity for residents and as a tourist attraction that will benefit the local economy.
- The Virginia Capital Trail should be extended from its current terminus at the Jamestown Settlement to reach the City of Williamsburg itself.
- Trails including connections to the Williamsburg train station, along Riverview Road to York State Park, and a pedestrian and bicycle fly-over of Route 60 are desirable.
- Some roads should be widened to accommodate safe bike lanes, including Route 612, Longhill Road west of Humelsine Parkway, and News Road.
- Passenger rail service to Richmond, Washington D.C., and Virginia Beach would be desirable.
- Autonomous vehicle issues and electric vehicle charging should be considered as a part of the Comprehensive Plan update process.

#### **Environment**

- The County's rural areas and open spaces are assets to be protected.
- Growth and development threatens outlying rural lands.
- Water quality is an important factor in environmental health as well as a contributor to community recreation.

#### **Economic Development**

- The County should support existing businesses and work to bring in new businesses that provide jobs and contribute to the local economy.
- There are many unused or underused commercial properties in the community. Reuse of vacant properties should be a priority over building new commercial developments.
- Growth, and associated traffic, must not be allowed to harm the area's important tourism industry.
- The County should reduce its emphasis on bringing in new businesses as commercial space is currently overbuilt.

#### **Population Needs**

- Growth is necessary so that the community can have public facilities, services, and amenities.
- The County's aging population means that attracting and retaining healthcare providers and facilities will be very important.
- Assisted living and other senior housing will be needed as the population of the County ages and as older people move to the County.
- The County should consider special needs populations and the homeless in planning for housing and land use in the future.

#### **Public Facilities**

- It is critical that the County develop its own water resources rather than relying on others for water supply.
- The County's libraries are valued by residents and should continue to expand with branches near where people live. Libraries should be a priority and should meet the technology needs of the 21st century.
- Existing growth has placed pressure on local schools, which may be overcrowded. The County must plan for schools that accommodate a growing population, including the need for a new high school. May need a new high school to accommodate growth.

#### Housing

- Housing in James City County displays the large divide between the very wealthy and the very poor.
- There is a great need for housing for very low-income families and individuals, including food service and hospitality workers who contribute to the area's tourism economy.

#### **Land Use**

- New Town is a good model for future growth.
- Many residents expressed concerns about the pace of residential and commercial growth and its impacts on open space and traffic congestion.
- Growth is occurring too fast and in an uncontrolled manner that threatens the character of the community and rural and natural open spaces.
- Many residents support growth in the County but desire managed growth with consideration for public schools, transportation, and the preservation of outlying rural areas.
- Would like to see measured growth and the preservation of the County's natural beauty.
- Protect farmland, rural areas, open space, and natural features from future development.
- Plan for developments that are walkable and that include public spaces.
- Commercial development along Monticello Avenue near Route 199 should be avoided.
- Rural areas near Exit 277 from Interstate 64 should be preserved.

#### **Community Character**

- Many County residents note that they moved to the area because of its rural character and feel that this character is now threatened by growth.
- James City County has done a good job of avoiding large, unattractive corridor signage.
- The County government should work to promote cultural diversity.
- Residents desire proactive communication that lets residents know what is going on in the community.

#### **Parks and Recreation**

- Parks and open spaces should be provided that keep pace with the County's population growth.
- Free opportunities for children to play are especially important to County residents and in attracting young people to the area
- The James City County Marina has become dilapidated and should be revitalized as a community asset.



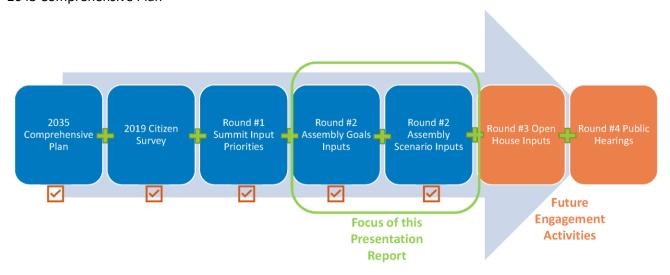
Public Engagement Round #2: Exploring and Testing Public Inputs Report

#### **Executive Summary**

Oct. 14, 2020 | https://www.jamescitycountyva.gov/engage2045

This Executive Summary provides a synopsis of the Public Engagement Round #2 Exploring and Testing Public Inputs Presentation Report available at <a href="https://www.jamescitycountyva.gov/3768/Public-Engagement-Summaries">https://www.jamescitycountyva.gov/3768/Public-Engagement-Summaries</a>.

Round #2 builds off the previously conducted Engage 2045 public engagement work: the 2019 Citizens Survey and the Round #1 Summit on the Future Input Priorities. Round #2 inputs will be used to guide drafting of the 2045 Comprehensive Plan



#### **About Public Engagement Round #2 Exploring and Testing**

The Engage 2045 comprehensive plan update process launched public engagement Round #2: Exploring and Testing, at a Virtual Assembly on Monday, August 10, 2020. This assembly provided educational information about the progress of the project and shared information on two critical planning topics: 1) an evaluation of existing comprehensive plan goals, and 2) an evaluation of future land use alternatives (scenarios) for the county to consider. Assembly hosts provided instructions for virtual attendees to provide their inputs through two online questionnaires — one for each critical planning topic. The questionnaires also included questions about the respondents (age, race, ethnicity, gender, etc.) to compare the respondents to the overall demographic profile of James City County. Respondents had from August 10 through September 2 to complete the questionnaires.

#### **Round #2 Exploring and Testing Reponses**

The two online questionnaires had similar and consistent response rates with 136 completed Goals questionnaires and 134 completed Scenario questionnaires. The demographic information about the respondents completing each the questionnaires is similar but with some minor differences. Generally speaking, Round #2 respondents represented the James City County demographic profile with a few caveats: a lower percentage of people of color (African American/Black, one or more races) and younger respondents (18-24) completed Round #2 questionnaires.

#### **Key Takeaways from Round #2 Engagement Inputs**

An analysis of the results from the two online questionnaires revealed the following:

- Round #2 community inputs are consistent with 2019 Citizen Survey and Round #1 Public Input Priorities.
- These cumulative inputs suggest that a different approach is needed to manage growth and change in the community and support the implementation of the Round #1 public input priorities.
- Responses show clear support for a more compact growth form that protects natural and rural lands and upholds the County's unique community character as conceptually depicted in Scenario B.
- Respondents showed strong support for more biking and walking facilities within James City County.
- Housing and Transportation goal responses suggest policies in these areas need modification.

#### **Overview of 2035 Comprehensive Plan Goals Questionnaire Results**

Questionnaire respondents were asked to consider the five public input priorities established as a result of Round #1 public engagement activities and whether the currently adopted 2035 Comprehensive Plan goals should be maintained or changed. The following critical results were identified by the Community Participation Team (CPT).

- Depending on the Goal question, 55% 83% of respondents prefer to keep the goals as written in the 2035 Comprehensive Plan.
- While they are a minority of responses, respondents that suggested modifications to the existing Comprehensive Plan goals include helpful comments to consider when revising goals.
- Plan drafters and decision-makers should not assume that respondents interested in maintaining a goal as written in 2035 Plan may not be willing to consider modifications to clarify the intent of a goal.
- Education was identified as an important component of the community per the 2019 Citizen Survey. A specific question for education was not posed in the questionnaire as it is not the focus of a specific 2035 Plan goal, but it is nonetheless important.

#### **Overview of Scenario Questionnaire Results**

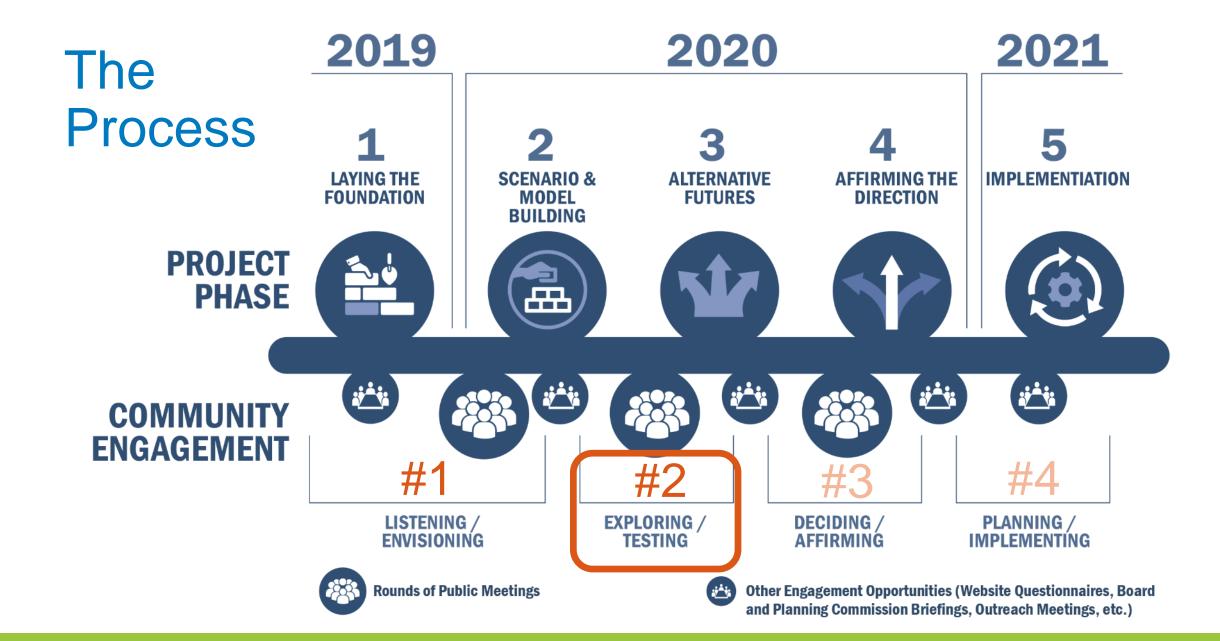
Questionnaire respondents were asked to consider two different future growth alternatives, the modeled impacts of these alternatives, and evaluate each scenarios' ability to support the Round #1 public input priorities and general preferences for the alternatives. The CPT's evaluation of these findings revealed the following:

- Responses show clear support for a more compact growth form that protects natural and rural lands and upholds the County's unique community character as conceptually depicted in Scenario B.
- The open-ended comments showed a very significant preference for Scenario B (Alternative) over Scenario A (Trend). This suggests a land use policy direction that looks more like Scenario B. The purpose of the scenarios was to test conceptual land use alternatives countywide and a more site-specific evaluation will be done to create the actual Future Land Use map.
- However, there was a small but strongly felt opposing opinion that preferred the current trend of development.
- A few comments suggested that there could be some hybrid approach, where desirable elements of each Scenario could be combined.
- A number of comments suggested the County needs to limit population and development, irrespective of the Scenario.

# Public Engagement Round #2 Exploring and Testing Public Inputs Report

## Round #2 Presentation Report Contents

- About Round #2 Exploring and Testing and Cumulative Engagement Efforts
- Key Takeaways from Round #2 Exploring Our Future Alternatives Public Inputs
- Summary of Goals Evaluation Questionnaire Responses
- Summary of Scenario Questionnaire (MetroQuest) Responses
- Appendix
  - About Round #2 Respondents
    - Goals Evaluation Questionnaire
    - Scenario Questionnaire (MetroQuest)
  - Round #2 Publicity and Public Outreach



## Cumulative Engage 2045 Public Inputs



## **Baseline for Understanding Community Guidance**

## **Key Issues in the 2019 Citizen Survey**

(Gaps between importance of issue and satisfaction with current conditions)



Affordable housing - 33% (83% important vs. 50% satisfied)



Roads & highways - 24% (98% important vs. 74% satisfied)



Attracting jobs& businesses - 20% (88% important vs. 68% satisfied)



Preserving rural character - 16% (85% important vs. 69% satisfied)



Protecting environment - 15% (85% important vs. 70% satisfied)

Source: 2019 Representative Sample Survey of 1,060 County Residents

## **Building on the Baseline – Summit on the Future**

### **Round #1 Public Input Priorities**

(Key Themes from Summit on the Future Public Inputs)





**Community Character** 



**Affordable Housing** 



**Economic Development** 



**Quality of Life** 

Source: Self-selected responses from 441 County Residents

## Public Input Priority: Nature

The natural environment is a highly valued component of James City County. Residents support protecting sensitive environmental features such as wetlands, forests, and waterways; becoming more resilient to systemic risks due to sea level rise, availability of drinking water, and water quality; and creating opportunities for residents to enjoy and interact with preserved natural areas within their community. A high proportion of residents reached as a part of this public engagement value protecting nature from the impacts of growth and development.

95%

Ranked that it was important to protect and improve the natural environment including water, air quality, and environmentally sensitive areas. (2019 Citizens Survey)

97%

Ranked that it was important for the County to do more to improve our efforts to protect and preserve our natural environment in the County (Summit on the Future)

## Public Input Priority: Community Character

In addition to the natural environment, the County's rural aspects of its community character also are highly valued, including the unique identity of rural communities like Toano, as well as large tracts of open agricultural land away from the County's Primary Service Area (PSA). To the extent any new development occurs, it should be directed within the PSA away from rural lands.

85%

Ranked that it was important to protect and preserve the County's rural character (2019 Citizens Survey) 90%

Ranked that it was important for the
County to do more to improve our
efforts to protect and preserve our rural
character in the County (Summit on the
Future)

## Public Input Priority: Affordable Housing

Supporting the development of affordable workforce housing is an important issue to community members. Residential growth should be balanced in a way that provides opportunities for all income levels. Development of additional housing must also be balanced with the preservation of the County's unique community character.

83%

Ranked that it was important to provide housing opportunities that are affordable to our workforce
(2019 Citizens Survey)

84%

Ranked that it was important for the County to do more to provide housing opportunities that are affordable to our workforce

(Summit on the Future)

# Public Input Priority: Economic Development

Residents support economic development that results in recruitment of businesses with higher paying jobs as one way of making the community more economically resilient and appealing to younger professionals. While tourism is a major economic driver in the County, it should be balanced with other employment and industries.

88%

Ranked that it was important to support efforts to attract jobs and new businesses
(2019 Citizens Survey)

88%

Ranked that it was <u>important for the</u>
County to expand the local economy by
attracting higher paying jobs
(Summit on the Future)

## Public Input Priority: Quality of Life

Residents desire additional quality of life amenities including parks, public water access, expanded recreational facilities, trails for walking and bicycling, transit connections, and other enhancements to existing public facilities.

94%

Ranked that James City County's parks and recreation facilities, programs, and services were important overall

(2019 Citizens Survey)

## Big Ideas

Improvements to stability of community services, libraries, and public water; additional school capacity; and additional biking and walking paths. (Summit on the Future)

Ensuring that we are working toward the future we want!



## Round #2: Exploring Our Future Alternatives Assembly

## **August Assembly:**

## Live Broadcast through:

- Facebook Live
- JCC YouTube
- Channel 48
- Facebook chat

### Input Through:

- Email \_\_\_\_ Live, during
- Phone \_\_ event
- Online surveys \_\_\_\_ Until September
- Paper surveys 2nd





## ENGAGE

**SHARE your ideas SHAPE our community** 

# EXPLORING OUR FUTURE ALTERNATIVES

**JAMES CITY COUNTY** 

Aug. 10 at 6:30 p.m.

Online Questionnaires

available through Sep. 2

### Virtual Assembly & Online Questionnaires

Visit jamescitycountyva.gov/engage2045 to participate live on Monday, Aug. 10 at 6:30 p.m. and online through Sep. 2.



## Round #2 Key Takeaways

- Round #2 inputs are consistent with 2019 Citizen Survey and Round #1 Public Input Priorities.
- These cumulative inputs suggest that a different approach is needed to manage growth and change in the community and support the implementation of the public input priorities.
  - Responses show clear support for a more compact growth form that protects natural and rural lands and upholds the County's unique community character as conceptually depicted in Scenario B.
  - Strong support for more biking and walking facilities.
  - Housing and Transportation goal responses suggest policies in these areas need modification.



## Goals Questionnaire Results

Completed Surveys (not all questions completed)



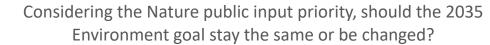
## Overview of Goals Questionnaire Results

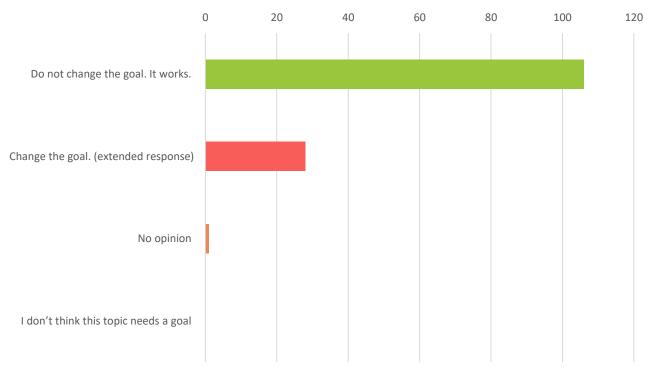
- Response numbers align with responses for Scenario questions
- Slightly different demographic responses from Scenario questions
- Depending on the Goal question, 55% 83% of respondents prefer to keep the goals as written in the 2035 Comprehensive Plan
- While they are a minority of responses, open-ended responses themed by CPT include helpful comments to consider when revising goals.
- Shouldn't assume that respondents interested in maintaining a goal as written in 2035 Plan may not be willing to consider modifications to clarify intent of goal.
- Education was identified as an important component of the community per the 2019 Citizen Survey. A specific question for education was not posed in the questionnaire as it is not the focus of a specific 2035 Plan goal, but it is nonetheless important.

# Q1: Considering the Nature public input priority, should the 2035 Environment goal stay the same or be changed?

2035 Environment Goal – Continue to maintain and improve the high level of environmental quality in James City County and protect and conserve sensitive lands and waterways for future generations.

Choices	Votes	Percentage
Do not change the goal. It works.	106	78.5%
Change the goal. (extended response)	28	20.7%
No opinion	1	0.7%
I don't think this topic needs a goal	0	0.0%
TOTAL	135	100.0%





## Q1: Themes for Changing the Environment Goal Responses

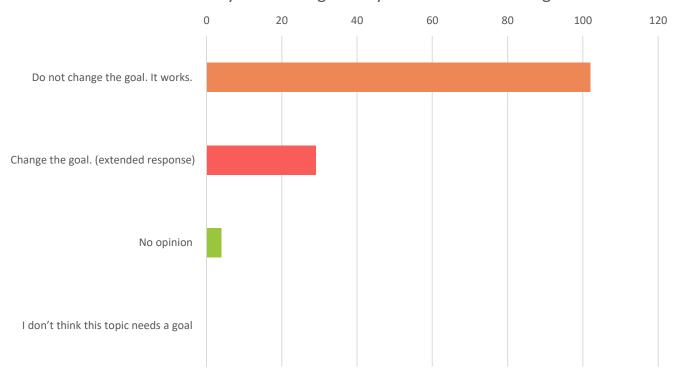
- 78.5% (106) of respondents do not want to change the goal
- 20.7% (28) of respondents want to change the goal
- Of those preferring change:
  - Nine (9) commenters recommended strengthening the language to emphasize their desire to: 1) protect against sea level rise and flooding associated with climate change; 2) promote resilience to mitigate the flooding effects of sea level rise; 3) protect sensitive land and waterways; 4) protect the County's water supply; 5) increase physical connections to nature; and 6) limit development in order to protect lands and waterways. These comments track very closely to the Public Input Priority.
  - An additional seven (7) people recommended either adopting or incorporating parts of the public input priority, as it included more specificity about residents' ability to enjoy nature as well as language about improving resilience from the effects of flooding and sea level rise and planning for the availability of drinking water and good water quality.
  - Three (3) people recommended redeveloping existing spaces to protect the rural and natural environments and available water resources.

# Q2: Considering the Community Character public input priority, should the 2035 Community Character goal stay the same or be changed?

2035 Community Character Goal – Acknowledge the County's responsibility to be good stewards of the land by preserving and enhancing the scenic, cultural, rural, farm, forestal, natural and historic qualities that are essential to the County's rural and small town character, economic vitality

and overall quality of life. Choices	Votes	Percentage
Do not change the goal. It works.	102	75.6%
Change the goal. (extended response)	29	21.5%
No opinion	4	3.0%
I don't think this topic needs a goal	0	0.0%
TOTAL	135	100.0%

Considering the Community Character public input priority, should the 2035 Community Character goal stay the same or be changed?



## Q2: Themes for Changing the Community Character Goal Responses

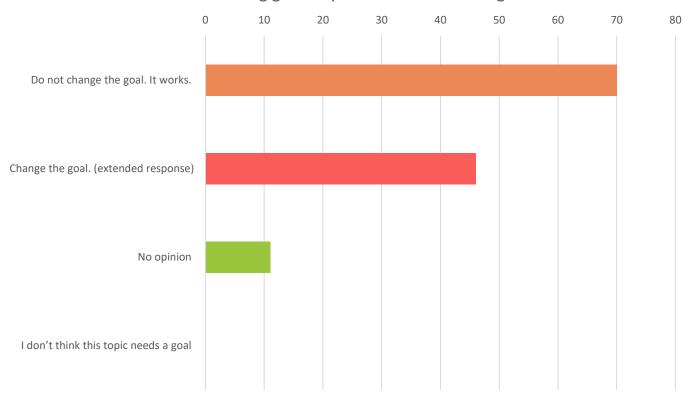
- 75.6% (102) of respondents do not want to change the goal
- 21.5% (29) of respondents want to change the goal
- Of those preferring change:
  - Fifteen (15) commenters emphasized that the goal should place greater emphasis on the protection of rural lands and communities (such as Toano/Norge), promote infill and redevelopment, and limit development inside and outside the PSA.
  - An additional five (5) commenters suggested using the Engage 2045 public input priority.
  - Five (5) respondents commented that some new development (with limitations) is necessary to diversify the local economy and allow for some degree of business and residential growth.

Q3: Considering the Affordable Housing public input priority, should the 2035 Housing goal stay the same or be changed?

2035 Housing Goal – Achieve high quality in design and construction of all residential development and neighborhood design, and provide a wide range of choice in housing type, density, price range and accessibility.

Choices	Votes	Percentage
Do not change the goal. It works.	70	55.1%
Change the goal. (extended response)	46	36.2%
No opinion	11	8.7%
I don't think this topic needs a goal	0	0.0%
TOTAL	127	100.0%

Considering the Affordable Housing public input priority, should the 2035 Housing goal stay the same or be changed?



### Q3: Themes for Changing the Housing Goal Responses

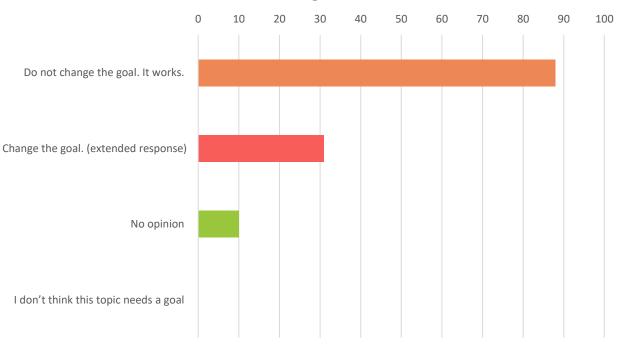
- 55.1% (70) of respondents do not want to change the goal
- 36.2% (46) of respondents want to change the goal
- Of those preferring change:
  - Twenty-three (23) commented on their support for fostering more affordable workforce housing in the County.
  - Fourteen (14) respondents also requested specificity on design quality and density of affordable housing, preferring less dense development, proximity to transportation, and the need to have units nearer to work and retail areas.
  - Seven (7) respondents recommended using the Engage 2045 public input priority as the new goal.
  - Five (5) suggested that an affordable housing goal should be de-prioritized or disregarded as a responsibility of local government.
  - Three (3) suggested that clarity is needed on the county's target housing market, i.e. current residents, students, infrastructure workers, or a new target labor market.
  - Two (2) suggested affordable housing should not be mixed with other housing. It is noted that this contradicts any community goal to focus on diversity and inclusion.

# Q4: Considering the Economic Development public input priority, should the 2035 Economic Development goal stay the same or be changed?

2035 Economic Development Goal – Build a diverse, balanced local economy that supports basic needs of all segments of the community and contributes positively to the quality of life.

Choices	Votes	Percentage
Do not change the goal. It works.	88	68.2%
Change the goal. (extended response)	31	24.0%
No opinion	10	7.8%
I don't think this topic needs a goal	0	0.0%
TOTAL	129	100.0%





# Q4: Themes for Changing the Economic Development Goal Responses

- 68.2% (88) of respondents do not want to change the goal
- 24% (31) of respondents want to change the goal
- Of those preferring change:
  - Nine (9) requested that the County and Office of Economic Development put more focus on diversifying the tax base by seeking out businesses that offer full-time jobs with higher pay and benefits.
  - Nine (9) suggested that the Engage 2045 public input priority should be considered for the new goal.
  - Eight (8) respondents reflected a clear understanding that tourism is a driving force behind the economy and called for more diverse revenue streams less affected by economic downturns than tourism.
  - Two (2) suggested using historical and tourism resources as a strategic asset.

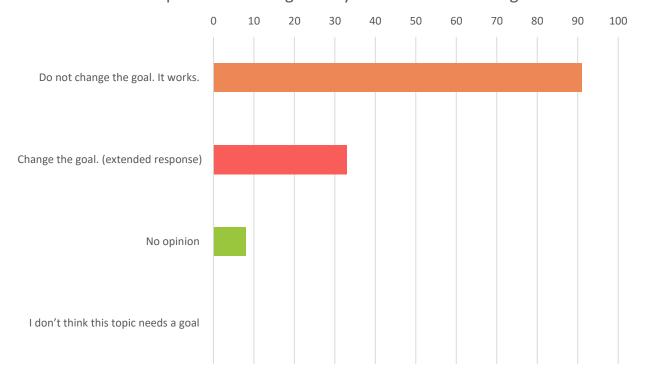
## Q5: Considering the Quality of Life public input priority, should the 2035 Population Needs goal stay the same or be changed?

2035 Population Needs Goal – Provide the means for all citizens, especially youth and seniors, to have safe, affordable and convenient access to programs,

	•		4 *	
Serv	ICAS	and	activ	/ItIAS

services and activities.		
Choices	Votes	Percentage
Do not change the goal. It works.	91	68.9%
Change the goal. (extended response)	33	25.0%
No opinion	8	6.1%
I don't think this topic needs a goal	0	0.0%
TOTAL	132	100.0%

Considering the Quality of Life public input priority, should the 2035 Population Needs goal stay the same or be changed?



# Q5: Themes for Changing the Population Goal Responses

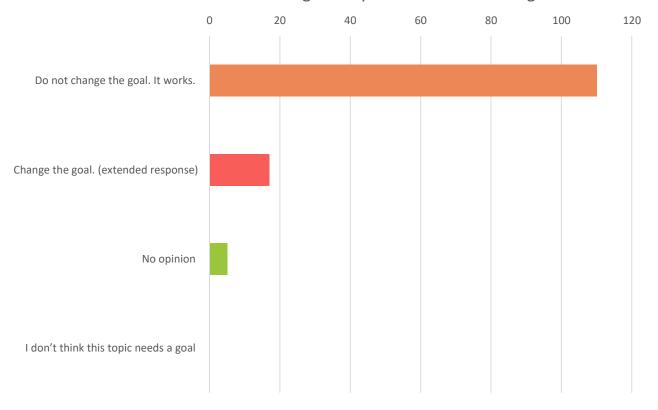
- 68.9% (91) of respondents do not want to change the goal
- 25% (33) of respondents want to change the goal
- Of those preferring change:
  - Fourteen (14) respondents voiced preferences for more walking and biking trails, more emphasis on senior citizen needs and better defining what is meant by 'programs, services, and amenities.'
  - Eleven (11) respondents suggest using the Engage 2045 public input priority for the new goal.
  - Three (3) comments leaned heavily to a desire for amenities rather than services.
  - Two (2) respondents asked that the goal specifically address the needs of people with physical and mental disabilities as well as county residents of all ages.

Q6: Considering the Quality of Life public input priority, should the 2035 Parks and Recreation goal stay the same or be changed?

2035 Parks and Recreation Goal – Provide a range of recreational facilities and activities that are affordable, accessible, appropriate, and adequate in number, size, type and location to accommodate the needs of all County residents and that promote personal growth, social development and healthy

lifootyloo		
Choices	Votes	Percentage
Do not change the goal. It works.	110	83.3%
Change the goal. (extended response)	17	12.9%
No opinion	5	3.8%
I don't think this topic needs a goal	0	0.0%
TOTAL	132	100.0%

Considering the Quality of Life public input priority, should the 2035 Parks and Recreation goal stay the same or be changed?



# Q6: Themes for Changing the Parks and Recreation Goal Responses

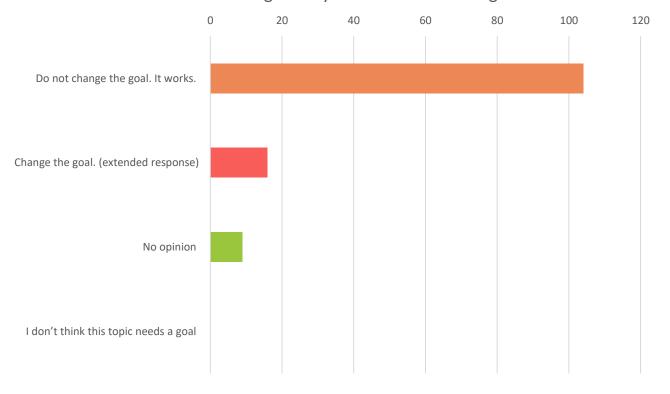
- 83.3% (110) of respondents do not want to change the goal
- 12.9% (17) of respondents want to change the goal
- Of those preferring change:
  - Six (6) commenters emphasized the need to provide more affordable, accessible, equitable, and geographically dispersed recreation facilities to accommodate all County residents.
  - Three (3) respondents suggested that concrete objectives be developed to better achieve this goal.
  - Four (4) commenters want more bike and walking paths to enable citizens to appreciate nature more, to expand recreational activities for residents, to increase connectivity options that avoid automobile use, and to attract more tourism.
  - It should also be noted that many respondents to the goals questionnaire commented on the need for more walking and bike paths. These comments were made in the context of the Nature, Population Needs and Transportation goals, as well as in response to the "What's Missing" question.

## Q7: Considering the Quality of Life public input priority, should the 2035 Public Facilities goal stay the same or be changed?

2035 Public Facilities Goal – Commit to and provide a high level and quality of public facilities and services.

Choices	Votes	Percentage
Do not change the goal. It works.	104	80.6%
Change the goal. (extended response)	16	12.4%
No opinion	9	7.0%
I don't think this topic needs a goal	0	0.0%
TOTAL	129	100.0%

Considering the Quality of Life public input priority, should the 2035 Public Facilities goal stay the same or be changed?



# Q7: Themes for Changing the Public Facilities Goal Responses

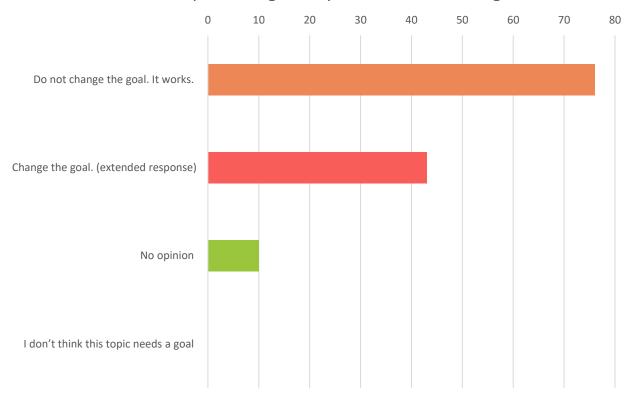
- 80.6% (104) of respondents do not want to change the goal
- 12.4% (16) of respondents want to change the goal
- Of those preferring change:
  - Five (5) comments focused on addressing water supply, solar power initiatives and the need to include school needs as an important component of the Comprehensive Plan.
  - Four (4) commentors said the goal needed more specificity to clarify intention of goal.
  - Two (2) respondents added that funding for public facilities should be reduced or replaced by services provided by private business.

## Q8: Considering the Quality of Life public input priority, should the 2035 Transportation goal stay the same or be changed?

2035 Transportation Goal – Provide citizens, businesses and visitors of James City County with an efficient, safe and attractive multimodal transportation system that reinforces or is consistent with the goals and land use patterns of the Comprehensive Plan.

Choices	Votes	Percentage
Do not change the goal. It works.	76	58.9%
Change the goal. (extended response)	43	33.3%
No opinion	10	7.8%
I don't think this topic needs a goal	0	0.0%
TOTAL	129	100.0%

Considering the Quality of Life public input priority, should the 2035 Transportation goal stay the same or be changed?



# Q8: Themes for Changing the Transportation Goal Responses

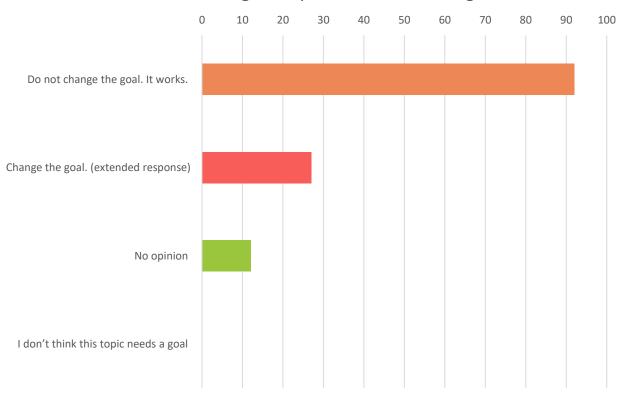
- 58.9% (76) of respondents do not want to change the goal
- 33.3% (43) of respondents want to change the goal
- Of those preferring change:
  - Thirty (30) requested that the County's transportation system deemphasize automobile use to help reduce traffic congestion and air pollution and focus on walking and biking routes to shopping and other amenities.
  - A few respondents mentioned public transportation, divided between wanting to grow the system with high-speed or light rail (3), and wanting to eliminate it due to poor design, inefficiency, and expense (2).

Q9: Considering the Quality of Life public input priority, should the 2035 Land Use goal stay the same or be changed?

2035 Land Use Goal – Achieve a pattern of land use and development that reinforces and improves the quality of life for citizens and assists in achieving the goals of the Comprehensive Plan in Population Needs, Economic Development, Environment, Housing, Public Facilities, Transportation, Parks and Recreation and

Community Character.				
Choices	Votes	Percentage		
Do not change the goal. It works.	92	70.2%		
Change the goal. (extended response)	27	20.6%		
No opinion	12	9.2%		
I don't think this topic needs a goal	0	0.0%		
TOTAL	131	100.0%		

Considering the Quality of Life public input priority, should the 2035 Land Use goal stay the same or be changed?



## Q9: Themes for Changing the Land Use Goal Responses

- 70.2% (92) of respondents do not want to change the goal
- 20.6% (27) of respondents want to change the goal
- Of those preferring change:
  - Fourteen (14) emphasize maintaining the character of the community by discouraging new development and promoting infill and redevelopment of properties.
  - Three (3) support development which meets certain County needs, such as affordable housing and jobs.

#### Q10: Themes for New Goal Ideas

Additional priorities or goals recommended by survey participants can be summarized in five main categories:

- 1. Transportation / Recreation (approximately 25 comments)
  - A. Promote more walking and biking paths to increase connectivity to neighborhoods, public places such as schools, and commercial areas.
  - B. Promote extension of the Capital Trail.
  - C. Provide more opportunities for/expand access to non-automobile transportation, including public transit and more trails, sidewalks, and bike lanes.
- 2. **Development / Land Use** (approximately 9 comments)
  - A. Encourage redevelopment and limit new development to preserve environment, rural areas, and small-town character.
- **3. Community Character** (approximately 8 comments)
  - A. Strengthen goals to preserve community character and small-town atmosphere.

## Q10: Themes for New Goal Ideas (continued)

Additional priorities or goals recommended by survey participants can be summarized in five main categories:

- **4. Education** (approximately 5 comments)
  - A. Develop goals to address desire to provide high quality education for all citizens. The ability to provide a high-quality education system is linked to the health of our economy.
- **5. Technology** (approximately 3 comments)
  - A. Develop goals to address technology services and access.
  - B. Promote county-wide high-speed internet operations.



# Scenario Questionnaire (MetroQuest) Results



## **Quick Facts**

586

Total visitors to site between Aug. 10-Sept. 2

134

**Completed Surveys** 

**Open Ended Comments** 

84

Screen 2 (Maps)

208

Screen 3 (Images)

134 Total participants



Questionnaire Open from August 10 to September 2



# Scenario Rating

Review the information given and rate each scenario from 1 star (furthest from your vision for the county) to 5 stars (closest to your vision)

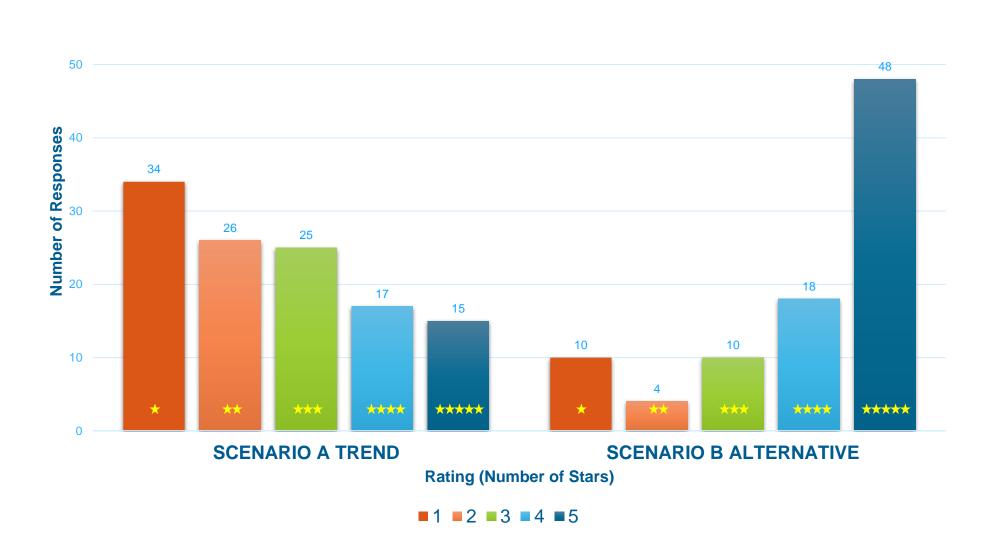
Please rate this scenario:



### 1. MAPS

Please rate this scenario:





60

### **SCENARIO A - TREND**

#### **Themes from Open Ended Comments:**

#### SCENARIO A....

- Includes dispersed growth patterns i.e. sprawl that are not desirable (9)
- Doesn't do enough to protect rural, environmental, and agricultural lands (7)
- Doesn't do enough to limit or stop growth in the County overall (6)
- Will promote congestion by forcing more people to drive longer distances (5)
- Does not fit with the rural character of James City County (4)
- Does not support expressed goals for the County's future (3)
- + Shows more single-family development; preferable to commercial, industrial, multi-family, or mixed-use
- growth (2)
- Continues the uncontrolled growth that has ruined other areas of Virginia (2)
- Includes large lot developments that will not be affordable (1)
  - Shows too much development in the northern area of the County where jobs for these residents are not in
- place (1)
  - Gives homes the spaces they need for social distancing (1)
    - Comment supporting the Scenario

Comment not supporting the Scenario

# SCENARIO B - ALTERNATIVE

#### **Themes from Open Ended Comments:**

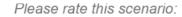
- Provides the protection that rural, agricultural, and environmental lands need (9)
- Includes desired infill and redevelopment inside the PSA (6)
- Is a good balance between growth and preservation (4)
- Protects the character of the County (4)
- Will lead to congestion on existing routes in the PSA (3)
- Encourages growth that we do not want (2)
- + Will provide more affordable options for housing (2)
- + Provides desired concentration of growth in certain areas (2)
- Still shows too much growth outside the PSA and in the northern area of the County (2)
- Does not provide the private greenspace or yard space that people need (1)
- Eliminates industrial growth, which is desirable for economic diversification (1)
- Creates urban places that do not fit James City County's character (1)



Comment supporting the Scenario

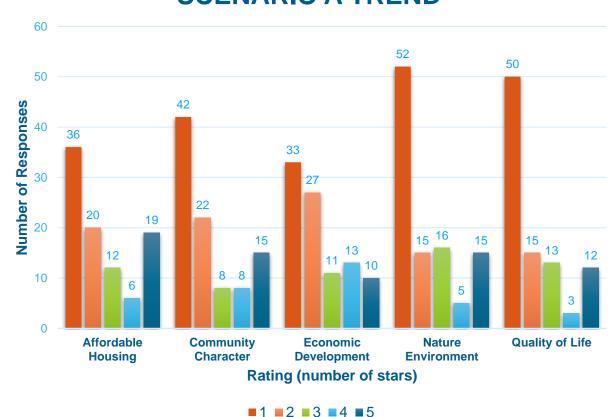


Comment not supporting the Scenario

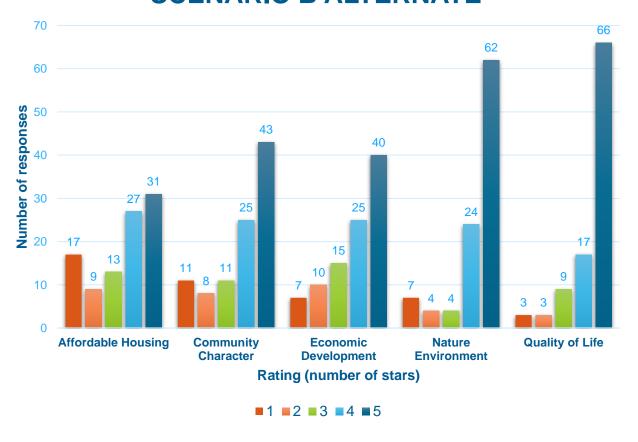




#### **SCENARIO A TREND**



#### **SCENARIO B ALTERNATE**



## **NATURE & ENVIRONMENT**

**Themes from Open Ended Comments:** 

#### **SCENARIO A:**

- This Scenario does not do enough to preserve open space, natural areas, and rural lands (9)
- Need to provide for long-term sustainability (2)
- Plenty of single-family homes already exist in rural areas for those who want them (2)
- Regulations that force land preservation create unaffordable housing (1)

#### **SCENARIO B:**

- Protects the environment, natural areas, and open space (7)
- Providing parks and green space that is accessible to residential areas (2)
- All new development should include green space (1)
- Density does not necessarily preserve rural areas forever (1)
- No need for new development of any kind (1)





## **COMMUNITY CHARACTER**

#### **Themes from Open Ended Comments:**

#### **SCENARIO** A:

- Vacant land should remain vacant (4)
- Continued suburban development doesn't fit trends in development or desire of young people (2)
- Reuse already developed areas instead of building on vacant land (1)
- Looks nice but uses too much land (1)
- Maintains character of existing singlefamily neighborhoods in the County that are desirable (1)

#### **SCENARIO B:**

- Preserves more open space and natural resources (4)
- Infilling existing areas is a positive, but multi-family development is not desirable (3)
- Has a higher quality of life through access to open space and walkability
   (2)
- Overbuilding in the PSA will bring traffic and lower quality of life (2)
- Mixed-use and greater density will increase community and social interaction (2)

- Comment supporting the Scenario
- Comment not supporting the Scenario

## **AFFORDABLE HOUSING**

#### **Themes from Open Ended Comments:**

#### **SCENARIO** A:

- Is not affordable doesn't show good options for affordability of housing (4)
- Housing is not integrated with employment, shopping and diverse communities (2)
- Want less housing and fewer people overall in the County (1)
- This option is better than mandating affordable housing or imposing restrictive zoning rules (1)

#### **SCENARIO B:**

- Promotes both affordability and diversity (6)
- A need for affordable housing as well as up-market units
- Concern about the look and quality of affordable or multi-family units (2)
- Concerns over affordable housing and increased crime potential (2)
- Critical that affordable housing be located near school and work (1)

Comment supporting the Scenario



Comment not supporting the Scenario

## **ECONOMIC DEVELOPMENT**

**Themes from Open Ended Comments:** 

#### **SCENARIO** A:

- Don't want more retail or industrial development (6)
- Big box retail of this type is already struggling; no need for more (4)
- Commercial development is not integrated with communities (2)
- Fill existing retail spaces before building new (2)
- This type of development takes up too much land (2)

## SCENARIO B:

- Need to focus on increasing economic diversity beyond tourism and retail (5)
- Preference for vibrant "main street" mixed uses and walkability to residential, employment, and shopping
   (3)
- Need for higher paying jobs (3)
  - Less commuting time through locating
  - employment closer to housing (2)
- We already have enough of this type of development and should focus

  Comment not supporting the Scenario (1)

Comment supporting the Scenario

## **QUALITY OF LIFE**

#### **Themes from Open Ended Comments:**

#### **SCENARIO** A:

- Promotes existing situation where parks and trails are only accessible by car (6)
- Small parks should be spread throughout the community, not large and concentrated (2)
- Parks would be used more if they were walkable to residential areas (2)
- Walking trails are not necessary and we don't need so many parks (1)

#### **SCENARIO B:**

- Need trails that can be used to reach schools, employment, and everyday needs (4)
- Greater walkability will improve community health (3)
- Less commuting time through locating employment closer to housing (1)
- Density means greater traffic and risk to cyclists and pedestrians (1)





Comment not supporting the Scenario

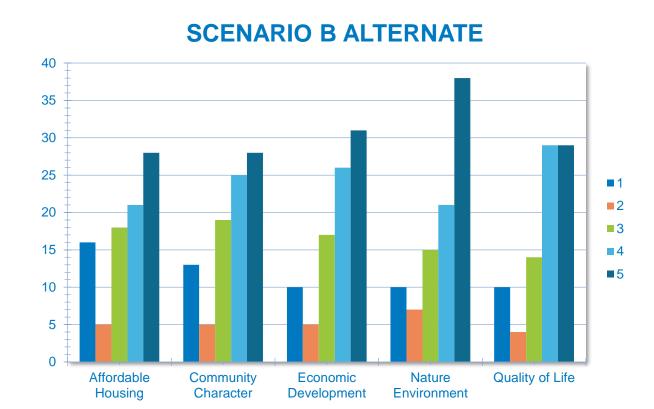
Housing



**Environment** 

#### **SCENARIO A TREND** 50 45 40 35 30 **1 2** 25 **3** 20 **4** 15 **5** 10 5 Affordable Community Quality of Life **Economic** Nature

Development



Note: this topic did not offer users the opportunity to add open-ended responses

Character

# Overall Impressions on Scenario Comments:

- 1. The comments showed a very significant preference for Scenario B (Alternative) over Scenario A (Trend). This suggests a land use policy direction that looks more like Scenario B. The purpose of the scenarios was to test conceptual land use alternatives countywide and a more site-specific evaluation will be done to create the actual Future Land Use map.
- 2. However, there was a small but strongly felt opposing opinion that preferred the current trend of development
- 3. A few comments suggested that there could be some hybrid approach, where desirable elements of each Scenario could be combined
- 4. A number of comments suggested the County needs to limit population and development, irrespective of the Scenario

# Public Engagement Round #2 Exploring and Testing Public Inputs Report Appendix

- Goals Evaluation Questionnaire Respondents Summary
- Scenario Testing Questionnaire Respondents Summary
- Round #2 Publicity and Public
   Outreach



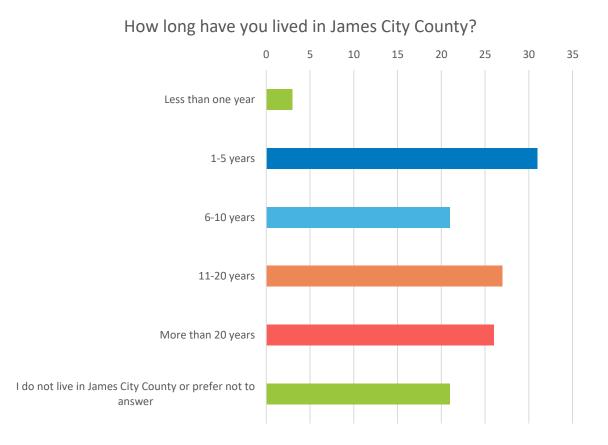
# Goals Evaluation Questionnaire Respondents Demographics Summary

- 1. How long have you lived in James City County?
- 2. What is your age?
- 3. Which best describes your race/ethnicity?
- 4. Are you of Hispanic, Latino or Spanish Origin?
- 5. What is your gender?
- 6. Participated in prior County planning processes?

## Q11: How long have you lived in James City County?

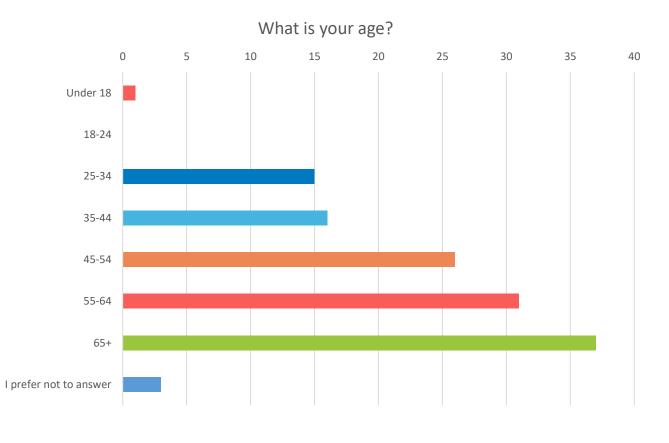
Choices	Responses	Percentage
Less than one year	3	2.3%
1-5 years	31	24.0%
6-10 years	21	16.3%
11-20 years	27	20.9%
More than 20 years	26	20.2%
I do not live in James City County or prefer not to		
answer	21	16.3%
TOTAL	129	100.0%

Compared to Round #1, Round #2 Goals questionnaire respondents had approximately 11% more respondents who don't live in the county/prefer not to answer, and 10% fewer respondents living in county between 11-20+ years.



## Q12: What is your age?

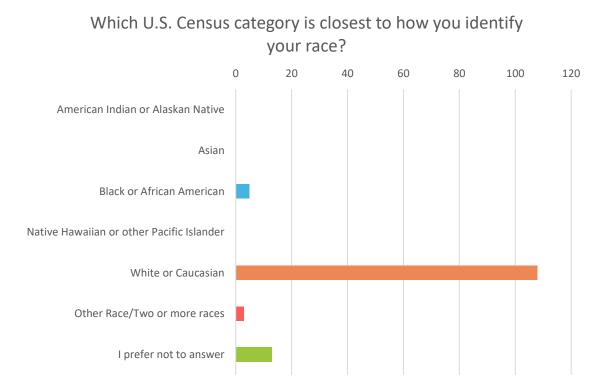
Choices	Responses	Percentage	Census (18+only)
Under 18	1	0.8%	
18-24	0	0%	9.2%
25-34	15	11.6%	13.5%
35-44	16	12.4%	13.9%
45-54	26	20.2%	17.1%
55-64	31	24.0%	17.6%
65+	37	28.7%	29.7%
I prefer not to answer	3	2.3%	
TOTAL	129	100.0%	



Compared to Round #1, Round #2 Goals questionnaire respondents had approximately 5% more respondents between the ages of 45-64, and 2% fewer respondents between the ages of 18-24.

## Q13: Which U.S. Census category is closest to how you identify your race?

Choices	Responses	Percentage	Census
American Indian or Alaskan Native	0	0.0%	0.2%
Asian	0	0.0%	2.5%
Black or African American	5	3.9%	13.1%
Native Hawaiian or other Pacific Islander	0	0.0%	0.0%
White or Caucasian	108	83.7%	80.3%
Other Race/Two or more races	3	2.3%	3.2%
I prefer not to answer	13	10.1%	
TOTAL	129	100.0%	

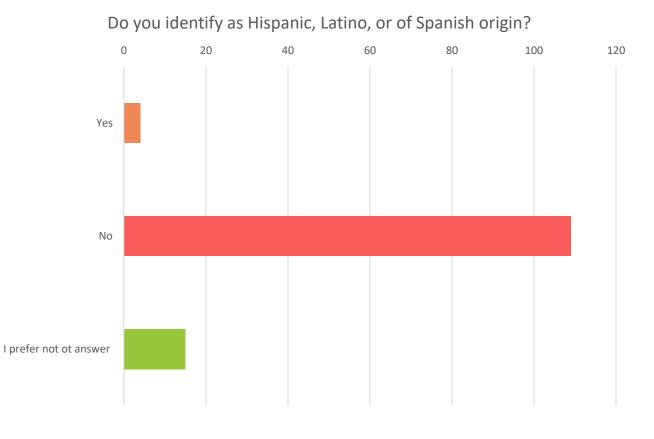


Compared to Round #1, Round #2 Goals questionnaire respondents had approximately 2% more respondents who preferred not to answer.

# Q14: The U.S. Census separates ethnicity from race. Do you identify as Hispanic, Latino, or of Spanish origin?

Choices	Responses	Percentage	Census
Yes	4	3.1%	5.9%
No	109	85.2%	94.1%
I prefer not to answer	15	11.7%	
TOTAL	128	100.0%	

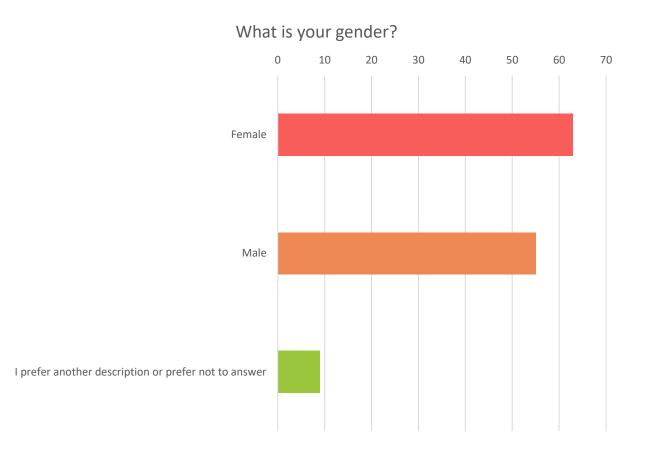
Compared to Round #1, Round #2 Goals questionnaire respondents had approximately 4% fewer respondents who selected "no", and 4% more respondents preferred not to answer.



## Q15: What is your gender?

Choices	Responses	Percentage	Census
Female	63	49.6%	51.7%
Male	55	43.3%	48.3%
I prefer another description or prefer not to answer	9	7.1%	
TOTAL	127	100.0%	

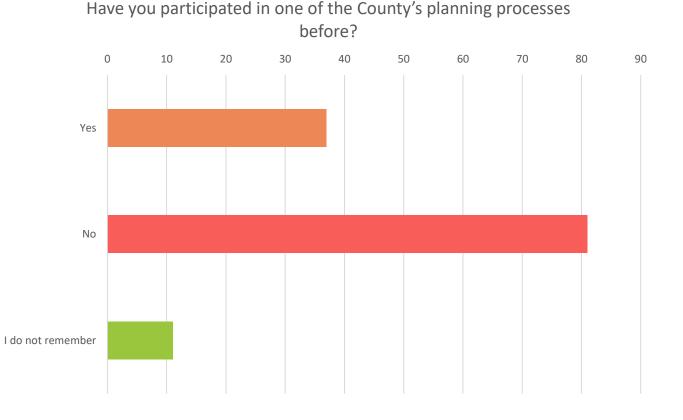
Compared to Round #1, Round #2 Goals questionnaire respondents had approximately 4% fewer female respondents, 2% more male respondents, and 3% more respondents who preferred not to answer or prefer another description.



# Q16: Have you participated in one of the County's planning processes before?

Choices	Votes	Percentage
Yes	37	28.7%
No	81	62.8%
I do not remember	11	8.5%
TOTAL	129	100.0%

Compared to Round #1, Round #2 Goals questionnaire had approximately 11% fewer respondents that selected "no", 6% more respondents selecting "yes", and 4% more respondents who do not remember.

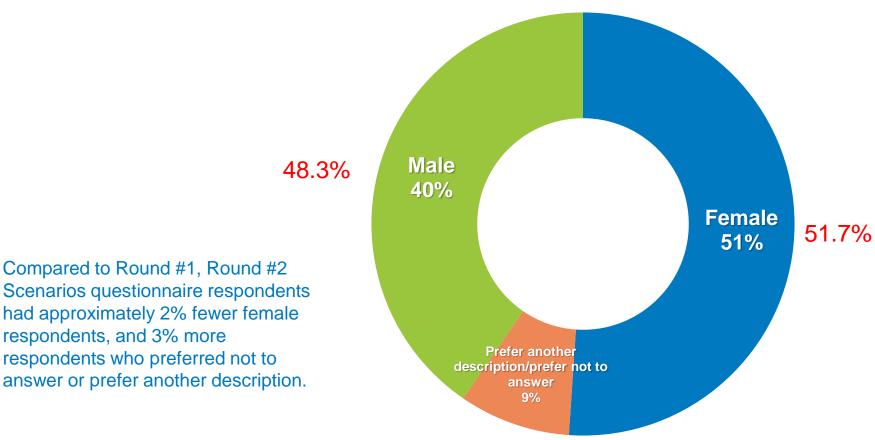




## Scenario Testing Questionnaire Respondents Demographics Summary

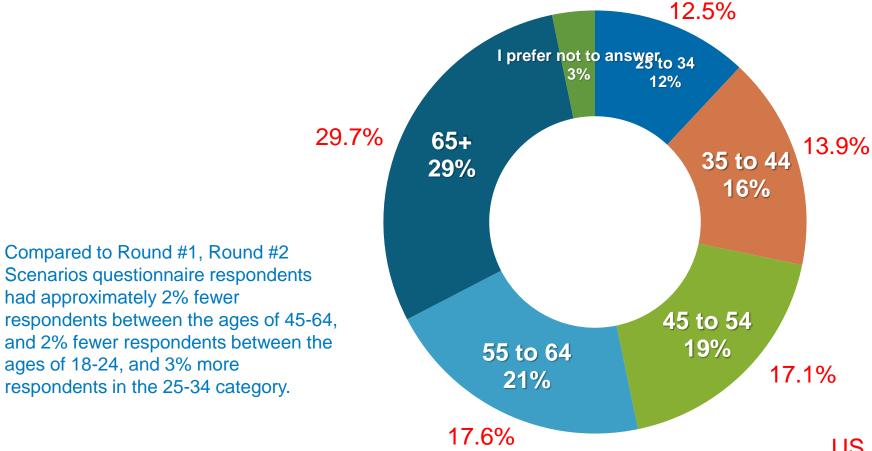
- 1. How long have you lived in James City County?
- 2. What is your age?
- 3. Which best describes your race/ethnicity?
- 4. Are you of Hispanic, Latino or Spanish Origin?
- 5. What is your gender?
- 6. Participated in prior County planning processes?

# What is your gender?



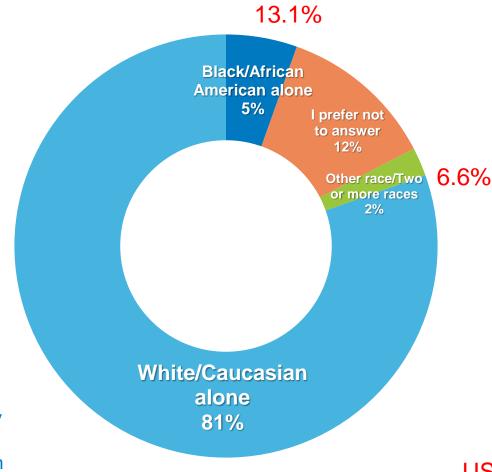
US Census est. 2018 numbers shown in red

# What is your age?



US Census est. 2018 numbers (for over 18 only) shown in red

# What best describes your race/ethnicity?

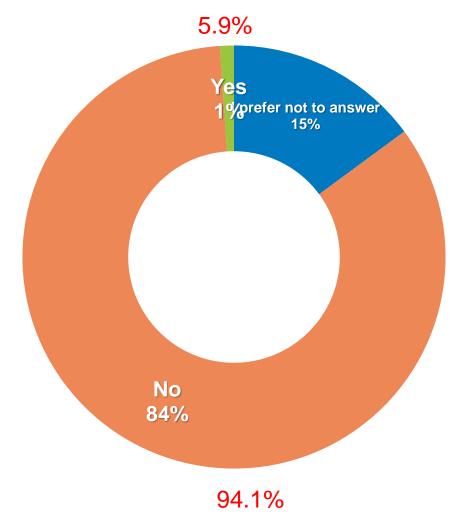


80.3%

Compared to Round #1, Round #2 Scenarios questionnaire respondents had approximately 3% more respondents who preferred not to answer, 3% fewer selecting "White/Caucasian alone," and 2% more respondents selecting "Black/African American alone."

US Census est. 2018 numbers shown in red

Are you of Hispanic, Latino or Spanish origin?

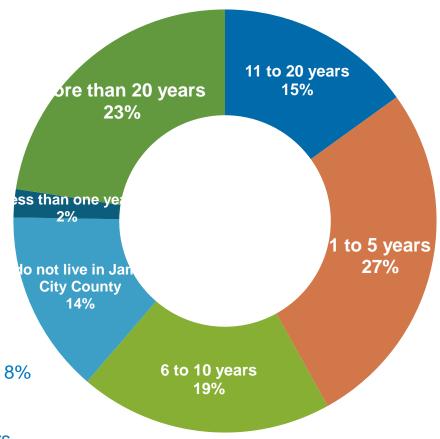


Compared to Round #1, Round #2
Scenarios questionnaire respondents
had approximately 5% fewer
respondents who selected "no", and 7%
more respondents who preferred not to

answer.

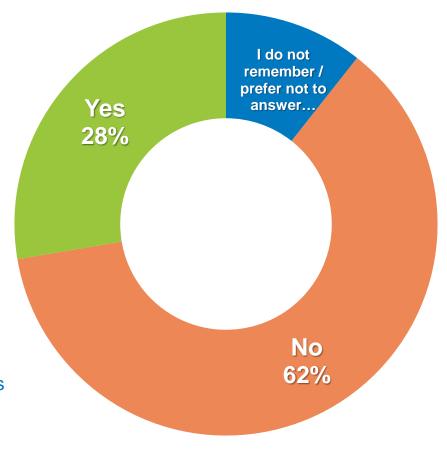
US Census est. 2018 numbers shown in red

# How long have you lived in James City County?



Compared to Round #1, Round #2 Scenarios questionnaire respondents had approximately 8% more respondents who don't live in the county/prefer not to answer, 4% more respondents living in county between 1-5 years, 3% fewer respondents living in the county less than one year, and 12% fewer respondents living in county between 11-20+ years.

# Participated in prior County planning processes?



Compared to Round #1, Round #2 Scenarios questionnaire had approximately 11% fewer respondents that selected "no", 6% more respondents selecting "yes", and 6% more respondents who do not remember.

# Round #2 – Publicity Efforts

## Broad Publicity

- Internet Banner Ads
- Newspaper Print Ads
- Radio Ad
- Morning Headlines Email and E-newsletter Ads
- Public Transit Interior/Exterior Display Ads

## Targeted Publicity/Outreach

- Promotion and survey help offered through WRL mobile services to neighborhoods
- Direct mail and email to local organizations and businesses
- Flyers on community bulletin boards





## Round #2 - Public Outreach Efforts

## Web/Social Media

- Facebook, Twitter weekly posts
- Assembly/Phase II outreach video
- Scenario Planning explanatory video
- Engage 2045 website resource updates

## Print/Digital Media

- Virginia Gazette,
   Op-ed letter to the editor
- WYDaily, article/interview
- Williamsburg Families.com newsletter

## **County Level**

- This Week in JCC podcast
- JCC Economic Development newsletter
- JCC News Releases
- JCC Community Development newsletter
- ENGAGE 2045 newsletter

## Community Organizations

- HOA magazines and newsletters
- Church/Civic newsletters
  - e.g. Capital Trail, Association of Realtors, King of Glory













# ENGAGE

**SHARE your ideas SHAPE our community** 

**JAMES CITY COUNTY** 

Round 3 Public Engagement Summary Report

## **Contents**

About Engage 2045	1
Introduction and Overview of Round 3 Planning Process Public Engagement Objectives Roles and Responsibilities in the Process Round 3: Deciding and Affirming Publicity and Outreach	2 2 3 4 5 7
Summary of Public Engagement Findings Introduction Nature Community Character Affordable Workforce Housing Economic Development Quality of Life Preferences on Allocation of Potential Future Resources	9 9 9 9 10 10 11
Round 3 Engagement Questionnaire Responses Participation Across Questionnaires Policies & Actions Questionnaire Responses Character Design Guidelines Questionnaire Responses Future Land Use Map Questionnaire Responses	12 12 14 28 50
Appendices Policies & Actions Questionnaire Character Design Guidelines Questionnaire Future Land Use Map Questionnaire Future Land Use Map Questionnaire Comments Character Design Guideline Questionnaire Comments Engage 2045 Website Comments	63 80 80 93 104 139 171

# About Engage 2045

The purpose of James City County's Comprehensive Plan is to articulate the long-range vision, goals and strategies that will guide future growth and development and the overall quality of life in the County. The Comprehensive Plan guides future land use decisions and capital investments by landowners, developers, businesses, citizens, and County officials. By considering the types and locations of development and services needed or desired for the future, decision makers are better able to evaluate individual proposals in the context of long-term goals.

Engage 2045 is the planning process to update James City County's currently adopted Comprehensive Plan, *Toward 2035:* Leading the Way. It combines ideas generated by community residents with technical findings explored during the process to create a comprehensive and implementable plan for the future.

The Comprehensive Plan is the broadest of many planning tools used by James City County. It identifies goals, strategies, and actions for the next 25 years and will be implemented by various other County plans and programs, including the Strategic Plan, Capital Improvement Plan, and Zoning and Subdivision Ordinances.

Engage 2045 Round 3 Public Input Summary

# Introduction and Overview of Round 3

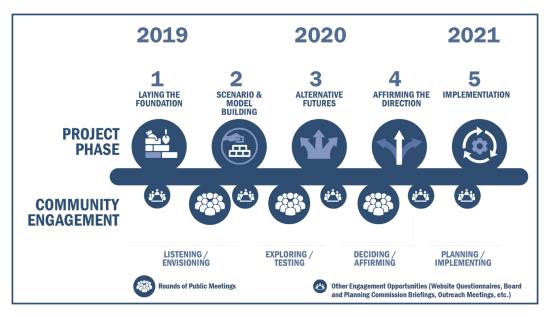
## **Planning Process**

From its inception, a driving focus of the update of James City County's Comprehensive Plan has been to engage the citizens of James City County and ensure their ideas, opinions and concerns are incorporated. The update process has been branded Engage 2045, reflecting the importance of engaging residents and others with local interests in imagining and planning for the next 25 years.

The update to the County's Comprehensive Plan began in 2019 and will proceed through 2021 in a series of phases that provide citizens with ongoing opportunities to learn about community planning and to provide input and comments. These engagement opportunities have and will include:

- **2019 Citizen Survey**: conducting a statistically valid survey of the James City County community on key comprehensive planning topics to inform development of the Engage 2045 public input priorities and the plan's GSAs.
- **Round 1: Listening/Envisioning** learning about the plan and process, and providing input into the County's long-range vision for the future at the Summit for the Future held in November 2019 and related online engagement activities.
- **Round 2: Exploring/Testing** exploring various alternative scenarios for the County's future growth and change, and evaluating current Comprehensive Plan goals through the Exploring Our Future Alternatives Assembly and subsequent online questionnaires conducted in August -September 2020.
- **Round 3: Deciding/Affirming** evaluating support for specific policy directions and actions to include within the Plan through a series of online questionnaires supported by Community Chats held in January February 2021.
- **Round 4: Planning/Implementing** building the elements of the comprehensive plan based on the vision and the preferred future direction, with adoption of the final Plan to occur in spring/summer 2021.

In addition to the signature events in each round, there have been multiple public engagement opportunities throughout the process, including public meetings, website comments, and other outreach events. The process as a whole is designed to live up to its name and to actively engage the County's citizens in planning for their future.



## **USING THE PUBLIC ENGAGEMENT RESULTS**

The results of public engagement activities are being used throughout the creation of Comprehensive Plan elements, including:

#### Scenario and Model Building

A major effort of the 2045 Comprehensive Plan involved the construction of economic, transportation, and land use models of future growth and development in James City County to understand the costs, benefits, and impacts of change. Information gathered through public engagement polling was used in this process to set priorities among competing needs for preservation, housing, and traffic control, among others.

#### Alternative Futures

With models of future economic, transportation, and land use impacts constructed, planners tested the results of public engagement mapping exercises to help establish the location of potential areas for growth or for preservation, while the results of public polling and Visual Preference Surveying helped to establish the type of potential future growth, including housing characteristics and densities.

#### Affirming the Direction

The Comprehensive Plan will set the vision and local policies that can deliver James City County to its desired future. The results of public polling and the public's "Big Ideas" will help to establish the goals and desired objectives as the County works toward a shared future.

## **Public Engagement Objectives**

At its inaugural meeting, the County's Community Participation Team (CPT) worked to define what successful public engagement would look like in the Engage 2045 planning process. Using the CPT's input the Planning team created the following public engagement objectives to guide outreach efforts throughout the process and to evaluate public engagement success.

- Community members will be given the choice and access to engage in the planning process through multiple activities.
- Educational opportunities will advance the community's understanding of critical planning issues.
- Public engagement efforts will seek to engage a diversity of residents that is representative of the community.
- Participants' opinions will be respected, well documented, and will help inform policy direction in the Plan.
- Public engagement efforts will seek to inspire trust and continued interest and involvement in the process.
- Clear documentation, project publicity, and engagement activities will articulate how public inputs have been used to help inform policy direction throughout the process.
- Community engagement will be record breaking and surpass statistics of past planning efforts.

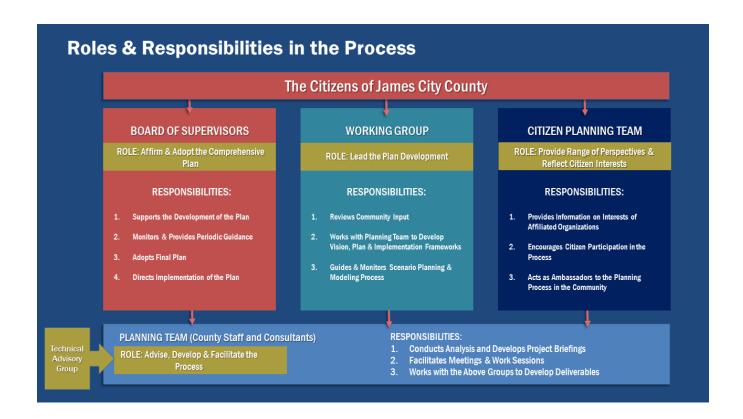
## **Roles and Responsibilities in the Process**

The process of updating the Comprehensive Plan involves teams of policy makers, planners and citizens working together on a variety of activities and elements. The lead decision making role, of course, is played by the County's Board of Supervisors, advised by the County Planning Commission. A sub-committee of the Planning Commission, the Planning Commission Working Group (PCWG), which consists of the Planning Commissioners and the chair of the Community Participation Team, is working in greater detail on the plan and specifically guiding the plan update.

The Community Participation Team (CPT) is a citizen group appointed by the County Board and dedicated to promoting public engagement in this planning effort. The CPT is responsible for encouraging, facilitating and reporting citizen participation throughout the Comprehensive Plan process. The team primarily works in partnership with staff and the Planning Commission in the coordination of publicity efforts, educating the public, sponsoring public meetings and other input opportunities, and encouraging fellow residents and business members to participate in the planning process. The CPT generally meets twice monthly, with its first meeting taking place on August 19, 2019.

County staff from key departments involved with the planning process have formed an informal technical advisory group and help guide the technical aspects of the scenario planning and development of the plan. Finally, the County planning staff is taking a lead role in supporting the process, assisted by a consultant team including EPR, P.C., Clarion Associates, TischlerBise and Michael Baker International.

The County staff, consultants, CPT, and the County's Planning Commission are collectively the project team for this important Comprehensive Plan effort.



## **Round 3: Deciding and Affirming**

## **PURPOSE OF ROUND 3 ENGAGEMENT & ACTIVITIES**

Engage 2045 has progressed to Round 3 of engagement - Deciding and Affirming. This builds on Round 1, in which citizens affirmed five planning priorities for James City County, and Round 2, in which citizens evaluated options for future growth and preservation, and expressed their opinions about the goals the County should aim to achieve. In Round 3, the County project team solicited input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Round 3 consisted of three questionnaires, complemented by a series of virtual Community Chats designed to assist citizens in completing the questionnaires. The first questionnaire -- Policies and Actions -- asked for opinions on steps the County might take to implement citizens' vision for the future, and was conducted January 11-February 21. The second questionnaire -- Community Character Design Guidelines -- sought views on the appearance of structures that might be built in the future and the surrounding lands, and was conducted January 25-February 21. The third questionnaire asked for opinions on 27 Land Use proposals and how those relate to future expectations for development, and was conducted January 25-February 21.

### **QUESTIONNAIRES**

The Round 3 questionnaires were the sole mechanism for collecting public inputs. The three questionnaires were organized by the five public input priorities established in Round #1 and the addition of the Future Land Use Plan. Respondents had the choice to self select the questionnaires and specific questions they preferred to complete. The questionnaires were provided on the project website and in paper at six public locations throughout the County. The questionnaires are included in the Appendices of this report.

Through the Policies and Actions Questionnaire, the County sought community input regarding policies and actions that, if implemented, would shape the future of James City County for years to come. The questionnaire contained 14 questions that address four of the five planning priorities for the County: Nature; Economic Development; Quality of Life; and Affordable/Workforce Housing.

The Character Design Guidelines questionnaire was a visual preference survey that sought opinions on preferences for the future design of neighborhoods, commercial and employment areas, and rural areas and open spaces in James City County. Questionnaire respondents were asked to rank photos of different types of development and open spaces in these contexts.

The Future Land Use Map Questionnaire sought community input on specific applications for land use designation changes. The County's Board of Supervisors, Planning Commission Working Group (PCWG), and staff are reviewing this community feedback, as well as feedback from previous rounds, as they consider these applications for Land Use designation changes. Land Use designations are used to determine what kind of growth will occur in the County and where. They are policy designations that help guide changes to, and implementation of, development regulations. They also help the County make long-term decisions about infrastructure, road improvements, and public facility locations. Land Use designations are also used when the Planning Commission and Board of Supervisors consider certain kinds of development proposals, such as rezonings and special use permits. Planning staff are currently reviewing 27 applications for land use designation changes. Of these 27, three were initiated by property owners and the remaining 24 were initiated by the County.

POLICIES & ACTIONS QUESTIONNAIRE

CHARACTER DESIGN
GUIDELINES QUESTIONNAIRE

FUTURE LAND USE MAP QUESTIONNAIRE

**14** PAPER **+ 263** ONLINE =

**277**TOTAL RESPONSES

8 PAPER + 188 ONLINE = 196

TOTAL RESPONSES

20 PAPER + 89 ONLINE = 109

## **COMMUNITY CHATS**

The Community Chats were a series of three virtual community conversations that corresponded with the questionnaire topics. The Chats were held virtually due to the ongoing COVID-19 pandemic on January 14, 28, and February 4, 2021. The purpose of these Chats was to provide an overview of the planning process, the three questionnaires, and provide an opportunity for participants to ask questions of project team members. The Chats were intended to spark dialogue and answer questions, but were not intended to be a mechanism for capturing inputs.

## **ENGAGE 2045 WEB PAGE**

County planning staff has established a central resource for the Engage 2045 project on the County's website. This site (jamescityCountyva.gov/engage2045) contains background information on the role of the Comprehensive Plan, an archive of supporting documents, a calendar of meetings and events, and opportunities to give direct input to the planning team through comment cards and polling questions. At its launch, County staff promoted the web page through social media including Facebook and Twitter. The site has been continually updated throughout the project with the results of public input and drafts of plan elements.

During public engagement Rounds 1-3 of the Engage 2045 planning process, the project website provided two opportunities for comment: 1) an online survey form that requested respondents to select the top three planning topics of most interest to them and provide an explanation of why those topics were of most interest, and 2) a Share Your Thoughts comment form where respondents could write in comments they would like to share with the Project Team. During each round of engagement, the comments collected were reviewed. The comments generally aligned with the outcomes of the milestone public engagement activities in Rounds 1-3. The complete list of comments for both opportunities are documented in the final report Appendix.

#### **ADDITIONAL MEDIA**

This phase of the Engage 2045 effort also featured a promotional video that served as a review of previous engagement rounds and an overview of what to expect in Round 3 of engagement. The video emphasized that this will be the last "big chance" for community members to participate in the planning process. The video was available on the project website along with a featured <u>podcast</u> called *On This Week in James City County*, in which Renee Dallman interviewed Engage 2045 consultants about the Community Chats & Questionnaires. In addition, Round 3 was publicized through a newspaper article in the Virginia Gazette and a subsequent op-ed authored by Ginny Wertman who serves on the CPT and the PCWG.

# Round 3 Publicity and Outreach

For this third round of community engagement, publicity efforts included multiple advertisements in print and online news sites such as WYDaily and Virginia Gazette, ads on WATA buses, flyers, handouts, cross-promotion with Parks & Recreation and Office of Economic Development, and social media messages on Facebook, Twitter, and Nextdoor. News-letters recipients included the County's listservs for News Releases, Community Development, Workforce Housing Task Force, and Engage 2045 signups. Focused emails were sent to 86 organizations, 44 religious institutions, homeowner's associations, and County commissions and boards. Additional efforts included a televised video, a front page article in the Virginia Gazette, a podcast, op-ed articles, and prize-drawings. Outreach also included direct mailing to property owners whose properties were being considered for land use changes, and an insert in a real estate billing mailing to over 20,000 households.

#### Print Online Misc. Direct Outreach Newsletters Podcast interview Va. Gazette front Organizations •Real Estate Billing page News site ads Televised video Op-ed articles Mailing Social Media WATA buses Flyers, handouts, •HOAs Facebook Prize drawing inserts Religious Twitter institutions Nextdoor Peach Jar

To offer a more personal interactive way for citizens to get information and ask questions, the Planning Team held three virtual Community Chat meetings. Staff were on hand to answer questions on specific topics, and the meetings were recorded and posted online so additional citizens could access them later. Special consideration was given to the circumstances of the pandemic, and the Round 3 engagement process was extended a number of weeks versus previous rounds. In addition to online outreach and mailings, paper questionnaires were distributed to seven initial locations and then expanded to 11 ultimate locations geographically distributed throughout the County. These locations were publicized; printouts and posters were set up to provide information for people filling out paper questionnaires. In addition, staff helped people over the phone with their questionnaires.

Figure 1. Social media post, example 1.



Figure 3. WATA Bus Ad



For more information, visit: jamescitycountyva.gov/3809

Figure 2. Social media post, example 2.

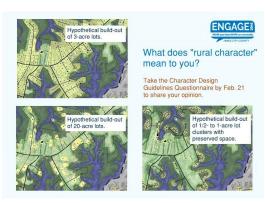


Figure 4. Paper questionnaire and information kiosk, Bldg. F, County Government Center.



# Summary of Public Engagement Findings

## Introduction

While this report is focused on documenting the findings from the Round 3 engagement effort, it is important to consider these findings in relation to the previous public inputs provided during this process. The public engagement strategy has been purposefully designed to be cumulative in nature so that findings from one round of engagement set the stage for the questions that should be posed in the next round, and the new round provides an opportunity to reinforce or distinguish prior engagement findings. This section provides a summary of these cumulative inputs organized by the five public input priorities: Nature, Community Character, Affordable Workforce Housing, Economic Development, and Quality of Life.

## **Nature**

There continues to be consistent public support to prioritize the protection of natural lands and open spaces in the County. This was the most highly ranked and supported objective across all three rounds of engagement. For Round 3, respondents support new development restrictions and public land acquisition to limit development impacts on natural lands and to address impacts of climate change and sea level rise, with a strong focus on protecting water resources. Round 3 respondents also indicated strong support for protecting a wide variety of natural lands.

2019 Citizen Survey	95% ranked that it was important to protect and improve the natural environment including water, air quality, and environmentally sensitive areas
Engage 2045 Round 1	97% ranked that it was important for the County to do more to improve our efforts to protect and preserve our natural environment in the County
Engage 2045 Round 2	Preference for Scenario B that protects the environment, natural areas, and open space
Engage 2045 Round 3	92% of respondents support protecting natural lands and open spaces through the use of one or more strategies

## **Community Character**

Throughout the planning process, there has been consistent public support to prioritize protection of the County's unique community character, particularly the character of rural lands and communities in the County. In Round 3, there was strong support for styles of development that reduce development intensity supported through the expression of values for natural beauty, agricultural conservation, privacy, walkability, historical architecture, and community. Round 3 participants' primary community character concern was preserving the existing rural and low-density development patterns in James City County. Participants believed that rural residential development must be planned with farmland preservation in mind, but participant comments revealed disagreements in how to achieve this. Participants generally associated high-density development with increased traffic and a lower quality of life. However, there was evidence that middle density land uses could be supported with County-compatible designs and the incorporation of nature and green spaces. Respondents expressed support for higher densities within mixed use and employment contexts that provided walkability and opportunities for interaction.

The Character Design Guidelines questionnaire inputs will be leveraged to update the County's Character Design Guidelines. The findings from this engagement reinforce and reaffirm the direction of design standards and the preexisting standards that the County was following. Resident feedback regarding density, scale, and character in many ways echoed the feedback collected in Rounds 1 and 2, and reflected the County's ongoing efforts to encourage that any new growth be contextually appropriate and contribute to local heritage and character. This feedback can also guide priorities and preferences in the Design Guidelines.

2019 Citizen Survey	85% ranked that it was important to protect and preserve the County's rural character
Engage 2045 Round 1	90% ranked that it was important for the County to do more to improve our efforts to protect and preserve our rural character in the County
Engage 2045 Round 2	Preference for Scenario B that protects natural and rural lands and upholds existing community character
Engage 2045 Round 3	Preference for lower intensity development types that support maintaining authentic community character

## **Affordable Workforce Housing**

There has also been consistent public support to provide more opportunities for affordable workforce housing during the planning process. However, Round 3 revealed less support for prioritizing resources to support this objective when compared to the other public input priorities. Round 3 respondents identified adaptive reuse and redevelopment of existing commercial and employment locations and transit corridors as the best locations for new affordable workforce housing. Strategies to improve homes in existing residential neighborhoods and stabilize and enhance mobile home parks were also strongly supported.

2019 Citizen Survey	83% ranked that it was important to provide housing opportunities that are affordable to our workforce
Engage 2045 Round 1	84% ranked that it was important for the County to do more to provide housing opportunities that are affordable to our workforce
Engage 2045 Round 2	Preference for Scenario B that provided more opportunities for affordable workforce housing that is compatible with existing community character
Engage 2045 Round 3	Majority of respondents support strategies for supporting affordable workforce housing

## **Economic Development**

While there has been consistent public support to diversify the local economy, with a focus on development of higher wage employment, Round 3 revealed less support for allocating resources to this endeavor. Round 3 respondents expressed mixed support for the County investing in infrastructure to serve economic development sites within the PSA. For development of complete communities that can support future economic growth, there was a preference for more mixed-use centers with employment and adding more middle density housing to existing employment areas.

2019 Citizen Survey	88% ranked that it was important to support efforts to attract jobs and new businesses
Engage 2045 Round 1	88% ranked that it was important for the County to expand the local economy by attracting higher paying jobs
Engage 2045 Round 2	Preference for Scenario B that provided more opportunities for more complete communities desired by many industries, these environments mix uses and offer walkability to destinations
Engage 2045 Round 3	78% of respondents support mixed use complete communities to support economic development

## **Quality of Life**

There was consistent support for enhancing quality of life amenities in James City County, with a strong emphasis on walking and biking facilities -- especially in locations that increase connectivity between neighborhoods and shopping, schools, employment areas, and greenways.

2019 Citizen Survey	94% ranked that James City County's parks and recreation facilities, programs, and services were important overall
Engage 2045 Round 1	Summit on the Future Big Ideas included improvements to stability of community services, libraries, and public water; additional school capacity; and additional biking and walking paths.
Engage 2045 Round 2	Comments from goals questionnaire suggest strong support for more walking and biking facilities in the County and more facilities to meet senior needs in a manner that is affordable, accessible, equitable, and geographically dispersed; education is also a highly valued component of quality of life.
Engage 2045 Round 3	Majority of respondents support more biking and walking options in the County (Question #9) and biking and walking facilities ranked highest for ways to reduce greenhouse gas emissions

# **Preferences on Allocation of Potential Future Resources**

Question #14 in the Policies and Actions Questionnaire conducted in Round 3 asked respondents to consider the five public input priorities and to distribute hypothetical County resources up to 100% among the five priorities or not at all. Nearly 98% of respondents supported allocating resources to support initiatives aimed at achieving the five public input priorities with fairly even support for protecting sensitive environmental resources (22.7%), protecting and preserving the rural aspects of the County's community character (21.9%), and expanding existing and creating new quality of life amenities (21.6%). Respondents allocated relatively fewer resources to making our community more economically resilient (17.6%) and supporting the development of affordable workforce housing (13.9%).

## Round 3 Engagement Questionnaire Responses

## **Participation Across Questionnaires**

In the tables below you will see comparative data for participation between the Policies & Actions Questionnaire and the Design Guidelines Survey. When applicable, this data is compared to 2019 American Community Survey Data for James City County.

- demographics that we hit well, within 5% of census category population
- demographics we did not hit well, within 5% of census category population not reached

What is Your Age?			
Response	Polices & Actions	Design Guidelines	2019 American
Response	Questionnaire	Survey	Community Survey
Under 18	0%	1%	•
18-24	2%	0%	9.2%
25-34	7%	12%	13.5%
35-44	15%	20%	13.9%
45-54	17%	17%	17.1%
55-64	23%	22%	17.6%
65 or Older	31%	25%	29.7%
I prefer not to answer	5%	3%	-

Which Best Describes Your Race?			
Desmana	Polices & Actions	Design Guidelines	2019 American
Response	Questionnaire	Survey	Community Survey
American Indian or Alaskan Native	0%	0%	0.4%
Native Hawaiian or Other Pacific Islander	0%	0%	0.1%
Other Race/Two or More Races	1%	3%	2.9%
Black or African American	3%	1%	13.6%
White or Caucasian	79%	76%	80%
Asian	1%	1%	2.6%
I prefer not to answer	16%	19%	-

Are You of Hispanic, Latino, or Spanish Origin?			
Parpara	Polices & Actions	Design Guidelines	2019 American
Response	Questionnaire	Survey	Community Survey
Yes	3%	4%	5.9%
No 84% 78% 94.1%		94.1%	
I prefer not to answer	13%	18%	-

What is Your Gender?			
Despense	Polices & Actions	Design Guidelines	2019 American
Response	Questionnaire	Survey	Community Survey
Male	41%	43%	48.9%
Female	51%	51%	51.7%
I prefer not to answer	8%	6%	-

How Did You Hear About this Effort?			
Response Polices & Actions Questionnaire			
Other (not listed)	41%		
WATA Bus Advertisement	26%		
James City County Facebook Page	26%		
Word of Mouth (friend or colleague told me)	20%		
Virginia Gazette	9%		
WYDaily.com	3%		
Williamsburg Families Social Media Site	1%		

How Long Have You Lived in James City County?			
Response	Polices & Actions Questionnaire	Design Guidelines Survey	
I do not live in the County	6%	1%	
Less than one year	2%	2%	
1-5 years	20%	25%	
6-10 years	19%	20%	
11-20 years	23%	25%	
More than 2- years	30%	27%	

Have You Participated in One of the County's Planning Processes Before?									
Response	Polices & Actions Questionnaire	Design Guidelines Survey							
Yes	33%	32%							
No	60%	53%							
I prefer not to answer	7%	15%							

12 Engage 2045 Round 3 Public Input Summary 13

## **Policies & Actions Questionnaire Responses**

## **INTRODUCTION**

The Policies and Actions Questionnaire was conducted from January 11 – February 21, 2021. The County offered this survey via an online survey platform and through paper versions of the same survey placed in key public locations. The survey collected 277 responses over a six week period.

## **DEMOGRAPHICS OF RESPONDENTS**

The seven demographic questions posed in this questionnaire revealed the following information about the questionnaire respondents. The tables on the previous pages provide a comparison of these demographic responses.

- WATA bus advertising, the James City County Facebook page, and outreach by word of mouth were the primary ways that respondents learned about the Engage 2045 public engagement effort. 72% of respondents learned about the initiative through one of these three methods. Respondents could select all methods applicable for hearing about the effort, and often chose multiple responses. 41% chose "other" indicating there were other outreach channels reaching a significant proportion of respondents.
- Respondents are somewhat evenly dispersed in terms of the duration of tenure in the County: 20% at 1-5 years, 19% at 6-10 years, 23% at 11-20 years, and 30% at more than 20 years.
- The racial profile of respondents was similar to the profile of respondents in Rounds 1 and 2 engagement efforts with a lower percentage of persons identifying as Black/African American, Asian, and Other Race/Two or More Races when compared with U.S. Census statistics for the County. Complicating this is the fat that 16% of respondents selected "I prefer not to answer." Similarly, for ethnicity, 13% of respondents preferred not to answer and those that did respond to the question resulted in a lower percentage of Hispanic/Latino/Spanish origin representation when compared to U.S. Census statistics for the County.
- Younger age cohorts were underrepresented in the questionnaire responses, particularly for 18-34 year olds. The 55-64 age cohort were slightly overrepresented, and the other age cohorts were approximately representative of the County.

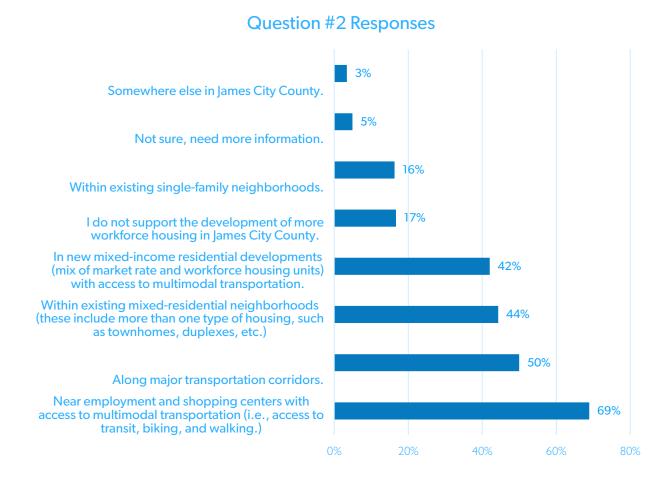
## **SUBSTANTIVE QUESTIONS AND RESPONSES**

The questionnaire included 14 substantive questions on potential future policy direction and implementation action choices organized by four of the five public input priorities identified in Round 1: Affordable/Workforce Housing, Nature, Quality of Life, and Economic Development. Question #14 was a culminating question that asked respondents to identify among the five public input priorities the amount of future County resources (i.e., staff time, public funding, or other resources) that should be allocated to initiatives to support the five input priorities. The following tables and charts document the responses to these questions.

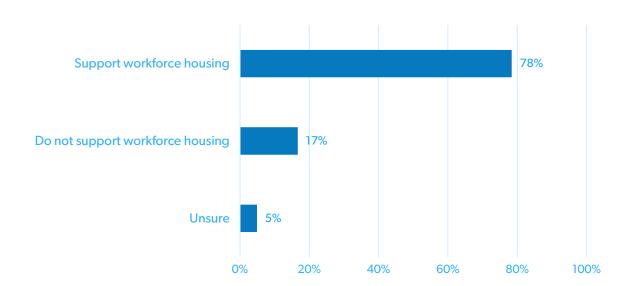
1. Through the 2019 Citizen Survey and the Engage 2045 Round #1 Public Engagement effort, residents have shown strong support for providing more housing opportunities that are affordable to the local workforce. The recent work of the James City County Workforce Housing Task Force resulted in several recommendations for expanding the supply of workforce housing. Please rank below your preference for strategies to increase the availability of workforce housing in the County or choose one of the final two options. (Rank 1 is the highest level of support and 9 is the lowest level of support.)

	Number of Times Ranked								Weighted Ranking	
STRATEGY	1	2	3	4	5	6	7	8	9	
Incentivize and guide the repurposing of older, vacant, and/or underutilized commercial buildings for workforce housing, specifically focusing on old motels and outdated shopping areas.	59	40	39	22	11	17	7	13	9	Highest 3.4
Dedicate more County resources and seek more state/federal funding to rehabilitate existing single-family homes in the County that are in serious disrepair.	63	31	24	20	20	13	17	13	17	3.8
Change regulations to allow for a wider range of housing types and sizes in areas already designated for multi-family uses, particularly near job centers and transit corridors.	23	26	38	37	31	20	14	19	8	4.3
Dedicate County resources, seek state/federal funding, and work with the owners of mobile home parks to prevent further deterioration of these parks and explore redevelopment opportunities.	16	36	35	27	25	22	20	15	20	4.6
Create a local Housing Trust Fund aimed at supporting development of workforce housing by dedicating local funding and seeking access to state and federal funding sources.	19	15	18	17	25	29	24	17	42	5.6
Allow more flexibility for development of attached and detached accessory apartments on individual single-family lots.	11	19	16	22	31	27	18	27	37	5.7
Incentivize the construction of workforce housing by private developers by establishing a voluntary program that provides density bonuses (i.e., additional housing units), an expedited review process, and/or development fee waivers.	16	18	13	21	19	20	37	33	27	5.7
Promote existing and adopt new property tax abatement programs (i.e., programs that reduce future property taxes) to support construction of workforce housing.	8	18	15	14	32	28	38	34	18	5.7
Partner with private sector housing developers by allowing the construction of workforce housing on some County-owned lands.	6	15	17	30	15	32	27	34	29	Lowest 5.8
TOTAL	221	218	215	210	209	208	202	205	207	
I don't support any of these approaches.  Not sure, I need to know more.	37 23	13% 8%								

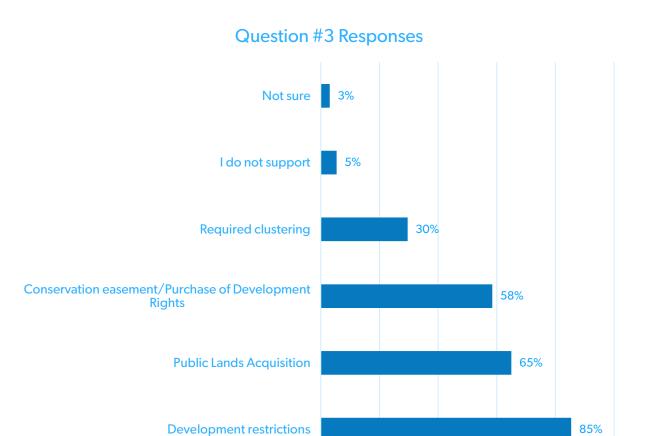
2. Workforce housing comes in many forms, including single family homes, townhomes, apartments, and other multi-family dwellings, such as duplexes or triplexes. Please select from the choices below the areas where new workforce housing of a compatible character should be located in James City County. (Circle all that apply from i-vi, or choose vii and viii as applicable.) Overall # of responses: 264



## Question #2 Summary Responses



3. Protecting natural lands and open spaces in the County was one of the most highly supported community objectives identified through the 2019 Citizen Survey and the Engage 2045 Round #1 Public Engagement effort. **Which types of protection measures do you support?** (Circle all that apply from 1-iv, or choose v and vi as applicable.) Overall # of responses: 260



## **Question #3 Summary Responses**

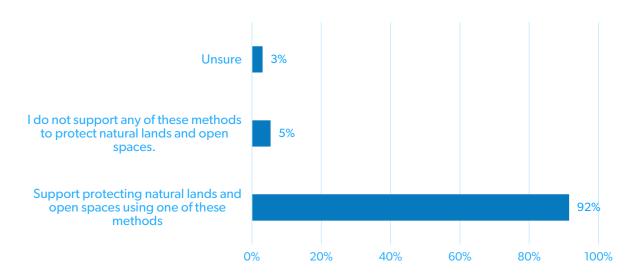
20%

40%

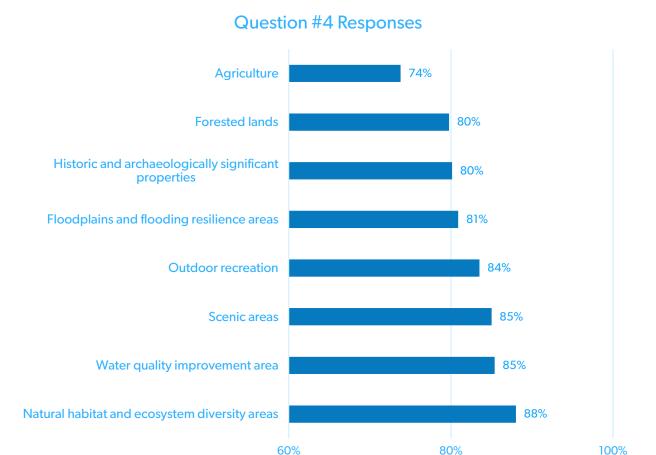
60%

100%

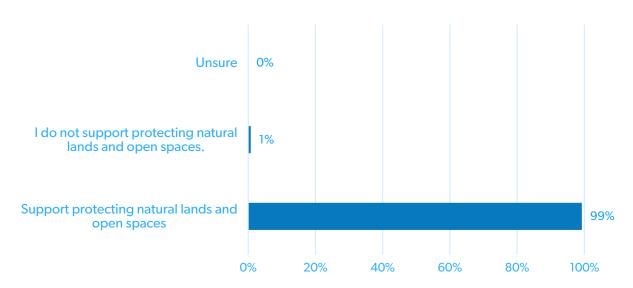
80%



4. Which types of natural lands, undeveloped lands and open spaces do you support protecting? (Circle all that apply from i-viii, or choose ix and x as applicable.) Overall # of responses: 267

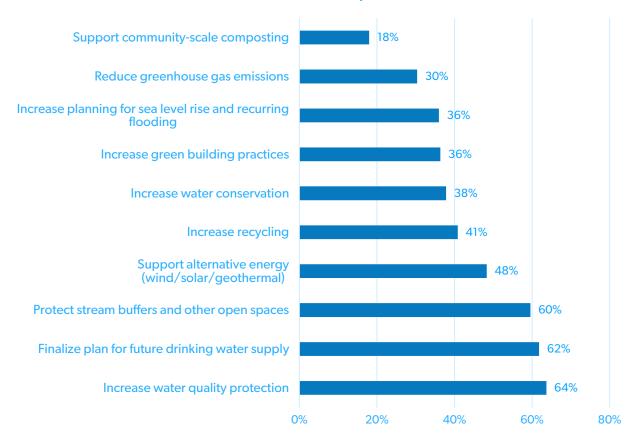




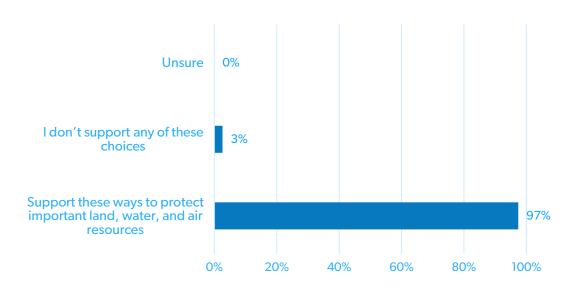


5. Which of the following should the County do more of to protect our important land, water, and air resources? (Circle your top five choices.) Overall # of responses: 267

## **Question #5 Responses**

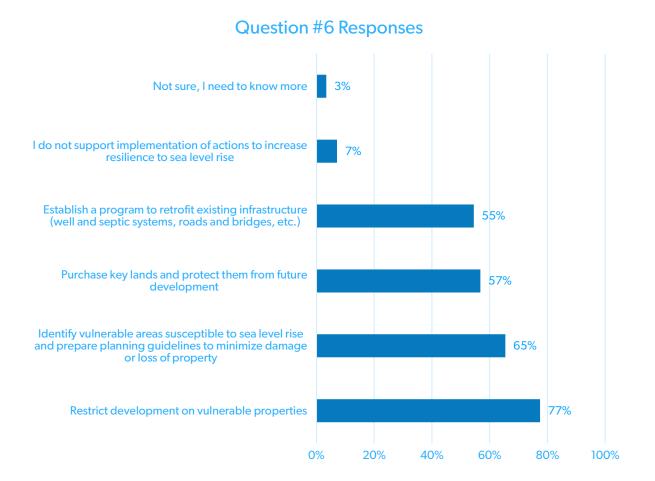


## **Question #5 Summary Responses**

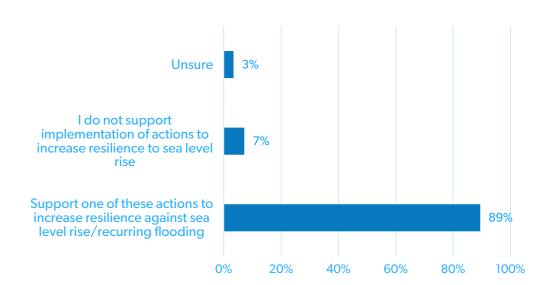


19

6. Which of the following actions do you support to increase resilience to sea level rise/recurring flooding? (Circle all that apply from i-iii, or choose iv or v as applicable.) Overall # of responses: 266

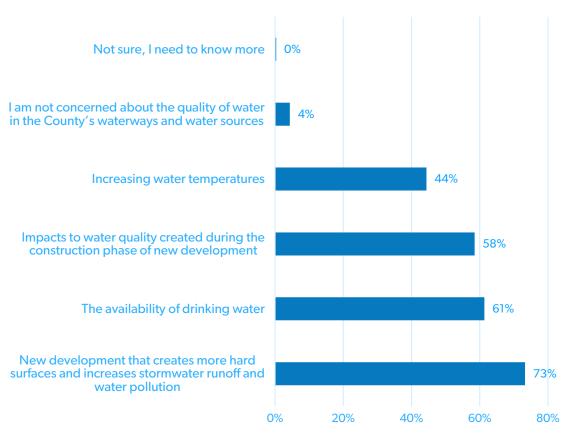


## **Question #6 Summary Responses**

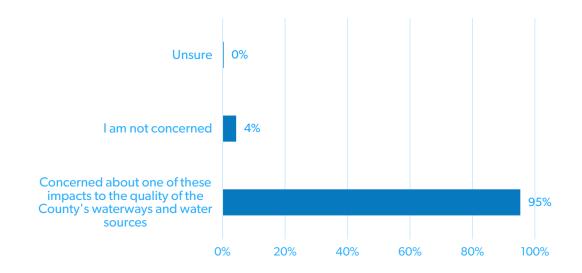


7. What are your greatest concerns related to the quality of the County's waterways and water sources? (Circle all that apply from i-iv, or choose v or vi as applicable.) Overall # of responses: 277.



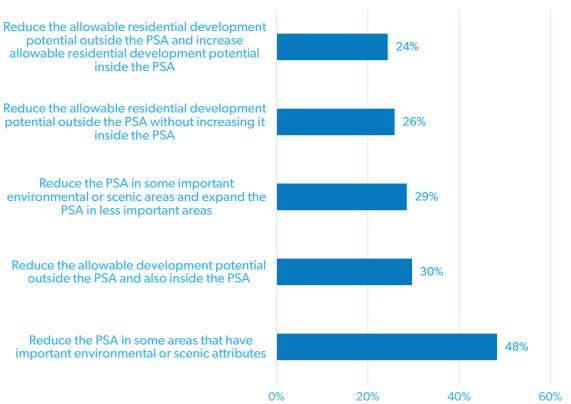


## **Question #7 Summary Responses**

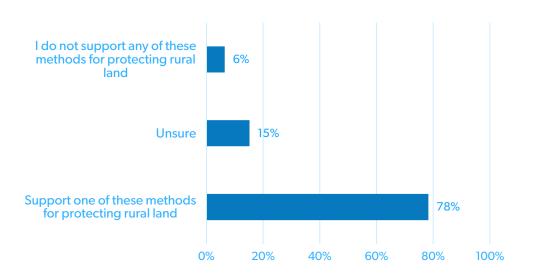


8. During the Engage 2045 process, residents have voiced strong support for protecting rural lands as a cornerstone of the County's valued rural character. The County currently allows one residential unit per three acres on rural lands outside the Primary Service Area (PSA) – the County's growth area -- and focuses on providing water and sewer to areas inside the PSA and not to rural lands. **Please select below any of the policies for expanding and protecting the rural lands that you would support**. (Circle all that apply.) Overall # of responses: 263.





## **Question #8 Summary Responses**



9. During the Engage 2045 process, there has been strong support for more walking and biking options within the community. To help understand what types of facilities can best support residents, please rank in order of preference the types of facilities (e.g., paths, trails, greenways, sidewalks) in which you would like the County to invest.

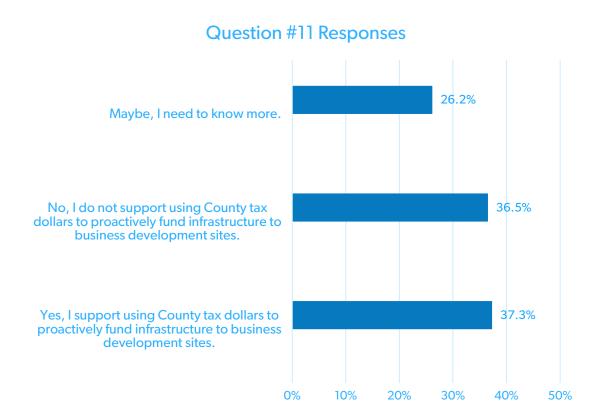
		1	Number	Weighted Ranking	•				
STRATEGY	1	2	3	4	5	6	7		4
Walking and biking facilities that connect <b>neighborhoods to schools and</b> parks	28	70	62	47	26	10	3	Highest 3.1	
Walking and biking facilities that connect <b>neighborhoods to employment</b> or shopping centers	53	48	39	30	47	21	5	3.2	
Walking and biking facilities that connect <b>neighborhoods to major trails</b> and greenways	42	35	47	57	30	27	5	3.4	
Walking and biking facilities that offer an alternative to driving along major road corridors	37	41	35	32	46	34	13	3.7	
Walking and biking facilities that connect adjacent neighborhoods	39	23	30	35	40	47	26	4.1	
Walking and biking facilities that <b>connect adjacent employment or shopping areas</b>	10	23	20	25	36	80	39	4.9	
Extending the Capital Trail from Jamestown to the rest of Hampton Roads	39	7	15	15	15	17	135	Lowest 5.3	
TOTAL	248	247	248	241	240	236	226		
I do not believe the County should invest in any of these	37	12%							
Not sure, I need to know more	23	7%							

## 10. To reduce greenhouse gas emissions, please rank below all methods of transportation in which you believe the County should invest.

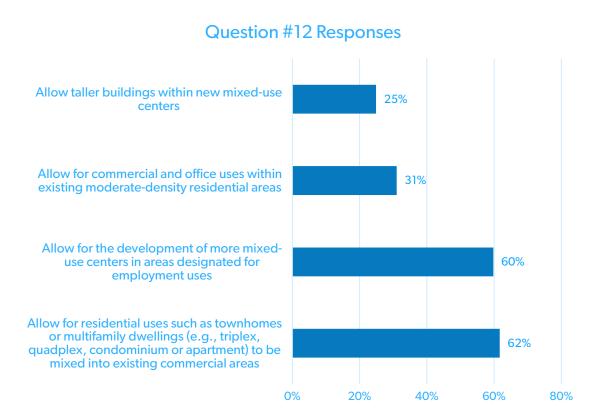
	Number of Times Ranked							Weighted Ranking		
STRATEGY	1	2	3	4	5	6	7	8		٦
Biking networks (e.g., paths, trails, greenways)	89	46	28	24	21	14	5	8	Highest 2.8	
More sidewalks and walking networks	49	67	37	29	18	- 11	- 11	4	3	
Electric charging stations in parking lots to support alternative vehicle usage	33	37	31	38	32	20	20	15	3.9	
Transit stops and shelters in developments	20	28	42	40	30	31	20	10	4.2	
Regional commuter rail service funded in partnership with other localities	30	27	36	24	22	23	16	35	4.4	
Designated rideshare (e.g., Uber, Lyft) drop-off sites within developments	4	12	32	31	39	43	30	24	5.1	
Golf cart usage on certain roads and parking in public parking lots, if legally permissible	12	13	13	19	25	30	45	58	5.8	
E-scooters on certain walking and biking facilities, if legally permissible	7	5	14	16	26	32	57	49	Lowest 6	
TOTAL	244	235	233	221	213	204	204	203		
I do not believe the County should invest in any of these	25	9%							•	<
Not sure, I need to know more	6	2%								

22 Engage 2045 Round 3 Public Input Summary 23

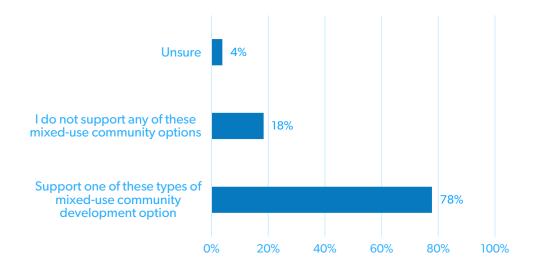
11. Through the 2019 Citizen Survey and the Engage 2045 Round #1 Public Engagement effort, residents have shown strong support for doing more to attract higher paying jobs to the County. Currently, infrastructure extensions and improvements to support new developments are constructed as part of the development process and funded by private developers. Examples include extensions of public water and sewer lines and stormwater infrastructure, and roadway or other transportation improvements. As a mechanism to attract businesses to the County, some of which may provide higher paying jobs, do you support using County tax dollars to proactively fund infrastructure to sites within the Primary Service Area -- the County's growth area -- that are planned for future business development? Overall # of responses: 260



12. Employee preferences for mixed-use and walkable communities are increasingly driving the business site selection process for many industries. These "complete communities" provide options for employees to shop, dine, recreate, and live close to work – like New Town. In Round #2 of the Engage 2045 process, this type of mixed-use community received more support than the current trend of neighborhoods with single family homes on relatively large lots. **Please check all the choices below that you support to create complete communities in the County.** Overall # of responses: 261

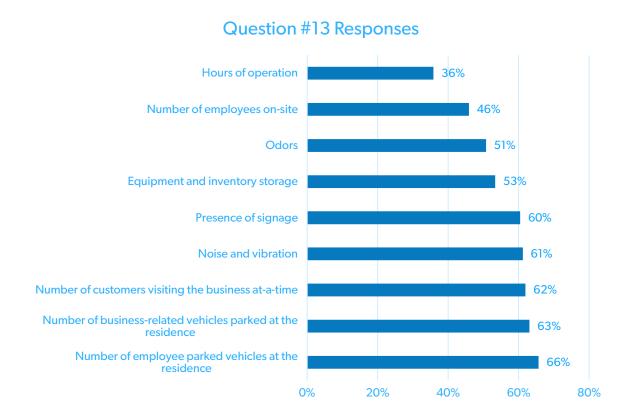


## Question #12 Summary Responses

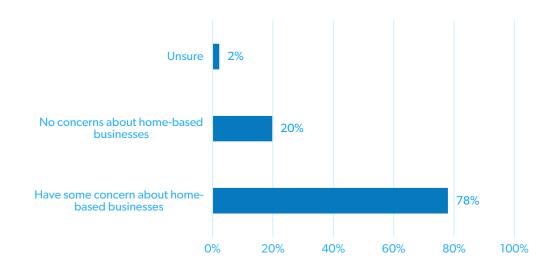


24 Engage 2045 Round 3 Public Input Summary 2

13. Recent economic trends, emphasized through the pandemic, have resulted in more workers in the County working from home. More small business owners are choosing to base their operations out of their home for safety, productivity, and cost reasons. If the County relaxed restrictions on home-based businesses, which of the following are of potential concern to you? Overall # of responses: 268

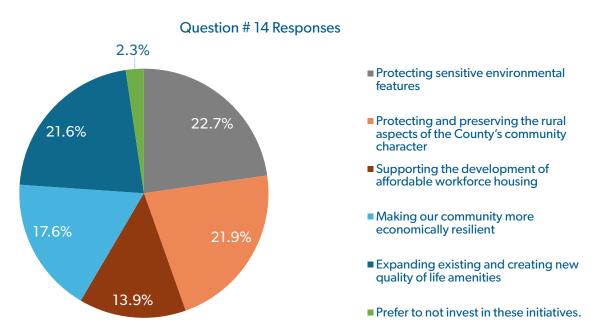


## **Question #13 Summary Responses**



14. Through the 2019 Citizen Survey and the Engage 2045 public inputs, citizens have identified five priorities they want the County to pursue. However, County resources are constrained, which means that these priorities must compete for limited resources (whether they be staff time to develop policies, County funds to support initiatives, or the use of outside funding). **Assuming the County has resources to invest in these initiatives, please identify the percentage of those resources you would support allocating to each.** The total of the percentage must add up to 100%. If you prefer to not invest in these initiatives, please mark 100% in the last choice.

Overall # of responses: 220



# **Character Design Guidelines Questionnaire Responses**

## **INTRODUCTION**

The public had access to the James City County Design Guidelines Survey from January 25, 2021 to February 21, 2021. The County offered this survey via the Metroquest online survey platform and through paper versions of the same question-niare placed in key public locations. The questionnaire collected 197 responses over a one-month period. The questionnaire provided several photographs of different types of development grouped into the categories of neighborhoods, commercial, and rural and other. Participants were asked to rank each image from one to five stars, with five as the highest ranking, and were given the opportunity to comment on each image. A total of 987 comments were collected and are included in an Appendix to this report. This report draws on the participant comments for insights on the questionnaire score results.

Questionnaire participants' primary concern was preserving the existing rural and low-density development patterns in James City County. Participants had a strong preference for images that depicted neocolonial architecture. Participants generally associated high-density development with increased traffic and a lower quality of life. Image ratings and comments showed a strong preference for pedestrian-oriented shopping areas. Participants believed that rural residential development must be planned with farmland preservation in mind, but participant comments revealed disagreements in how to achieve this.

### **DEMOGRAPHIC DATA**

The survey collected six key data points to help identify the demographic makeup of the survey participants. The results are displayed in the charts listed on pages 10-11. The majority of participants had lived in the county for over 11 years, nearly half were 55-years-old or older, over three-quarters were white, most were not Hispanic or Latinx, the majority were women, and most had not participated in the planning process prior to this survey. A comparison of the Character Design Guidelines Questionnaire and the Policies and Actions Questionnaire revealed two differences in respondents. First, 5% more respondents aged 25-34 completed the Character and Design Guidelines Questionnaire than the Policies and Actions Questionnaire than the Policies and Actions Questionnaire than the Policies and Actions Questionnaire.

## **SUBSTANTIVE QUESTION RESPONSES**

The charts on pages 27-47 show the survey results for each of the three types of development -- Neighborhoods, Commercial, and Rural and Other. Respondents were asked to provide opinions on several types of development within each category. For example, the Neighborhood category was divided into low density, medium density, high density, and neighborhood commercial. For each of these subcategories, respondents were presented with several images that depicted alternative styles of development, and were asked to rate each image from 1 (least preferred) to 5 (most preferred). The charts show the number of times respondents selected each rating for each image. This is helpful in portraying consensus of opinion (most votes in one or two rating categories), no strong opinion (votes more or less evenly distributed among the rating categories), or strongly opposing opinions (high number of votes at the extremes). Each image shows the weighted average of respondents preferences."

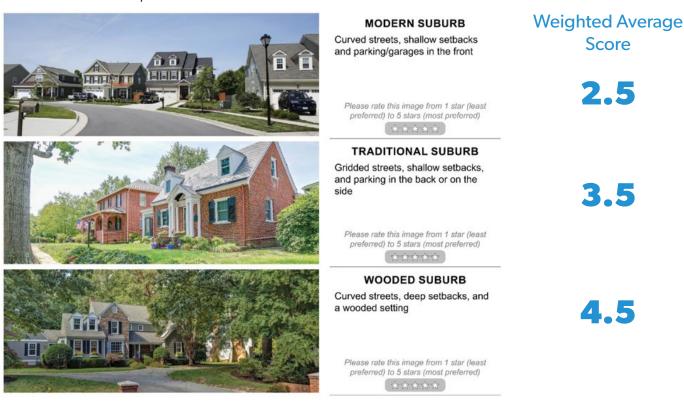
## Neighborhood

Participant Values for Neighborhood: Privacy; Natural Surroundings; Historical Architecture; Community

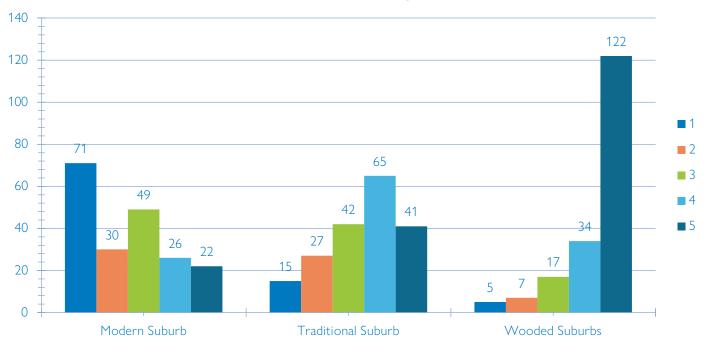
Respondents were asked to evaluate the images in four subcategories: Low Density; Medium Density; High Density; and Neighborhood Commercial. Questionnaire participants generally desired lower-density development, natural surroundings, and colonial-inspired architecture. Although lower density housing was preferred, survey participants strongly favored development types that were walkable. A common belief among participants who commented was that walkable neighborhoods would foster community. Participant comments on medium and high density housing show a preference for buildings that are articulated into smaller sections and an aversion to large buildings with less articulation. Many participant comments indicated a belief that higher density development would result in lower quality of life and increased traffic. Participants made 470 comments on the images in the neighborhood category.

#### **Low Density** 836 Votes and 132 Comments

Participants strongly preferred wooded suburban development to traditional gridded suburban and modern suburban development. Most of the comments made on the wooded suburbs image indicated a community desire to live in natural surroundings with an abundance of mature trees. Some comments noted that the larger lots and houses inherent to this form of development would result in more expensive houses. For traditional suburbs, participant comments noted that this form could foster community interactions and offer a more walkable environment, but some felt the grid would be too urban for the county. Participant comments for modern suburbs noted the lack of privacy and the clearcutting that often leaves these developments devoid of mature trees.



## **Low Density**



Engage 2045 Round 3 Public Input Summary

### **Medium Density** | 836 Votes and 132 Comments

Setback houses and row houses scored the highest in the medium density subcategory. The majority of participants disliked duplexes, traditional courts, and mansion apartments. Participant comments on setback houses support the established desire for more natural, green surroundings. Some participants reacted negatively to setback houses noting the higher density of development as a barrier to privacy. For row houses, participants noted the community feel but cited a discomfort in the density. For the three images that the participants disliked, common concerns were aesthetics, density, and lack of green areas.



### "MANSION" APARTMENTS

Small apartment buildings built to look like a single large home

2.0

Weighted Average

Score

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



Houses with small side yards and large front yards

3.6

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



Community-oriented, intimate clusters often including multi-unit buildings

2.3

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

#### **DUPLEXES**

Multi-unit buildings built on a single lot

2.4

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

### **ROW HOUSES**

TOTOTO !

Front stoops and porches with compact front yards

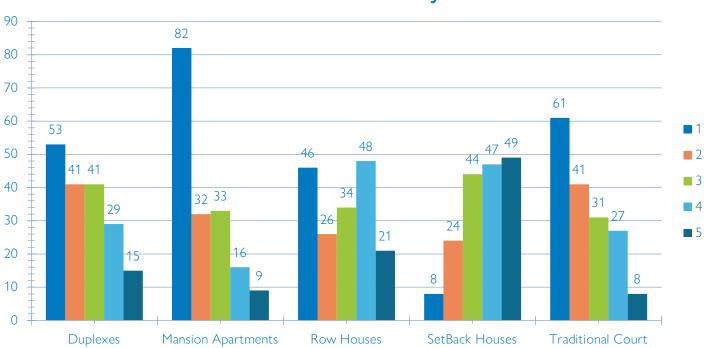
2.9





Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

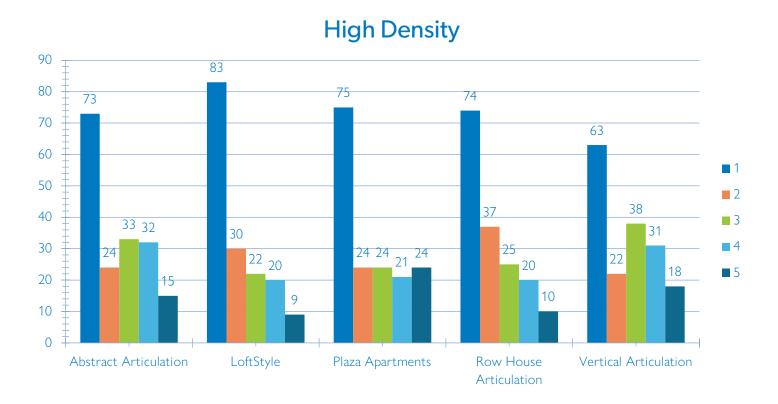
## **Medium Density**



#### **High Density** 817 Votes and 128 Comments.

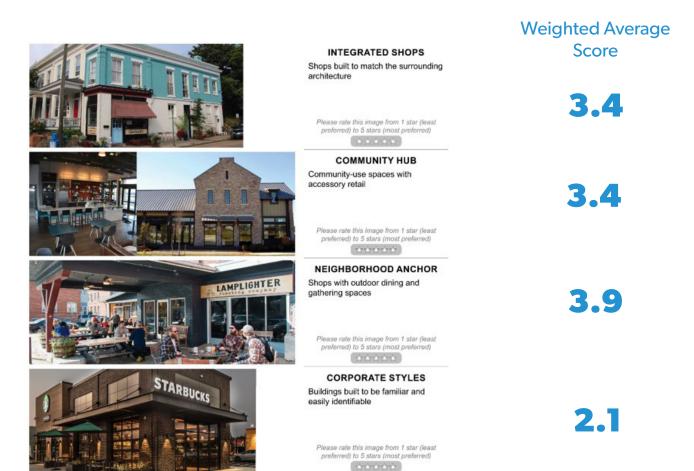
None of the images of high-density development received a majority of positive scores. The highest-scoring image was of vertical articulation. A small number of participants noted that higher density development would create walkable areas with access to shops and jobs. Most comments maintained the themes in the medium density subcategory – that the aesthetics, density, and lack of green areas were not representative of the county.



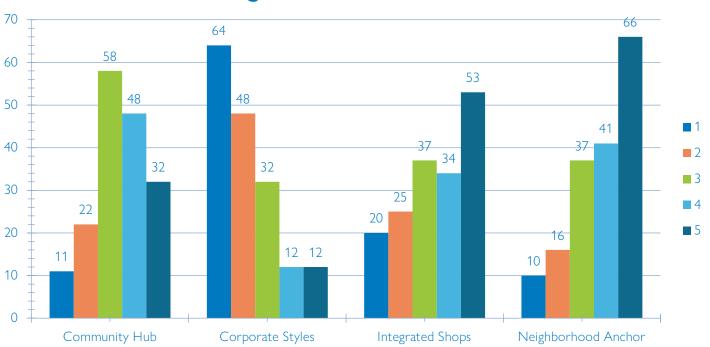


### **Neighborhood Commercial** 658 Votes and 87 Comments

The majority of participants rated neighborhood anchors, integrated shops, and community hubs positively and generally rejected corporate styles. Comments on neighborhood anchors – the highest rated image in this category – noted how these sorts of businesses foster community interactions and encourage tourism. The image depicted Lamplighter, a coffee shop in the Fan District of Richmond, Virginia. The participants also cited having outdoor dining and reusing older buildings as a community benefit. Other positive comments on the top three development types noted walkability, ease of access, and aesthetics. Participants rated corporate styles low, with comments focused on the distaste in inviting architecture to the county that does not fit existing community character.



## **Neighborhood Commercial**



#### **Commercial**

Participant Values for Commercial Areas: Pedestrian-orientation; Separation from Vehicles; Outdoor Dining and Gathering

Residential; and Commercial/ Industrial. Respondents indicated a preference for commercial areas separate from parking lots where shoppers can walk, and that have integrated greenspaces and tree cover. Most of the negative comments showed that areas where shoppers can walk separate from parking lots are ideal. Commenters also continued the trend of preferring integrated greenspaces and tree cover. Most negative comments focused on architectural style and building age. Participants who commented generally associated development patterns with particular eras of construction and often dismissed the idea that these development types are possible today. Participants made 309 comments on the images in the commercial category. Average scores are less varied in the commercial category than the neighborhood category.

#### **Local Commercial** 491 Votes and 71 Comments

Participants strongly preferred pedestrian malls and commercial corridors to strip malls. Comments showed a desire to separate parking from commercial areas. Parking was the primary reason strip malls received a low score, with participant comments indicating a lack of walkability in automobile-oriented shopping areas. Commenters also indicated that pedestrian malls and commercial corridors could create a community center and foster community interaction. A few participants questioned whether additional pedestrian malls would detract from Williamsburg's own pedestrian mall: Duke of Gloucester Street.



#### COMMERCIAL CORRIDOR

Linear shopping with on-street parking

3.8

Weighted Average Score



#### STRIP MALL

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

Individual rows of shopping built around a parking lot

1.7



Please rate this image from 1 star (least preferred) to 5 stars (most preferred) 运运运运运

#### PEDESTRIAN MALL

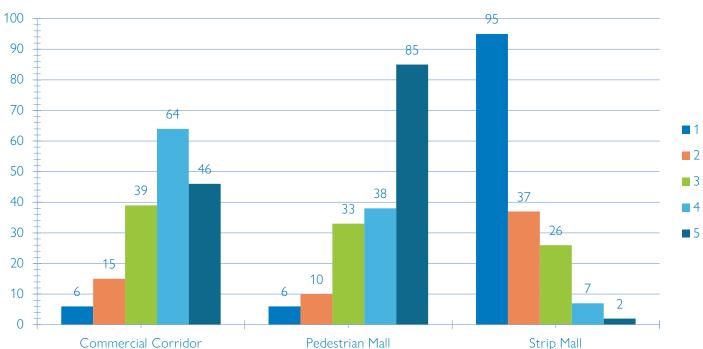
Linear shopping areas with parking on the perimeter

\*\*\*

4.0

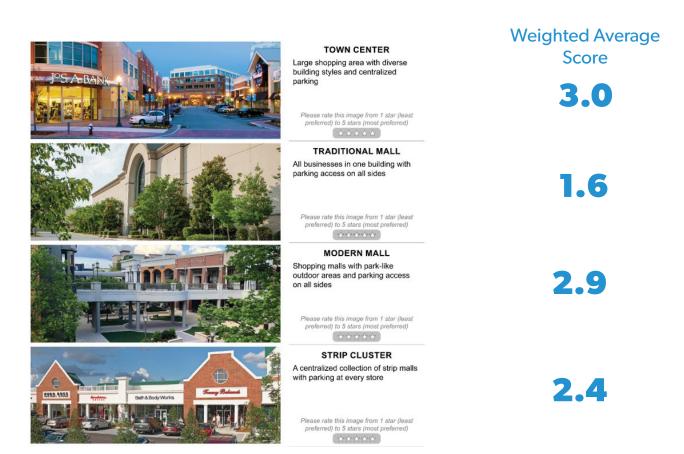
Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

## **Local Commercial**

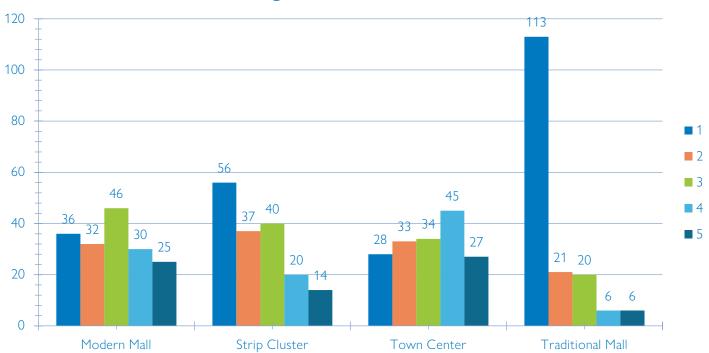


### **Regional Commercial** 645 Votes and 95 Comments

While participants indicated a clear dislike for traditional malls, they did not indicate a strong preference among the other forms of regional commercial development. Comments noted town centers as having walkable features and community-oriented architecture, but many commenters felt that high vacancies in the New Town development are indicative that this form of development might not be appropriate to construct in the future. Participants also somewhat preferred modern mall development, noting the presence of open space as a plus. However, commenters made the same statements regarding New Town's perceived vacancy rate as a reason to halt new commercial development. Traditional malls and strip clusters had the largest share of negative ratings. Participants commented that traditional malls were outdated and inconsistent with the community character of the County. Comments showed that participants did not favor strip clusters due to increased congestion and the presence of this form of development already in the area.



## **Regional Commercial**



#### **Commercial/Residential Mixed Use** 639 Votes and 69 Comment

Participants strongly preferred Virginia Main Street 1, which depicts Downtown Fredericksburg, Virginia. Comments on this development style show the established preference for traditional architectural styles and the perceived separation of parking lots but indicate that participants generally did not believe this form of development could exist as new construction. Virginia Main Street 2 was the second highest-rated form of development, depicting Main Street in the Fan District of Richmond, Virginia. Participants commented that the aesthetics were appropriate but questioned the mix of uses and the construction of additional commercial in the County. Planned Town 1 scored the second lowest in this section. Planned Town 1 depicts a neocolonial-style development in Henrico County called Libbie Mill. Participants' comments described the architectural styles of these buildings as plain or unattractive. This appears to contradict the majority of comments about aesthetics which tout the use of colonial design elements in contemporary architecture. Planned Town 2, which depicts New Town in James City County, scored the lowest. Commenters felt that this style was too monotonous and too dense for placement in the county.



## **VIRGINIA MAIN STREET 1**

Variety of living spaces, building orms, ground-floor businesses

Score

Please rate this image from 1 star (least preferred) to 5 stars (most preferred) sintatainin

#### **VIRGINIA MAIN STREET 2**

Variety of living spaces with groundfloor residential and commercial



#### **PLANNED TOWN 1**

Uniformity in living spaces with ground-floor businesses



Please rate this image from 1 star (least preferred) to 5 stars (most preferred) \*\*\*\*

#### PLANNED TOWN 2

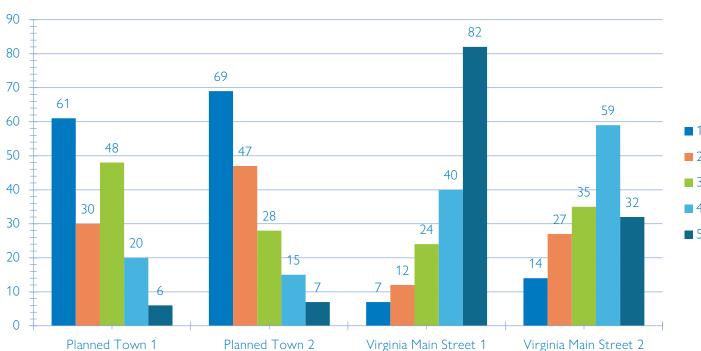
Please rate this image from 1 star (least preferred) to 5 stars (most preferred) (公公公公公)

Uniformity in living spaces with ground-floor residential and commercial

## Weighted Average

4.0

## Commercial/Residential



**Engage 2045 Round 3 Public Input Summary** James City County

## **Commercial/Industrial Mixed Use** 632 Votes and 74 Comments

Participants preferred the craft cluster and craft core types to flexible strip and industrial mix development. Some commenters felt craft clusters and craft cores would fit well in the county, but others felt these areas would be too dense. Participants mostly scored flexible strip and industrial mix low for aesthetic reasons.



#### INDUSTRIAL MIX

Industrial building design with a mix of uses built to the property line





Large, reconfigurable spaces for a variety of tenants built around parking lots

Please rate this image from 1 star (least preferred) to 5 stars (most preferred) यं यं यं यं यं यं



Community-oriented businesses in active areas built to the property line



## \*\*\*\* **CRAFT CLUSTER**

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

Community-oriented businesses built in clusters with parking lot access

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

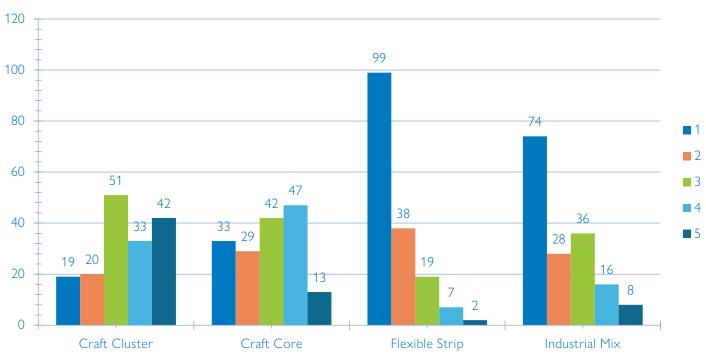


## Weighted Average Score

2.1

3.3

## Commercial/Industrial



42 **Engage 2045 Round 3 Public Input Summary** 43 **James City County** 

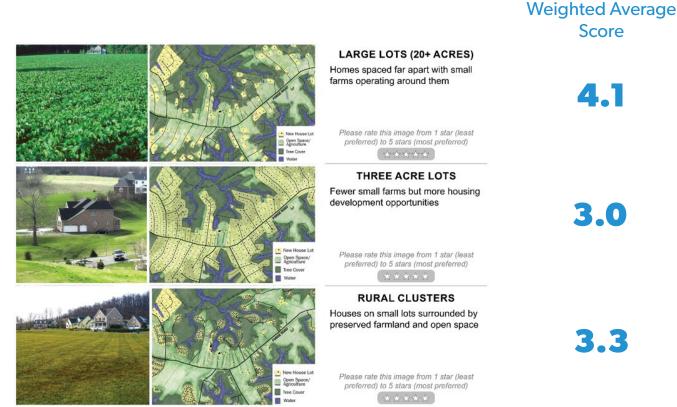
#### **Rural and Other**

Participant Values for Rural and Other: Farm Conservation; Scenic Preservation; Privacy; Natural Surroundings

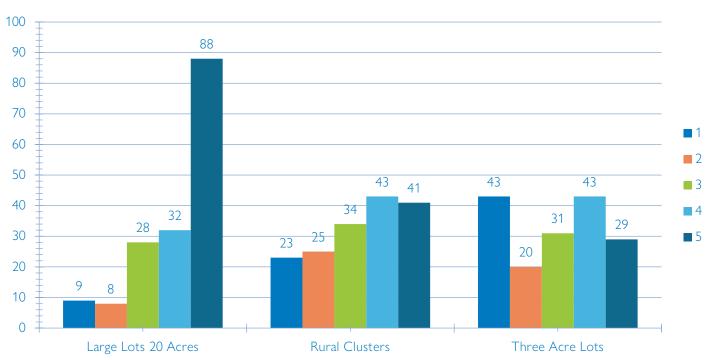
This category offered participants the opportunity to provide ratings and comments on significant remaining design elements and development types in three subcatorgies: Rural Residential; Recreation Open Space; and Screening. The results in this category aligned with the trends participants already established in the residential and commercial categories. Participants were generally concerned about preserving farmland and open space, though many of the commenters differed on how to achieve that. Many commenters voiced an opinion against any new development in rural areas. For recreational amenities and screening, the participants preferred more natural treatments and settings. Participants made 208 comments on the images in the rural and other category.

## **Rural Residential** | 479 Votes and 64 Comments

Participants strongly preferred large lots to rural clusters and three acre lots. Participants who commented associated the idea of preserving farmland with developing large lot residential. Rural clusters and three acre lots had more even distributions of scoring with a preference for rural clusters. Participants generally expressed a desire to preserve agricultural land. Participants who commented on large lots noted that this form of development could be used to preserve farmland and offer a more traditional form of rural housing. One negative comment noted this form of development would result in a lack of neighborhood community. Participants who commented on rural clusters noted that this form of development could preserve farmland and offer housing surrounded by attractive rural landscapes. Other commenters noted that this could be a form of suburban sprawl, that it would take up too much farmland, and that these clusters would be too close to active farms. Many commenters felt that three acre lots would result in a great loss of farmland. Some commented that these sorts of developments are constructed in an unwanted cookie-cutter, McMansion style. One commenter noted the increased cost of infrastructure to serve a small number of residents. Commenters in favor of this form of development noted the appropriate density, the ability to balance farmland and three acre zoning, and the beauty of rural surroundings.



## **Rural Residential**

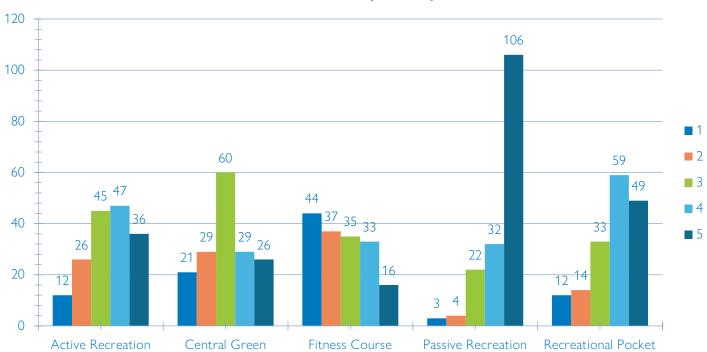


### **Rural and Open Space** | 800 Votes and 78 Comments

Participants strongly preferred passive recreation. Comments for this development type noted the desire for increased options to walk and hike in the county. Recreational pockets and active recreation also scored high. Commenters were split on recreational pockets, with some voicing the need to have more greenspace wherever possible and others expressing a concern that people from outside of the adjacent neighborhood would use these parks. Commenters in support of active recreation noted the community health benefit of these sorts of parks while commenters opposed to active recreation felt that there were already enough of these sorts of recreational areas in the county. The participants who commented on the central green recreation type were generally in favor but questioned where it would be placed. The participants who commented on the fitness course – the lowest rated recreation type – mostly felt these would be unused, though some saw an opportunity to improve public health.



## **Recreation Open Space**

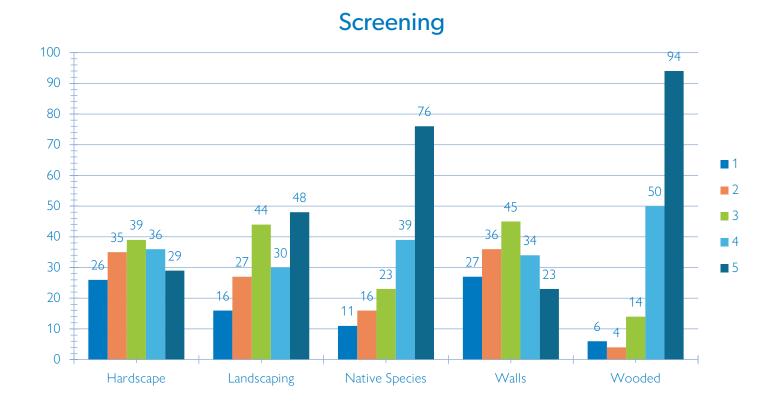


46 Igage 2045 Round 3 Public Input Summary 47

### **Screening** 799 Votes and 66 Comments

Participants strongly preferred wooded screening. This was in keeping with the overall trend of survey participants preferring natural areas and mature trees. The second highest-rated screening type, native species, was highly approved with commenters noting the environmental benefit. Landscaping scored third highest with participant comments noting maintenance concerns as a negative. Hardscape and walls – the two lowest-scoring screening types – had mixed opinions in the comments. Commenters felt that hardscape could pose an environmental concern by reflecting heat or creating impervious surfaces. Commenters felt that walls could be attractive if placed appropriately and in a colonial style.





48 Igage 2045 Round 3 Public Input Summary 49

# Future Land Use Map Questionnaire Responses INTRODUCTION

Building off the preferences for place types and future land patterns from prior rounds of engagement, the Future Land Use Map Questionnaire sought public input on specific applications for Land Use designation changes. The County's Board of Supervisors, Planning Commission Working Group (PCWG), and staff are reviewing this community feedback, as well as feedback from previous rounds, as they consider these applications for Land Use designation changes.

Land Use designations are used to determine what kind of growth will occur in the County and where. They are policy designations that help guide changes to, and implementation of, development regulations. They also help the County make long-term decisions about infrastructure, road improvements, and public facility locations. Land Use designations are also used when the Planning Commission and Board of Supervisors consider certain kinds of development proposals, such as rezonings and special use permits.

Through Engage 2045, the County is reviewing 27 applications for land use designation changes. Of these 27, three were initiated by property owners and the remaining 24 were initiated by the County (either by staff or by the PCWG).

Questionnaire respondents were asked to review the 27 proposed changes to the Future Land Use Map (FLUM) and respond to the following question for individual applications: "Do you think this application is in keeping with your vision for the County?" Three answers were allowed: Yes, No, and Maybe. Respondents were also given the opportunity to provide general comments on the land use application.

There were 1,638 votes submitted, and 623 comments were written. A "vote" is a Yes/No/Maybe response to one land-use application; therefore, if one person submitted votes on all 27 proposed changes, that person would account for 27 votes. The largest number of votes for any one proposed change was 109 (LU-20-0018, Parcel NE of Forge Rd and Richmond); the smallest was 43 (LU-20-0020, Parcels adjacent to Colonial Heritage on Richmond Rd). The proposal that received the most comments was LU-20-0023 (Parcel on News Rd), which received 67 comments (101 votes); the proposal that received the fewest comments was LU-20-0012 (Grove Convenience Center) which received 5 comments (46 votes).

Overall there was more support for proposals that reduced intensity/density than for those that increased density. Of the 11 projects for which a decrease in intensity/density was proposed, nine were strongly supported. By contrast, the majority of respondents opposed all eight of the projects for which an increase in intensity/density was proposed, with six receiving very strong opposition (more than 70% opposing).

The tables below list each project with the intensity/density impact, number of responses and comments received, and the vote share for all voters and for voters who also wrote comments. The table omits the voters and comments made by persons who voted "maybe," so many vote shares do not add up to 100%. In addition, the comments and the votes are not always entirely consistent – for example, a voter may state they oppose a project, but the comment they provided may be more mixed or perhaps even supportive.

The comments generally supported reductions in intensity or density. In particular, there were no proposals for a intensity or density increase where the commenter opposed the change because they said that the proposed increase was insufficient. In other words, every comment in opposition to a proposed increase in intensity or density stated that there should be no increase at all or a lesser increase, not that there should be a greater increase. Likewise, there were several proposals for a decrease in intensity or density where the commenter opposed and stated there should be an even larger decrease. For example, project LU-20-0017 (Parcels Across from Windsor Meade) proposes a decrease in allowed intensity by changing the FLUM designation from Neighborhood Commercial to Open Space/Recreation/Low Density Residential. Of the 56 votes, 40 supported the change and 13 were opposed. Of the 10 comments in opposition, five opposed it on the grounds that there was too much development in the area. The percentage of all voters who stated the proposal was in keeping (Y) or not in keeping (N) with their vision is listed in the Vote Y % and Vote N % columns. Similar data about the votes of people who also wrote comments is listed in the Cmt Y% and Cmt N% columns. Opponents to increased density (or intensity) were more likely to write comments. For example, in LU 20-0003, 56% of the 63 voters opposed the proposed increase in density. However, 79% of the 25 commenters opposed it.

The table on the next page shows proposed FLUM updates that include an increase in allowed development intensity or density.

Project	Density impact	Resp	Cmnts	Vote Y %	Vote N %	Cmt Y %	Cmt N %
LU-20-0001	Increase	83	45	31%	58%	20%	71%
LU-20-0002	Increase	73	36	45%	49%	23%	66%
LU-20-0003	Increase	63	25	37%	56%	21%	79%
LU-20-0019	Increase	54	16	35%	48%	19%	63%
LU-20-0022	Increase	52	18	29%	58%	17%	56%
LU-20-0023	Increase	101	67	13%	82%	3%	90%
LU-20-0024	Increase	54	21	31%	65%	14%	86%
LU-20-0025	Increase	66	34	18%	76%	3%	97%
LU-20-0026	Increase	48	15	29%	56%	7%	87%

The table below shows proposed FLUM updates that include a decrease in allowed development intensity or density. The only proposed decrease in density that received majority opposition was LU-20-0018 (Parcel NE of Forge Rd and Richmond Rd Intersection, which received the most votes and second-most comments of any project. Of the 46 comments in opposition, 16 stated that the change would allow the landowner no reasonable use of the property and would amount to an inappropriate taking of property by the government; another 16 believed development of the permitted scale (the land is designed Low Density Residential) would be necessary to help revitalize the Toano community.

Project	Density impact	Resp	Cmnts	Vote Y %	Vote N %	Cmt Y %	Cmt N %
LU-20-0006	Decrease	54	17	78%	15%	69%	13%
LU-20-0007	Decrease	69	31	83%	12%	69%	21%
LU-20-0008	Decrease	63	20	90%	3%	78%	0%
LU-20-0005	Decrease	69	25	78%	19%	72%	20%
LU-20-0011	Decrease	47	7	68%	23%	33%	50%
LU-20-0013	Decrease	61	25	62%	30%	56%	36%
LU-20-0014	Decrease	53	20	55%	32%	37%	47%
LU-20-0015	Decrease	52	17	81%	17%	75%	25%
LU-20-0016	Decrease	45	12	62%	27%	60%	40%
LU-20-0017	Decrease	56	15	71%	23%	27%	67%
LU-20-0018	Decrease	109	60	40%	54%	17%	77%

Additional comments outside the FLUM questionnaire process were collected and other letters/comments are being compiled separately.

#### #1. LU-20-0001 | Property-owner Initiated | Marston Parcels

282 Bush Springs Rd, 290 Bush Springs Rd, 291 Bush Springs Rd & 308 Bush Springs Rd

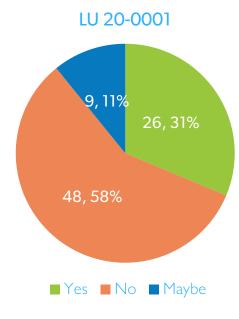
Acreage: 57.11 Current Zoning: Limited Residential R1

Current Land Use Designation: Rural Lands, Outside PSA

Proposed Land Use Designation: Low Density Residential, Inside PSA

# of responses: 83

# of comments: 48



#2. LU-20-0002 | Property-owner initiated | Eastern State-**New Town Addition** 

4601 Ironbound Rd

Current Land Use Designation: Federal, State and County Land

Proposed Land Use Designation: Mixed Use

# of responses: 73

# of comments: 34



Acreage: 540.65 Current Zoning: Public Lands PL



4601 Ironbound Rd

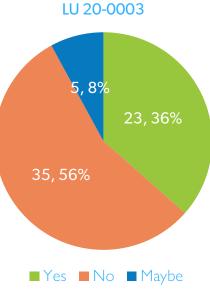
Acreage: 540.65 Current Zoning: Public Lands PL

Current Land Use Designation: Federal, State and County Land

Proposed Land Use Designation: Mixed Use

# of responses: 63

# of comments: 23



#### #4. LU-20-0004 | County-Initiated | 7341 Richmond Road Inconsistency

7341 Richmond Rd

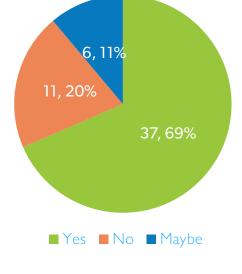
Acreage: .33 Current Zoning: General Residential R2

Current Land Use Designation: Federal, State and County Land

Proposed Land Use Designation: Low Density Residential

# of responses: 54

# of comments: 10



LU 20-0004

#### #5. LU-20-0005 | County-Initiated | Stonehouse Tract

9800 Six Mt. Zion Rd

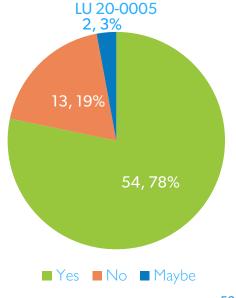
Acreage: 3031 Current Zoning: Planned Unit Development Residential PUDR

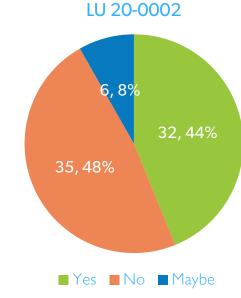
Current Land Use Designation: Low Density Residential, Inside PSA

Proposed Land Use Designation: Rural Lands, Outside PSA

# of responses: 69

# of comments: 24





52

James City County

**Engage 2045 Round 3 Public Input Summary** 

#### #6. LU-20-0006 | County-Initiated | PSA Adjustment

PSA Adjustment (Removing York River Estates Parcel & Other Parcels From PSA)

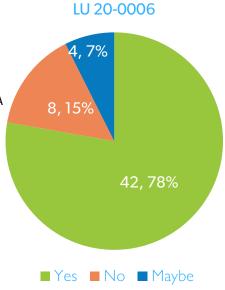
Acreage: 300+ Current Zoning: Agricultural A-1

Current Land Use Designation: Rural Lands & Low Density Residential, Inside PSA

Proposed Land Use Designation: Rural Lands/ Outside PSA

# of responses: 54

# of comments: 15



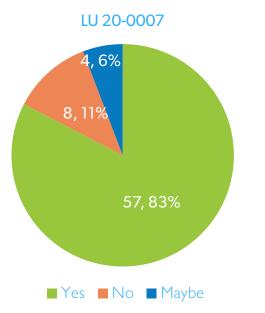
#### #7. LU-20-0007 | County-Initiated | Mainland Farm

2881 Greensprings Rd

Acreage: 214.05 Current Zoning: Public Land PL

Current Land Use Designation: Low Density

Proposed Land Use Designation: Open Space or Recreation



# of responses: 69

# of comments: 28

#### #8. LU-20-0008 | County-Initiated | Powhatan Creek Wetlands

Marina Adjacent Parcels

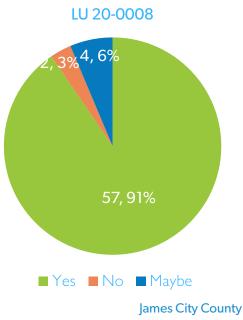
Acreage: 64 Current Zoning: General Business B1

Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Open Space or Recreation

# of responses: 63

# of comments: 17



#### #9. LU-20-0009 | County-Initiated | JCSA Tewning Rd. Office & Convenience Center

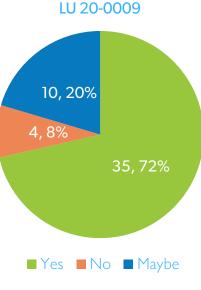
Acreage: 19.62 Current Zoning: Public Lands/Limited Industry

Current Land Use Designation: Mixed Use New Town/Federal State and County

Proposed Land Use Designation: Federal State and County

# of responses: 49

# of comments: 5



#### #10. LU-20-0010 | County-Initiated | Brickyard Parcels

990 & 1006 Brickyard Rd

Acreage: 119.33 Current Zoning: Public Lands PL & General Agricultural A1

Current Land Use Designation: Rural Lands

Proposed Land Use Designation: Open Space or Recreation

# of responses: 59

# of comments: 15

### #11. LU-20-0011 | County-Initiated | Winston Terrace Stream Restoration

Winston Terrace Stream Restoration

■ Yes ■ No ■ Maybe

LU 20-0010

Acreage: 2.41 Current Zoning: General Business B1

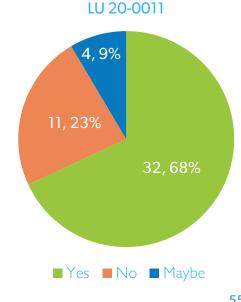
47,80%

Current Land Use Designation: Community Commercial

Proposed Land Use Designation: Low Density Residential

# of responses: 47

# of comments: 6



54 **Engage 2045 Round 3 Public Input Summary** 

#### #12. LU-20-0012 | County-Initiated | Grove Convenience Center

8451 Pocahontas Trail

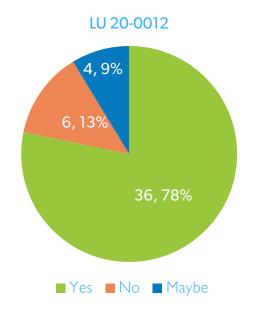
Acreage: 2.03 Current Zoning: Limited Industrial M1

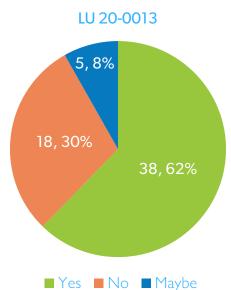
Current Land Use Designation: Limited Industry

Proposed Land Use Designation: Federal, State and County Land

# of responses: 46

# of comments: 5



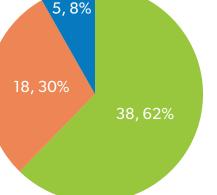


### #13. LU-20-0013 | County-Initiated: PCWG | Parcel(s) between

Acreage: 95.02 Current Zoning: General Agriculture A1

Current Land Use Designation: Low Density Residential/

Proposed Land Use Designation: Low Density Residential



#### #15. LU-20-0015 | County-Initiated: PCWG | Parcels between Westport Subdivision and Centerville

3400 Westport, 3401 Westport

LU 20-0016

Acreage: 44.97 Current Zoning: General Agriculture A1

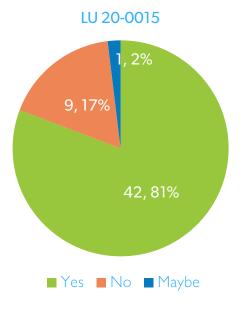
Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Rural Lands/Outside PSA

# of responses: 52

# of comments: 17

12.27%



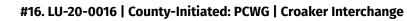
### **Oakland Farms & Richmond Rd**

7607 Richmond Rd

Moderate Density Residential

# of responses: 61

# of comments: 24



Acreage: 636.79

Current Zoning: General Agriculture A1/General Business B1/ Limited Business Industrial M1/ Multi-Family Residential R5

Current Land Use Designation: Mixed Use

Proposed Land Use Designation: Revised Mixed Use/ Redesignate the Conservation Parcels

# of responses: 45

# of comments: 12

#### #14. LU-20-0014 | County-Initiated: PCWG | Parcel near the NW side of the Croaker

3820 Cokes Lane

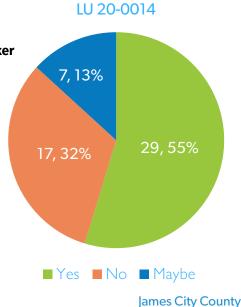
Acreage: 30.29 Current Zoning: General Agriculture A1

Current Land Use Designation: Low Density Residential/Mixed Use

Proposed Land Use Designation: Low Density Residential

# of responses: 53

# of comments: 19



#### #17. LU-20-0017 | County-Initiated: PCWG | Parcels Across from WindsorMeade Marketplace

28,62%

4744 Old News Rd, 3897 Ironbound Rd, 3905 Ironbound Rd, 3927 Ironbound Rd.

Acreage: 3.74

Current Zoning: Rural Residential R8

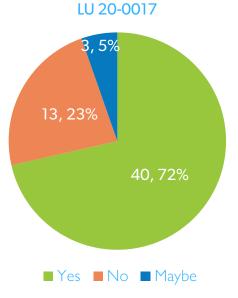
■ Yes ■ No ■ Maybe

Current Land Use Designation: Neighborhood Commercial

Proposed Land Use Designation: Open Space/Recreation/ Low Density Residential

# of responses: 56

# of comments: 14



**Engage 2045 Round 3 Public Input Summary** 

56

#### #18. LU-20-0018 | County-Initiated: PCWG | Parcel NE of Forge Rd and Richmond Rd Intersection

4744 Old News Rd, 3897 Ironbound Rd, 3905 Ironbound Rd, 3927 Ironbound Rd.

Acreage: 56.76

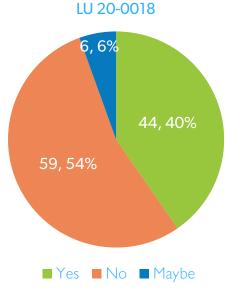
Current Zoning: General Agriculture A1

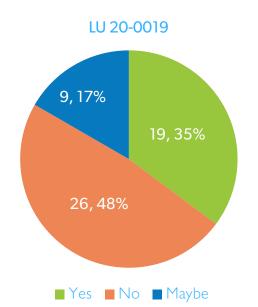
Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Rural Lands/Outside PSA

# of responses: 109

# of comments: 59





#### #19. LU-20-0019 | County-Initiated: PCWG | Anderson Corner Parcels adjacent to existing Mixed Use/ Economic Opportunity

3251 Rochambeau Dr, 8450 Richmond Rd, 3303 Rochambeau Dr, 8399 Richmond Rd, 8251 Richmond Rd

Acreage: 67.03

Current Zoning: General Business B1/General Agriculture A1

Current Land Use Designation: Low Density Residential/General Industry

Proposed Land Use Designation: Mixed Use

# of responses: 54

# of comments: 15



6925 Richmond Rd, 7101 Richmond Rd

Acreage: 32.33 Current Zoning: General Business B1

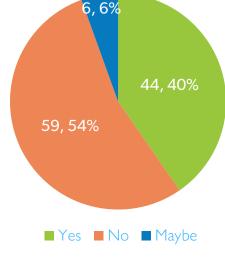
Current Land Use Designation: Community Commercial

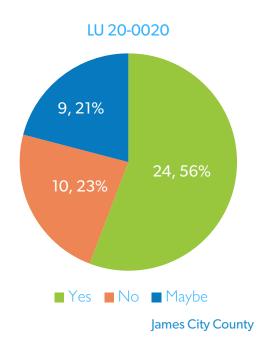
Proposed Land Use Designation: Mixed Use

# of responses: 43

# of comments: 8

58





#### #21. LU-20-0021 | County-Initiated: PCWG | Parcel adjacent to Longhill Rd and Centerville near Warhill Sports Complex

6226 Centerville Rd, 3900 Longhill Rd, 4050 Longhill Rd

Acreage: 77.89

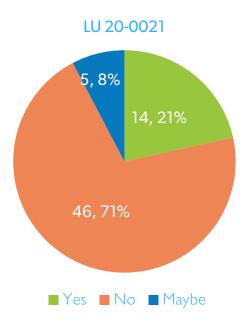
Current Zoning: General Agriculture A1/Rural Residential R8

Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

# of responses: 65

# of comments: 30



#### #22. LU-20-0022 | County-Initiated: PCWG | Parcels on Olde Towne Rd approximately across from The Colonies at Williamsburg

5405 Olde Towne Rd, 5427 Olde Towne Rd

Acreage: 27.92

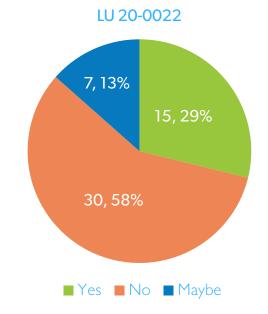
Current Zoning: General Residential R2

Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

# of responses: 52

# of comments: 17



#### #23. LU-20-0023 | County-Initiated: PCWG | Parcel on News Rd

3889 News Rd

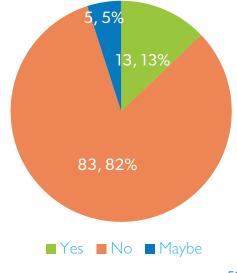
Acreage: 179.2 Current Zoning: Residential Planned Community R4

Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

# of responses: 101

# of comments: 66



LU 20-0023

**Engage 2045 Round 3 Public Input Summary** 

#### #24. LU-20-0024 | County-Initiated: PCWG | Parcels across from Recreation Center on Longhill Rd

5232 Longhill Rd, 5252 Longhill Rd, 5298 Longhill Rd

Acreage: 28.87

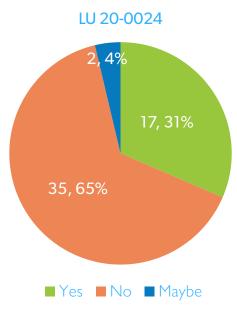
Current Zoning: Multi-Family Residential R5/General Residential R2

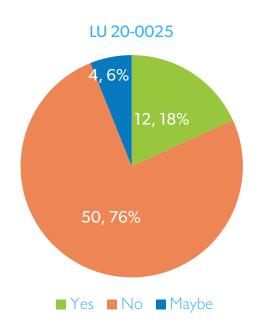
Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

# of responses: 54

# of comments: 20





#### #25. LU-20-0025 | County-Initiated: PCWG | Lake Powell Rd Parcel

140 Waltrip Lane

Acreage: 16.99

Current Zoning: Rural Residential R8

LU 20-0026

Current Land Use Designation: Low Density Residential

7, 15%

27, 56%

■ Yes ■ No ■ Maybe

Proposed Land Use Designation: Moderate/High Density Residential

# of responses: 66

# of comments: 33

14, 29%

James City County



200 Ron Springs Dr, 150 Ron Springs Dr

Acreage: 31.03

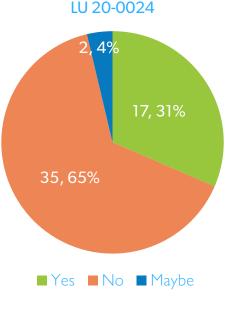
Current Zoning: General Residential R2

Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

# of responses: 48

# of comments: 14



#27. LU-20-0027 | County-Initiated: PCWG | Parcels near Colonial Heritage on Richmond Rd

6667 Richmond Rd, 6693 Richmond Rd

Acreage: 27.75

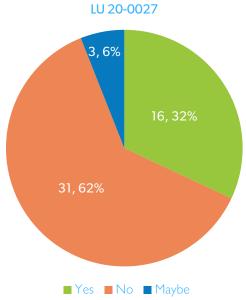
Current Zoning: General Agriculture A1

Current Land Use Designation: Mixed Use

Proposed Land Use Designation: Moderate/High Density Residential

# of responses: 50

# of comments: 17



#### **SUMMARY OF RESPONSES TO FLUM INITIATIVES**

The table below organizes all 27 Future Land Use Map applications from the highest percentage of positive responses to the lowest percentage of positive responses.

Project	Responses	Yes %	No %	<b>Maybe</b> %
LU-20-0008	63	90%	3%	6%
LU-20-0007	69	83%	12%	6%
LU-20-0015	52	81%	17%	2%
LU-20-0010	59	80%	12%	8%
LU-20-0005	69	78%	19%	3%
LU-20-0012	46	78%	13%	9%
LU-20-0006	54	78%	15%	7%
LU-20-0009	49	71%	8%	20%
LU-20-0017	56	71%	23%	5%
LU-20-0004	54	69%	20%	11%
LU-20-0011	47	68%	23%	9%
LU-20-0013	61	62%	30%	8%
LU-20-0016	45	62%	27%	11%
LU-20-0020	43	56%	23%	21%
LU-20-0014	53	55%	32%	13%
LU-20-0002	73	45%	49%	6%
LU-20-0018	109	40%	54%	6%
LU-20-0003	63	37%	56%	8%
LU-20-0019	54	35%	48%	17%
LU-20-0027	50	32%	62%	6%
LU-20-0024	54	31%	65%	4%
LU-20-0001	83	31%	58%	11%
LU-20-0026	48	29%	56%	15%
LU-20-0022	52	29%	58%	13%
LU-20-0021	65	22%	71%	8%
LU-20-0025	66	18%	76%	6%
LU-20-0023	101	13%	82%	5%

## Appendices

### **POLICIES & ACTIONS QUESTIONNAIRE**

# Policies & Actions Questionnaire: Nature, Economic Development, Quality of Life, Affordable/Workforce Housing



This is the last big opportunity for you to help shape the draft Plan for our County's future.

Please mark your calendars to participate in these important events! Return this questionnaire by **Feb. 21**to a designated collection box or to JCC Planning Division. Details on final page.

#### **Policies & Actions Questionnaire Instructions**

Through this Policies and Actions Questionnaire, the County is seeking your input regarding policies and actions that, if implemented, will shape the future of James City County for years to come. The questionnaire contains 14 questions that address four of the five planning priorities for the County: Nature; Economic Development; Quality of Life; and Affordable/Workforce Housing.

Do you need more information or background before completing the Questionnaire? Consider watching presentations on these topics at <a href="https://www.jamescitycountyva.gov/3809">https://www.jamescitycountyva.gov/3809</a> or attending a Community Chat. The County is hosting virtual Community Chats that offer citizens the opportunity to interact with members of the Planning Team and each other to discuss these policies and actions. The first Community Chat will be held on January 14, 2021 at 12 noon; the second will be on January 21, 2021 at 6:30pm. Register at <a href="maintenance:jamescitycountyva.gov/engage2045">jamescitycountyva.gov/engage2045</a>. If you are not able to participate live, you may view recordings of the chats through February 21, 2021 at jamescitycountyva.gov/engage2045.

## 

You will see one of the three icons next to each question. If you are ready to complete the Policies and Actions Questionnaire now, please review each of the questions below and select the answer choices that best reflect your opinions.

### CHECK HERE \_\_\_\_\_ TO ENTER OUR PRIZE

DRAWINGS! (optional)
Throughout the Round
3 engagement period
(January 11-February
21, 2021), the County
will holding drawings to
award a limited number
of prizes to citizens
who submit completed
questionnaires or
participate in one of our
four Community Chats.
To enter the drawing,
please enter your name,
phone number, and emai
address below so that
staff can contact you if
you are selected:

Name

Phone

Fmail

Please check back
for the next two
questionnaires on
Character Design
Guidelines and Future
Land Use Map. These
will be available on
January 25. We want to
hear from you on these
topics too!

### **Affordable/Workforce Housing**

1. Through the 2019 Citizen Survey and the Engage 2045 Round #1 Public Engagement effort, residents have shown strong support for providing more housing opportunities that are affordable to the local workforce. The recent work of the James City County Workforce Housing Task Force resulted in several recommendations for expanding the supply of workforce housing. Please rank below your preference for strategies to increase the availability of workforce housing in the County, or choose one of the final two options. (Rank 1 is the highest level of support and 9 is the lowest level of support.)

Ranked Choice

- #\_\_ Dedicate more County resources and seek more state/federal funding to rehabilitate existing single-family homes in the County that are in serious disrepair.
- #\_\_ Dedicate County resources, seek state/federal funding, and work with the owners of mobile home parks to prevent further deterioration of these parks and explore redevelopment opportunities.
- #— Change regulations to allow for a wider range of housing types and sizes in areas already designated for multi-family uses, particularly near job centers and transit corridors.
- #— Incentivize and guide the repurposing of older, vacant, and/or underutilized commercial buildings for workforce housing, specifically focusing on old motels and outdated shopping areas.
- #\_\_\_ Allow more flexibility for development of attached and detached accessory apartments on individual single-family lots.
- #\_\_ Partner with private sector housing developers by allowing the construction of workforce housing on some County-owned lands.
- #\_\_ Incentivize the construction of workforce housing by private developers by establishing a voluntary program that provides density bonuses (i.e., additional housing units), an expedited review process, and/or development fee waivers.
- #— Promote existing and adopt new property tax abatement programs (i.e., programs that reduce future property taxes) to support construction of workforce housing.
- #— Create a local Housing Trust Fund aimed at supporting development of workforce housing by dedicating local funding and seeking access to state and federal funding sources.
- #— I don't support any of these approaches.
- #\_\_ Not sure, I need to know more.

- 2. Workforce housing comes in many forms, including single family homes, townhomes, apartments, and other multi-family dwellings, such as duplexes or triplexes. Please select from the choices below the areas where new workforce housing of a compatible character should be located in James City County. (Circle all that apply from i-vi, or choose vii and viii as applicable.)
  - i. Along major transportation corridors.
  - ii. Near employment and shopping centers with access to multimodal transportation (i.e., access to transit, biking, and walking.)
  - iii. In new mixed-income residential developments (mix of market rate and workforce housing units) with access to multimodal transportation.
  - iv. Within existing mixed-residential neighborhoods (these include more than one type of housing, such as townhomes, duplexes, etc.)
  - v. Within existing single-family neighborhoods.
  - vi. Somewhere else in James City County.
  - vii. I do not support the development of more workforce housing in James City County.
  - viii. Not sure, need more information.



### Nature 🗯

- 3. Protecting natural lands and open spaces in the County was one of the most highly supported community objectives identified through the 2019 Citizen Survey and the Engage 2045 Round #1 Public Engagement effort. Which types of protection measures do you support? (Circle all that apply from 1-iv, or choose v and vi as applicable.)
  - i. **Public Lands Acquisition:** Property owner voluntarily sells natural lands and open spaces to the County. (County would own land and property owner would receive compensation.)
  - ii. **Conservation easement/Purchase of Development Rights:** Property owner voluntarily sells to the County development rights or other rights to all or portions of the owner's property that include natural lands or open spaces (property owner would continue to own land with new development restrictions on property and would receive compensation for selling development rights or buffers.)
  - iii. **Development restrictions:** County enacts new restrictions limiting development on natural lands and open spaces resulting in less development than allowed currently (property owner would continue to own land with new development restrictions on property.)
  - iv. **Required clustering:** County enacts new restrictions that limits development on natural lands/open space portion of a property and shifts that development to another portion of the same property (for example, through smaller lot sizes) (property owner would continue to own land with new development restrictions on property.)
  - v. I do not support any of these methods to protect natural lands and open spaces.
  - vi. Not sure, I need to know more.



- 4. Which types of natural lands, undeveloped lands and open spaces do you support protecting? (Circle all that apply from i-viii, or choose ix and x as applicable.)
  - i. **Agriculture** active farmland or horticultural land uses, soils supportive of farming.
  - ii. **Natural habitat and ecosystem diversity areas** significant ecological cores and corridors, habitat areas for rare plant and animal species, streams supporting native fish.
  - iii. **Forested lands** active forestry operations, conditions supportive of forestry.
  - iv. **Water quality improvement area** buffers for impaired waterways, local watershed conservation areas.
  - v. **Floodplains and flooding resilience areas** lands that reduce flooding hazards and protect ecosystems.
  - vi. **Historic and archaeologically significant properties** unprotected historic landmarks, battlefields or eligible sites; significant archaeological or historic sites as identified in a study; sites within an archaeological/historic district.
  - vii. **Outdoor recreation** lands that increase public access to outdoor recreation at the local and regional levels; development of greenways and trails.
  - viii. **Scenic areas** greenways and trails adjacent to a scenic byway or river; lands that protect a significant County viewshed; buffers around a protected landscape such as a state park.
  - ix. I do not support protection of natural lands and open spaces.
  - x. Not sure, I need to know more.



### 5. Which of the following should the County do more of to protect our important land, water, and air resources? (Circle your top five choices.)

- i. Increase water quality protection.
- ii. Increase water conservation.
- iii. Finalize plan for future drinking water supply.
- iv. Increase green building practices.
- v. Reduce greenhouse gas emissions.
- vi. Protect stream buffers and other open spaces.
- vii. Increase planning for sea level rise and recurring flooding.
- viii. Increase recycling.
- ix. Support community-scale composting.
- x. Support alternative energy (wind/solar/geothermal.)
- xi. I don't support any of these choices.
- xii. Not sure, I need to know more.

### 6. Which of the following actions do you support to increase resilience to sea level rise/recurring flooding? (Circle all that apply from i-iii, or choose iv or v as applicable.)

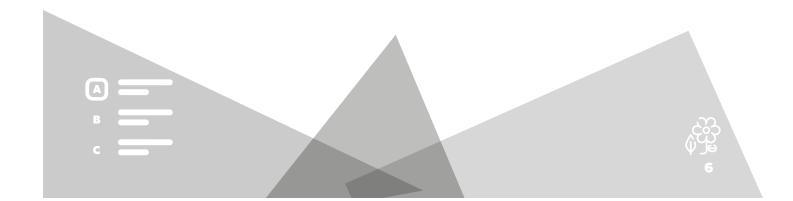
- i. Identify vulnerable areas susceptible to sea level rise and prepare planning guidelines to minimize damage or loss of property.
- i. Restrict development on vulnerable properties.
- ii. Purchase key lands and protect them from future development.
- iii. Establish a program to retrofit existing infrastructure (well and septic systems, roads and bridges, etc.)
- iv. I do not support implementation of actions to increase resilience to sea level rise.
- v. Not sure, I need to know more.





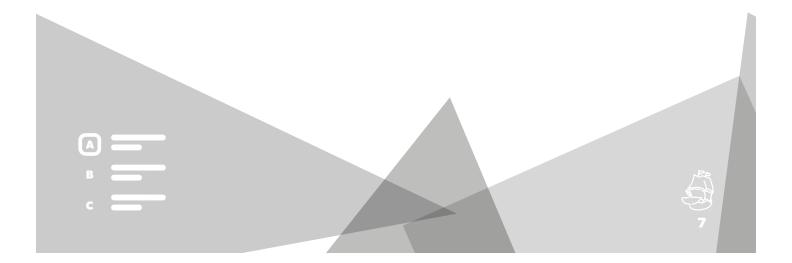
## 7. What are your greatest concerns related to the quality of the County's waterways and water sources? (Circle all that apply from i-iv, or choose v or vi as applicable.)

- i. The availability of drinking water.
- ii. Impacts to water quality created during the construction phase of new development, such as increased sedimentation and erosion.
- iii. New development that creates more hard surfaces and increases stormwater runoff and water pollution.
- iv. Increasing water temperatures that affect water ecosystems, generate more intense precipitation and runoff, and cause more frequent and severe extreme weather events.
- v. I am not concerned about the quality of water in the County's waterways and water sources.
- vi. Not sure, I need to know more.



## **Quality of Life**

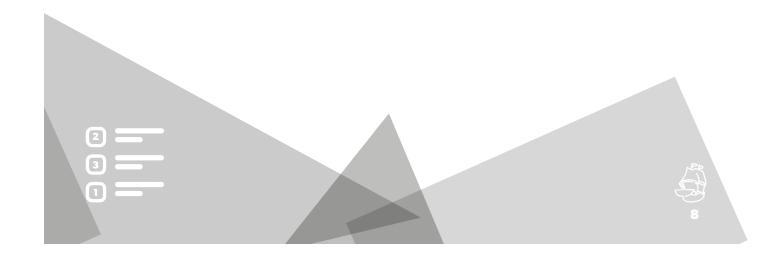
- 8. During the Engage 2045 process, residents have voiced strong support for protecting rural lands as a cornerstone of the County's valued rural character. The County currently allows one residential unit per three acres on rural lands outside the Primary Service Area (PSA) the County's growth area and focuses on providing water and sewer to areas inside the PSA and not to rural lands. Please select below any of the policies for expanding and protecting the rural lands that you would support. (Circle all that apply from i-v, or choose vi or vii as applicable.)
  - i. Reduce the PSA in some areas that have important environmental or scenic attributes to protect more rural areas from intense development. This would reduce the overall PSA in the County.
  - ii. Reduce the PSA in some important environmental or scenic areas and expand the PSA in less important areas so there is no net loss of PSA in the County.
  - iii. Reduce the allowable residential development potential outside the PSA and increase allowable residential development potential inside the PSA to offset the reduced growth potential in the area outside the PSA (i.e., the rural lands).
  - iv. Reduce the allowable residential development potential outside the PSA without increasing it inside the PSA.
  - v. Reduce the allowable development potential outside the PSA and also inside the PSA.
  - vi. I do not support any of these choices.
  - vii. Not sure, I need to know more.



9. During the Engage 2045 process, there has been strong support for more walking and biking options within the community. To help understand what types of facilities can best support residents, please rank in order of preference the types of facilities (e.g., paths, trails, greenways, sidewalks) in which you would like the County to invest. (Rank 1 is the highest level of support and 7 is the lowest level of support. Please choose one ranking per answer, or choose one of the final two options.)

#### Ranked Choice

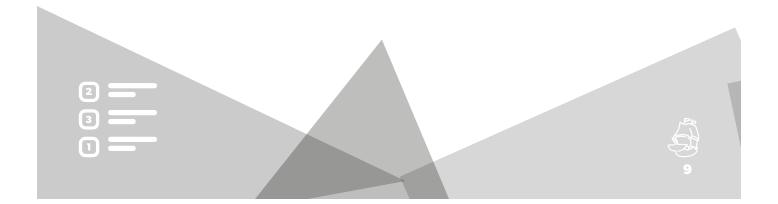
- #— Walking and biking facilities that connect adjacent neighborhoods.
- #— Walking and biking facilities that connect neighborhoods to employment or shopping centers.
- #— Walking and biking facilities that connect neighborhoods to schools and parks.
- #— Walking and biking facilities that connect neighborhoods to major trails and greenways.
- #— Walking and biking facilities that offer an alternative to driving along major road corridors.
- #— Walking and biking facilities that connect adjacent employment or shopping areas.
- $^{\sharp}$  Extending the Capital Trail from Jamestown to the rest of Hampton Roads.
- #\_\_ I do not believe the County should invest in any of these.
- #\_\_ Not sure, I need to know more.



10. To reduce greenhouse gas emissions, please rank below all methods of transportation in which you believe the County should invest. (Rank 1 is the highest level of support and 8 is the lowest level of support. Please choose one ranking per answer, or choose one of the final two options.)

#### Ranked Choice

- #\_\_ Biking networks (e.g., paths, trails, greenways.)
- # Electric charging stations in parking lots to support alternative vehicle usage.
- #\_\_ Designated rideshare (e.g., Uber, Lyft) drop-off sites within developments.
- # Golf cart usage on certain roads and parking in public parking lots, if legally permissible.
- # E-scooters on certain walking and biking facilities, if legally permissible.
- # Transit stops and shelters in developments.
- #\_\_ More sidewalks and walking networks.
- # Regional commuter rail service funded in partnership with other localities.
- # I do not believe the County should invest in any of these.
- #\_\_ Not sure, I need to know more.

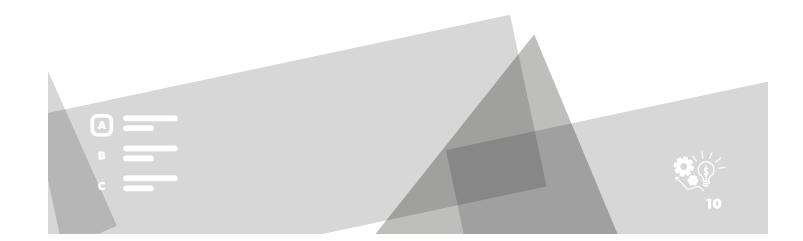


## **Economic Development**

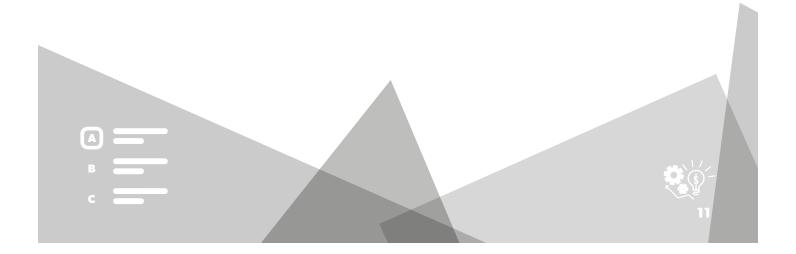


11. Through the 2019 Citizen Survey and the Engage 2045 Round #1 Public Engagement effort, residents have shown strong support for doing more to attract higher paying jobs to the County. Currently, infrastructure extensions and improvements to support new developments are constructed as part of the development process and funded by private developers. Examples include extensions of public water and sewer lines and stormwater infrastructure, and roadway or other transportation improvements. As a mechanism to attract businesses to the County, some of which may provide higher paying jobs, do you support using County tax dollars to proactively fund infrastructure to sites within the Primary Service Area -- the County's growth area -- that are planned for future business development? (Please circle one answer below.)

- i. Yes, I support using County tax dollars to proactively fund infrastructure to business development sites.
- ii. Maybe, I need to know more.
- iii. No, I do not support using County tax dollars to proactively fund infrastructure to business development sites.



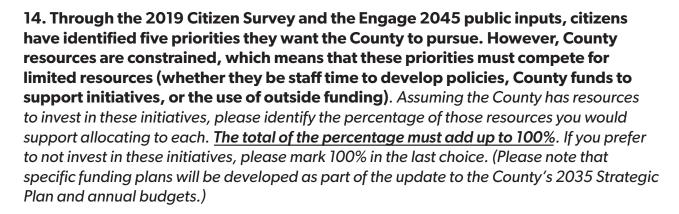
- 12. Employee preferences for mixed-use and walkable communities are increasingly driving the business site selection process for many industries. These "complete communities" provide options for employees to shop, dine, recreate, and live close to work like New Town. In Round #2 of the Engage 2045 process, this type of mixed-use community received more support than the current trend of neighborhoods with single family homes on relatively large lots. (Please circle all the choices below that you support to create complete communities in the County, or choose v or vi as applicable.)
  - i. Allow for the development of more mixed-use centers in areas designated for employment uses.
  - ii. Allow for residential uses such as townhomes or multifamily dwellings (e.g., triplex, quadplex, condominium or apartment) to be mixed into existing commercial areas.
  - iii. Allow for commercial and office uses within existing moderate-density residential areas (which could include single-family detached, single-family attached, condominium or apartments).
  - iv. Allow taller buildings within new mixed-use centers (5-6 stories compared to current maximum of 4 stories).
  - v. I do not support any of these choices.
  - vi. Not sure, I need to know more.



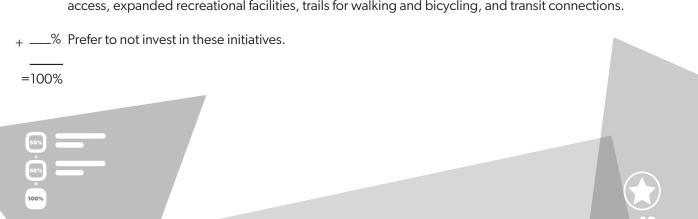
- 13. Recent economic trends, emphasized through the pandemic, have resulted in more workers in the County working from home. More small business owners are choosing to base their operations out of their home for safety, productivity, and cost reasons. If the County relaxed restrictions on home-based businesses, which of the following are of potential concern to you? (Circle all that apply. If you are not concerned about these considerations, select "I do not have concerns about home-based businesses.")
  - i. Hours of operation
  - ii. Presence of signage
  - iii. Number of employees on-site
  - iv. Number of employee parked vehicles at the residence
  - v. Number of customers visiting the business at-a-time
  - vi. Equipment and inventory storage
  - vii. Noise and vibration
  - viii. Odors
  - ix. Number of business-related vehicles parked at the residence
  - x. I do not have concerns about home-based businesses
  - xi. Not sure, I need to know more.



### **Setting Priorities** ①



- \_\_\_\_\_\_ Protecting sensitive environmental features such as wetlands, forests and waterways; becoming more resilient to systemic risks due to sea level rise, availability of drinking water, and water quality; and creating opportunities for residents to enjoy and interact with preserved natural areas within their community.
- + Protecting and preserving the rural aspects of the County's community character, including the unique identity of rural communities like Toano, as well as large tracts of open agricultural land away from the County's Primary Service Area (PSA), and taking steps to direct any new development within the PSA and away from rural lands.
- + —— Supporting the development of affordable workforce housing that fits within the County's unique community character and ensures that residential growth is balanced in a way that provides housing opportunities for people at all income levels.
- \_\_\_\_\_% Making our community more economically resilient and appealing to younger professionals by recruiting businesses that are not associated with tourism and offer higher paying, professional jobs.
- + \_\_\_\_% Expanding existing and creating new quality of life amenities, including parks, public water access, expanded recreational facilities, trails for walking and bicycling, and transit connections.



### **About You**



Please answer a few optional questions. This helps us understand your input better and helps us work toward an inclusive process. Your private information will be kept **private.** (Circle one answer per question.)

#### 15. How did you hear about this effort?

- i. James City County Facebook page, Instagram, or Twitter
- ii. Virginia Gazette
- iii. WYDaily.com
- iv. Williamsburg Families social media site
- v. WATA bus advertisement
- vi. Word of mouth (friend or colleague told me)
- vii. Other \_\_\_

#### 16. How long have you lived in James City County?

- i. Less than one year
- ii. 1-5 years
- iii. 6-10 years
- iv. 11-20 years
- v. More than 20 years
- vi. I do not live in James City County or prefer not to answer

#### What is your age?

- i. Under 18
- ii. 18-24
- iii. 25-34
- iv. 35-44
- v. 45-54
- vi. 55-64
- vii. 65+
- viii. I prefer not to answer



#### 18. Which U.S. Census category is closest to how you identify your race?

- i. American Indian or Alaskan Native
- ii. Asian
- iii. Black or African American
- iv. Native Hawaiian or other Pacific Islander
- v. White or Caucasian
- vi. Other Race/Two or More Races
- vii. I prefer not to answer

### 19. The U.S. Census separates ethnicity from race. Do you identify as Hispanic, Latino, or of Spanish origin?

- i. Yes
- ii. No
- iii. I prefer not to answer

#### 20. What is your gender?

- i. Female
- ii. Male
- iii. I prefer another description or prefer not to answer

#### 21. Have you participated in one of the County's planning processes before?

- i. Yes
- ii. No
- iii. I do not remember



## Thank you for completing the Policies & Actions Questionnaire!

Engage 2045 has progressed to Round 3 of engagement - Deciding and Affirming. This builds on Round 1, in which citizens affirmed five planning priorities for James City County, and Round 2, in which citizens evaluated options for future growth and preservation, and expressed their opinions about the goals the County should aim to achieve.

In Round 3, the County Planning Team needs your input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Round 3 consists of three questionnaires, complemented by a series of virtual Community Chats designed to assist citizens in completing the questionnaires. The first questionnaire — Policies and Actions — asks for your opinions on steps the County might take to implement citizens' vision for the future. The second questionnaire — Community Character Design — seeks your views on the appearance of structures that might be built in the future and the surrounding lands. The third questionnaire asks for your opinions about Land Use.

The County is hosting virtual Community Chats that offer citizens the opportunity to interact with members of the Planning Team and each other to discuss these policies and actions. **The first Community Chat will be held on January 14, 2021 at 12 noon; the second will be on January 21, 2021 at 6:30pm.** Register at jamescitycountyva.gov/engage2045. If you are not able to participate live, you may view recordings of the chats through February 21, 2021 at jamescitycountyva.gov/engage2045.

This is the last big opportunity for you to help shape the draft Plan for our County's future. Please mark your calendars to participate in these important events! Return this questionnaire by **Feb. 21** to a designated collection box or to JCC Planning Division:

101 Mounts Bay Road Building A Williamsburg, VA 23185

757-253-6685

planning@jamescitycountyva.gov



### **CHARACTER DESIGN GUIDELINES** QUESTIONNAIRE

### **Character Design Guidelines Questionnaire**

This is the last big opportunity for you to help shape the draft Plan for our County's future. Please mark your calendars to participate in these important events! Return this questionnaire by *Feb. 21* to a designated collection box or to JCC Planning Division. Details on



#### **Character Design Guidelines Questionnaire Instructions**

How would you like James City County to look in the future? Please express your preferences for the future design of neighborhoods, open spaces, and commercial areas in our community by taking this 15-20 minute survey.

The following images represent a few of the many ways one element of our community may be developed in the future. Rate the following photos based on how well you believe it would represent the qualities of the community by circling the appropriate star on the 5-star scale. Each photo has a small descriptor explaining the key features.

#### Neighborhoods

#### Low Density - Predominantly single family detached housing

Low density neighborhoods are typically distant from the community core and are automobile-dependent. Many low density neighborhoods offer pedestrian and community amenities in their own centers. Greenspaces come in the form of yards.



#### **MODERN SUBURB**

Curved streets, shallow setbacks and parking/garages in the front





#### TRADITIONAL SUBURB

Gridded streets, shallow setbacks, and parking in the back or on the





#### **WOODED SUBURB**

Curved streets, deep setbacks, and a wooded setting

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

#### Medium Density - Predominantly row houses, duplexes, and apartments

Medium density neighborhoods are closer to the community core and are typically pedestrian-oriented. These neighborhoods have more active street life and more available amenities. Greenspaces come in the form of small front and back yards.



#### **DUPLEXES**

Multi-unit buildings built on a single

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)





#### **ROW HOUSES**

Front stoops and porches with compact front yards

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

#### \*\*\*\*

"MANSION" APARTMENTS

Small apartment buildings built to look like a single large home

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **SET-BACK HOUSES**

Houses with small side yards and large front yards

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### TRADITIONAL COURT

Community-oriented, intimate clusters often including multi-unit buildings

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)













#### **High Density - Predominantly large apartment buildings**

High density neighborhoods are at the core of a community. These are typically apartment buildings but may also be a mix of dwelling types. High density neighborhoods have the most nearby amenities. Greenspaces come in the form of



#### **VERTICAL ARTICULATION**

Large buildings designed to appear like several smaller ones

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **ABSTRACT ARTICULATION**

Large buildings broken up by architectural elements

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

layouts and big windows





#### **PLAZA APARTMENTS**

Apartment buildings with integrated





Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### Neighborhood commercial areas typically offer community amenities that serve the immediate surrounding population.

Neighborhood Commercial - Small shops and restaurants for the neighborhood

STARBUCKS



#### **INTEGRATED SHOPS**

Shops built to match the surrounding architecture

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **COMMUNITY HUB** Community-use spaces with accessory retail

LAMPLIGHTER

Please rate this image from 1 star (least





#### **NEIGHBORHOOD ANCHOR**

Shops with outdoor dining and gathering spaces

> Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **CORPORATE STYLES**

Buildings built to be familiar and easily identifiable

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



\*\*\*\*\*

#### **LOFT STYLE**

Large buildings with interesting





#### **ROW HOUSE ARTICULATION**

Large buildings visually broken up to appear like town homes



#### Commercial

#### **Local Commercial - Medium-sized shopping destinations**

Local commercial areas have a large community draw. These are typically a mix of small businesses and smaller chain stores. Local commercial areas usually occur in several areas across a jurisdiction.



#### COMMERCIAL CORRIDOR

Linear shopping with on-street parking

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### STRIP MALL

Individual rows of shopping built around a parking lot





#### **PEDESTRIAN MALL**

Linear shopping areas with parking on the perimeter

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### Regional Commercial - Large shopping destinations

Regional commercial areas have a draw greater than their own jurisdictions. These sites are much larger than local commercial areas and usually host national chain businesses.



#### **TOWN CENTER**

Large shopping area with diverse building styles and centralized parking

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)





#### TRADITIONAL MALL

All businesses in one building with parking access on all sides

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

\*\*\*



#### **MODERN MALL**

Shopping malls with park-like outdoor areas and parking access on all sides

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### STRIP CLUSTER

A centralized collection of strip malls with parking at every store

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)







MAEO 4022



#### Commercial/Residential Mixed Use - Areas where people live above or beside businesses

Commercial and residential mixed use areas traditionally have shops on the ground floor and dwellings on the upper floors of a building. Some areas may have residential on the ground floor as well.



#### **VIRGINIA MAIN STREET 1**

Variety of living spaces, building forms, ground-floor businesses







Variety of living spaces with groundfloor residential and commercial





#### **PLANNED TOWN 1**

Uniformity in living spaces with ground-floor businesses





#### **PLANNED TOWN 2**

Uniformity in living spaces with ground-floor residential and commercial

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### Commercial/Industrial Mixed Use - Areas where businesses make and sell goods

Commercial and industrial mixed use areas provide a unique development opportunity. These areas typically offer small-scale industrial spaces for craft and artisanal businesses. Common tenants are breweries, designers, and small manufacturers.



#### **INDUSTRIAL MIX**

Industrial building design with a mix of uses built to the property line

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **FLEXIBLE STRIP**

Large, reconfigurable spaces for a variety of tenants built around parking lots

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### CRAFT CORE

Community-oriented businesses in active areas built to the property line

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)





#### **CRAFT CLUSTER**

Community-oriented businesses built in clusters with parking lot access

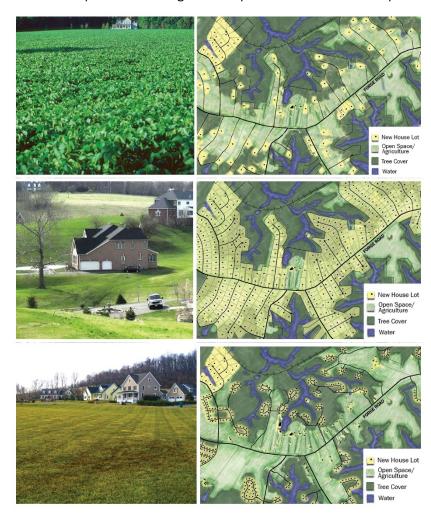
Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **Rural and Other**

#### Rural Residential - Homes built in rural areas

Homes built on subdivided farms and forests are considered rural residential. The ways in which these properties are sized and developed has a strong visual impact on the rural landscape.



#### LARGE LOTS (20+ ACRES)

Homes spaced far apart with small farms operating around them

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

#### **THREE ACRE LOTS**

Fewer small farms but more housing development opportunities

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

#### **RURAL CLUSTERS**

Houses on small lots surrounded by preserved farmland and open space

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### Recreation and Open Space - Open land in the public realm

Recreational areas are often the heart of a community. They can manifest in several different ways from more active to more passive.



#### **PASSIVE RECREATION**

Public areas with walking paths, picnic areas, and gardens

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **ACTIVE RECREATION**

Sports fields and courts

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

\*\*\*\*



#### **RECREATIONAL POCKET**

Small passive areas that serve the directly-adjacent community

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)





#### **CENTRAL GREEN**

A more formal space for large gatherings and high volumes of foot traffic

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **FITNESS COURSE**

An outdoor gym with bodyweight exercise machines

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)





#### Screening - Methods to protect scenic character

Different types of screening may provide methods to enable development while preserving viewsheds in the surrounding area. This is especially applicable to parking areas.



#### **WALLS**

Structural features that provide physical separation





#### **NATIVE SPECIES**

Landscaping that provides habitats and storm water management





#### WOODED

Clusters of trees that provide screening and shade





#### HARDSCAPE

Low maintenance gardens of rocks and boulders

Please rate this image from 1 star (least preferred) to 5 stars (most preferred)



#### **LANDSCAPING**

Colorful plantings of flowers, bushes, and trees



Please rate this image from 1 star (least preferred) to 5 stars (most preferred)

#### \*\*\*\*

#### Tell us about yourself

Please answer a few optional questions. This helps us understand your input better and helps us work toward an inclusive process. Your private information will be kept private. (Circle one answer per question.)

- 1. How long have you lived in James City County?
  - a. Less than one year
  - b. 1-5 years
  - c. 6-10 years
  - d. 11-20 years
  - e. More than 20 years
  - f. I do not live in James City County
- 2. What is your age?
  - a. Under 18
  - b. 18-24
  - c. 25-34
  - d. 35-44
  - e. 45-54
  - f. 55-64
  - g. 65+
  - h. I prefer not to answer
- 3. Which best describes your race?
  - a. American Indian/Alaskan Native alone
  - b. Asian alone
  - c. Black/African-American alone
  - d. Native Hawaiian/other Pacific Islander
  - e. White/Caucasian alone
  - f. Other race/Two or more races
  - g. I prefer not to answer
- 4. Are you of Hispanic, Latino, or Spanish Origin?
  - a. Yes
  - b. No
  - c. I prefer not to answer
- 5. What is your gender?
  - a. Male
  - b. Female
  - c. I prefer another description/prefer not to answer
- 6. Have you participated in one of the County's planning processes before?
  - a. Yes
  - b. No
  - c. I do not remember

## Thank you for completing the Character Design Guidelines Questionnaire!

#### CHECK HERE TO ENTER OUR PRIZE DRAWINGS! \_\_\_\_

Throughout the Round 3 engagement period (January 11-February 21, 2021), the County will holding drawings to award a limited number of donated prizes to citizens who submit completed questionnaires or participate in one of our four Community Chats. To enter the drawing, please enter your name, phone number, and email address below so that staff can contact you if you are selected:

ame:	
none Number:	
mail:	

This is the last big opportunity for you to help shape the draft Plan for our County's future. Please mark your calendars to participate in these important events! Return this questionnaire by **Feb. 21** to a designated collection box or to JCC Planning Division:

101 Mounts Bay Road
Building A
Williamsburg, VA 23185
757-253-6685
planning@jamescitycountyva.gov

### **FUTURE LAND USE MAP QUESTIONNAIRE**

### **Future Land Use Map Questionnaire**

This is the last big opportunity for you to help shape the draft Plan for our County's future. Please mark your calendars to participate in these important events! Return this questionnaire by **Feb. 21** to a designated collection box or to JCC Planning Division. Details on final page.



#### **Future Land Use Map Questionnaire Instructions**

This questionnaire – **Future Land Use Map** – asks for your opinions on future land use map changes that are being considered as part of this planning update. This questionnaire builds on input provided in previous rounds of public engagement in this process.

**Round 1** – asked participants to provide input on how different "place types" should look and feel. Participant input on these place types was used to build two alternate future land use scenarios for Round 2.

**Round 2** – asked participants to provide input on updates to Comprehensive Plan goals and to look at the land use patterns for each of the two future scenarios and select their preferences.

**This Round** – building off the preferences for place types and future land patterns from prior rounds, this Future Land Use Map Questionnaire seeks your input on specific applications for Land Use Designation changes. The County's Board of Supervisors, Planning Commission Working Group (PCWG), and staff are reviewing this community feedback, as well as feedback from previous rounds, as they consider these applications for Land Use designation changes.

Land Use designations are used to determine what kind of growth will occur in the County and where. They are policy designations that help guide changes to, and implementation of, development regulations. They also help the County make long-term decisions about infrastructure, road improvements, and public facility locations. Land Use designations are also used when the Planning Commission and Board of Supervisors consider certain kinds of development proposals, such as rezonings and special use permits.

Planning staff are currently reviewing 27 applications for land use designation changes. Of these 27, three were initiated by property owners and the remaining 24 were initiated by the County (either by staff or by the PCWG). Please use the map at this station or the map at https://jamescitycountyva.gov/3756/ to locate each application for your comments below.

## CHECK HERE TO ENTER OUR PRIZE DRAWINGS! (optional)

Throughout the Round 3 engagement period (January 11-February 21, 2021), the County will holding drawings to award a limited number of prizes to citizens who submit completed questionnaires or participate in one of our four Community Chats. To enter the drawing, please enter your name, phone number, and emai address below so that staff can contact you if you are selected:

Nam

Phone:

Fmail

There are two additional questionnaires: 1) Policies and Actions, and 2) Character Design Guidelines.

These are available in print or through https://www.jamescitycountyva.gov/engage2045.

We want to hear from you on these topics too!



## Requested Future Land Use Map Changes



Please use the map at this station or the map at https://jamescitycountyva.gov/3756/ to locate each application for your comments below.

#### #1. LU-20-0001 | Property-owner Initiated | Marston Parcels

Acreage: 57.11 Current Zoning: Limited Residential R1 Current Land Use Designation: Rural Lands, Outside PSA

Proposed Land Use Designation: Low Density Residential, Inside PSA

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #2. LU-20-0002 | Property-owner initiated | Eastern State- New Town Addition

Acreage: 540.65 Current Zoning: Public Lands PL

Current Land Use Designation: Federal, State and County Land

Proposed Land Use Designation: Mixed Use

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #3. LU-20-0003 | Property-owner Initiated | Eastern State- Mixed Use Community

Acreage: 540.65 Current Zoning: Public Lands PL

Current Land Use Designation: Federal, State and County Land

Proposed Land Use Designation: Mixed Use

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #4. LU-20-0004 | County-Initiated | 7341 Richmond Road Inconsistency

Acreage: .33 Current Zoning: General Residential R2 Current Land Use Designation: Federal, State and County Land Proposed Land Use Designation: Low Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #5. LU-20-0005 | County-Initiated | Stonehouse Tract

Acreage: 3031 Current Zoning: Planned Unit Development Residential PUDR Current Land Use Designation: Low Density Residential, Inside PSA Proposed Land Use Designation: Rural Lands, Outside PSA

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #6. LU-20-0006 | County-Initiated | PSA Adjustment

Acreage: 300+ Current Zoning: Agricultural A-1

Current Land Use Designation: Rural Lands & Low Density Residential, Inside PSA

Proposed Land Use Designation: Rural Lands/Outside PSA

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #7. LU-20-0007 | County-Initiated | Mainland Farm

Acreage: 214.05 Current Zoning: Public Land PL Current Land Use Designation: Low Density

Proposed Land Use Designation: Open Space or Recreation

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #8. LU-20-0008 | County-Initiated | Powhatan Creek Wetlands

Acreage: 64 Current Zoning: General Business B1
Current Land Use Designation: Low Density Residential
Proposed Land Use Designation: Open Space or Recreation

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#9. LU-20-0009 | County-Initiated | JCSA Tewnin Rd. Office & Convenience Center

Acreage: 19.62 Current Zoning: Public Lands/Limited Industry

Current Land Use Designation: Mixed Use New Town/Federal State and County

Proposed Land Use Designation: Federal State and County

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #10. LU-20-0010 | County-Initiated | Brickyard Parcels

Acreage: 119.33 Current Zoning: Public Lands PL & General Agricultural A1

Current Land Use Designation: Rural Lands

Proposed Land Use Designation: Open Space or Recreation

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #11. LU-20-0011 | County-Initiated | Winston Terrace Stream Restoration

Acreage: 2.41 Current Zoning: General Business B1 Current Land Use Designation: Community Commercial Proposed Land Use Designation: Low Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #12. LU-20-0012 | County-Initiated | Grove Convenience Center

Acreage: 2.03 Current Zoning: Limited Industrial M1 Current Land Use Designation: Limited Industry

Proposed Land Use Designation: Federal, State and County Land

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #13. LU-20-0013 | County-Initiated: PCWG | Parcel(s) between Oakland Farms & Richmond Rd.

Acreage: 95.02 Current Zoning: General Agriculture A1

Current Land Use Designation: Low Density Residential/Moderate Density Residential

Proposed Land Use Designation: Low Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #14. LU-20-0014 | County-Initiated: PCWG | Parcel near the NW side of the Croaker

Acreage: 30.29 Current Zoning: General Agriculture A1

Current Land Use Designation: Low Density Residential/Mixed Use

Proposed Land Use Designation: Low Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #15. LU-20-0015 | County-Initiated: PCWG | Parcels between Westport Subdivision and Centerville

Acreage: 44.97 Current Zoning: General Agriculture Al Current Land Use Designation: Low Density Residential Proposed Land Use Designation: Rural Lands/Outside PSA

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #16. LU-20-0016 | County-Initiated: PCWG | Croaker Interchange

Acreage: 636.79 Current Zoning: General Agriculture A1/General Business B1/Limited Business Industrial

M1/ Multi-Family Residential R5

Current Land Use Designation: Mixed Use

Proposed Land Use Designation: Revised Mixed Use/Redesignate the Conservation Parcels

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #17. LU-20-0017 | County-Initiated: PCWG | Parcels Across from WindsorMeade Marketplace

Acreage: 3.74 Current Zoning: Rural Residential R8
Current Land Use Designation: Neighborhood Commercial

Proposed Land Use Designation: Open Space/Recreation/Low Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

6

### #18. LU-20-0018 | County-Initiated: PCWG | Parcel NE of Forge Rd and Richmond Rd Intersection

Acreage: 56.76 Current Zoning: General Agriculture Al Current Land Use Designation: Low Density Residential Proposed Land Use Designation: Rural Lands/Outside PSA

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #19. LU-20-0019 | County-Initiated: PCWG | Anderson Corner Parcels adjacent to existing Mixed Use/ Economic Opportunity

Acreage: 67.03 Current Zoning: General Business B1/General Agriculture A1 Current Land Use Designation: Low Density Residential/General Industry Proposed Land Use Designation: Mixed Use

Do you think this application is in keeping with your vision for the County? Circle an answer below.

les No Maybe

In the space below, please provide any general comments on this land use application.

### #20. LU-20-0020 | County-Initiated: PCWG | Parcels adjacent to Colonial Heritage on Richmond Rd

Acreage: 32.33 Current Zoning: General Business B1 Current Land Use Designation: Community Commercial Proposed Land Use Designation: Mixed Use

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #21. LU-20-0021 | County-Initiated: PCWG | Parcel adjacent to Longhill Rd and Centerville near Warhill Sports Complex

Acreage: 77.89 Current Zoning: General Agriculture A1/Rural Residential R8

Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #22. LU-20-0022 | County-Initiated: PCWG | Parcels on Olde Towne Rd approximately across from The Colonies at Williamsburg

Acreage: 27.92 Current Zoning: General Residential R2 Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #23. LU-20-0023 | County-Initiated: PCWG | Parcel on News Rd

Acreage: 179.2 Current Zoning: Residential Planned Community R4

Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #24. LU-20-0024 | County-Initiated: PCWG | Parcels across from Recreation Center on Longhill Rd

Acreage: 28.87 Current Zoning: Multi-Family Residential R5/General Residential R2

Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #25. LU-20-0025 | County-Initiated: PCWG | Lake Powell Rd Parcel

Acreage: 16.99 Current Zoning: Rural Residential R8 Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

#### #26. LU-20-0026 | County-Initiated: PCWG | Parcels on Ron Springs Drive

Acreage: 31.03 Current Zoning: General Residential R2 Current Land Use Designation: Low Density Residential

Proposed Land Use Designation: Moderate/High Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

### #27. LU-20-0027 | County-Initiated: PCWG | Parcels near Colonial Heritage on Richmond Rd

Acreage: 27.75 Current Zoning: General Agriculture Al

Current Land Use Designation: Mixed Use

Proposed Land Use Designation: Moderate/High Density Residential

Do you think this application is in keeping with your vision for the County? Circle an answer below.

Yes No Maybe

In the space below, please provide any general comments on this land use application.

## Thank you for completing the Future Land Use Map Questionnaire!

Engage 2045 has progressed to Round 3 of engagement - Deciding and Affirming. This builds on Round 1, in which citizens affirmed five planning priorities for James City County, and Round 2, in which citizens evaluated options for future growth and preservation, and expressed their opinions about the goals the County should aim to achieve.

In Round 3, the County Planning Team needs your input on policy directions the County should pursue and actions it should take to enable citizens' vision for the future of our community to be realized. Round 3 consists of three questionnaires, complemented by a series of virtual Community Chats designed to assist citizens in completing the questionnaires. The first questionnaire -- Policies and Actions -- asks for your opinions on steps the County might take to implement citizens' vision for the future. The second questionnaire -- Community Character Design -- seeks your views on the appearance of structures that might be built in the future and the surrounding lands. This third questionnaire asks for your opinions about Land Use.

The County is hosting virtual Community Chats that offer citizens the opportunity to interact with members of the Planning Team and each other to discuss these policies and actions. **The third Community Chat will be held on January 28, 2021 at 12noon; the fourth will be on February 4 at 6:30pm.** Register at jamescitycountyva.gov/engage2045. If you are not able to participate live, you may view recordings of the chats through February 21, 2021 at jamescitycountyva.gov/engage2045.

This is the last big opportunity for you to help shape the draft Plan for our County's future.

Please mark your calendars to participate in these important events! Return this questionnaire by

Feb. 21 to a designated collection box or to JCC Planning Division:

101 Mounts Bay Road
Building A
Williamsburg, VA 23185
757-253-6685
planning@jamescitycountyva.gov

10

## FUTURE LAND USE MAP QUESTIONNAIRE COMMENTS



## Round 3 Public Engagement: Future Land Use Map Questionnaire Results & Comments

Building off the preferences for place types and future land patterns from prior rounds of engagement, the Future Land Use Map Questionnaire sought public input on specific applications for Land Use designation changes. The County's Board of Supervisors, Planning Commission Working Group (PCWG), and staff are reviewing this community feedback, as well as feedback from previous rounds, as they consider these applications for Land Use designation changes. Through Engage 2045, the County is reviewing 27 applications for land use designation changes. Of these 27, three were initiated by property owners and the remaining 24 were initiated by the County (either by staff or by the PCWG).

Questionnaire respondents were asked to review the 27 proposed changes to the Future Land Use Map (FLUM) and respond to the following question for individual applications: "Do you think this application is in keeping with your vision for the County?" Three answers were allowed: Yes, No, and Maybe. Respondents were also given the opportunity to provide general comments on the land use application.

The following tables include those results and comments provided by respondents completing the Future Land Use Map questionnaire. Questionnaire respondents indicated their support for FLUM changes (Yes/No/Maybe) and also provided comments. These comments are provided verbatim and have not been edited. For each table, the statistics represent all who responded to the survey. Not all respondents provided a written comment, so for each table there are fewer comments than the total number of votes. The table only includes responses and comments received as part of the questionnaire before February 21, 2021.

	LU-20-0001: Marston Parcels
	From Rural Lands, Outside PSA to LD Residential, Inside PSA Y = 26 (31%); N = 48 (58%); M = 9 (11%)
Support	Comments
Yes	limit one house per acre
Yes	Low density inside or outside is good as long as later request for medium denisty is not made once PSA inclusion is approved. Landowners intent should be stated upfront as to future building density, i.e. single family or higher density.
Yes	Low density is appropriate for this area.
Yes	low density, protecting watershed
Yes	Please keep as current designation
Yes	Property owner initiated
Yes	This is a good location for Low density residential. Fronts on 4 lane Richmond Road.  Close to interstate exit. This would support Community Commercial designation at intersection of Croaker and Richmond Road
Yes	We need a lot more housing in James City County
Yes	Will provide additional housing opportunities.

	LU-20-0001: Marston Parcels
	From Rural Lands, Outside PSA to LD Residential, Inside PSA
	Y = 26 (31%); N = 48 (58%); M = 9 (11%)
Support	Comments
No	A large portion is outside the PSA. If the county permits this application as filed, it should trade water and sewer for open space on what would have been the septic fields, smaller lawns, and wider RPA buffers.
No	Approving this change in LU would be in conflict with the County's LU-20-=0006. Again, it is imperative to retain the rural character of the upper county, expecailly since these parcels are near a community character corridor.
No	DO NOT EXPAND THE PSA, especially in this area of sensitive water quality resources. This parcel should stay RURAL. It is NOT APPROPRIATE for more dense residential sprawl.
No	Doesn't appear to be affordable housing.
No	I believe that already designated rural lands should be protected. I do not believe we should ADD TOO the number of rural lands. However, I do believe the property rights of this landowner are being regulated and the landowner should be compensated.
No	i don't think high density is apprioate use for this rual land, the man who bought it knew what it was when he bought it and the county should not change its policies at their own disgresion, fees or not
No	I object to the re-designation of this application. the uppper county is our last prortunity to preserve our RLs for their economic and historic value.
No	Is this in the watershed of the reservoir? If so, then zoning should remain the same.  Efforts should be maintained to protect forested lands.
No	It is not desirable to begin chipping away at the rural areas that are outside the PSA. It could set a bad precedent that would unravel rural preservation objectives.
No	It is outside of the PSA. It borders wetlands. Construction will affect the creek. There are uncommon plants and other wildlife that will be affected.
No	It should not be moved into the PSA.
No	Make this public accessor park land used for hunting. Not enough deer hunting areas in county.
No	no building on green space, it should be protected
No	No extensions of the PSA!
No	No more residential areas. Do not over populate the area.
No	No parcel should be included in the PSA without requiring cluster development with a MINIMUM of 70% OPEN SPACE
No	not in walking distance to Toano Village, continue rural land designation outside of PSA, does not meet development criterion
No	Outside PSA. No easy access to parcel; will require roads.
No	Please preserve the rural character of Upper JCC! There are already too many developments here!

\_

	LU-20-0001: Marston Parcels
	From Rural Lands, Outside PSA to LD Residential, Inside PSA Y = 26 (31%); N = 48 (58%); M = 9 (11%)
Support	Comments
No	Prefer no residential or business. Stay undeveloped
No	retain as is
No	should be kept open for nature and environment
No	The goal is to keep the lands outside of the PSA rural. The goal is to keep lands even in the PSA from becoming another Denbigh. If another goal is to provide low income housing, then look closer to the retail outlets, New Town, High Street, etc.
No	There are already too many developments in Upper JCC
No	There is no public benefit to allowing additional land in this area to be converted to residential development. Furthermore, the watershed of Yarmouth Creek is already stressed with the impacts of already approved developments such as Colonial Heritagee
No	These parcels' location adjacent to the edge of the PSA would inevitably expect the PSA to be expanded to include these parcels when developed into a neighborhood. The Candle Station, nearly adjacent, was enough new residential in this area.
No	This area should be kept rural. Traffic is already to high in this area and there are other places more suitable for apartments.
No	This land is outside the PSA, near the 130 Crescent parcel that the county purchased to protect the Chicahominy watershed. So why would the county allow this parcel to be developed as low-density residential inside the PSA.
No	This parcel is too far away from proper infrastructure to make it viable for development at this time. Road access would need to be improved to accomadate development.
No	This type of use on that property has been objected to in the past. That area is already over developed and this will make it worse and it's proposed use is most unwelcome. You invite input, such as this, and then, typically, you ignore it.
No	Toano should remain as rural lands and not close to services.
No	We have something special in this part of James City County that should be preservednot exploited!
Maybe	Are schools and emergency services able to absorb this furture increase in population?
Maybe	As a resident of Upper JCC and for what it's worth, this proposal would create more traffic, schools, county services & public transportation. Higher taxes; more congestion and urbanization. Developer friend's profits before your community's future.
Maybe	Low density should be linked to sewage and water capability, or will become a long term and unsustainable liability.
Maybe	my concern is for supporting infrastructure and roads to/from this location for the number of units potentially impacting other residents in this area

	LU-20-0002: Eastern State- New Town Addition
	From Federal, State and County Land to Mixed Use
Support	Y = 32 (44%); N = 35 (48%); M = 4 (8%)  Comments
Support Yes	Excellent location and opportunity for further development/redevelopment
Yes	Gives JCC a good location to focus growth within the PSA
Yes	Inside PSA. Not pristine or valuable ecological value
763	Mixed Use makes good sense across from JCC recreation center and located on Longhill
Yes	corridor.
Yes	This application makes sense to me. It is on a higher density corridor, near the current NewTown. It has easy access to the rest of the county through 199-Longhill Road.
Yes	This is a logical extension of New Town into an area that is otherwise landlocked.  190,000 sf of commercial development seems a bit high.
Yes	This parcel is appropriate for development due to its proximity to transportation networks and utilities.
Yes	This property has tremendous potential for community betterment
No	a pretty area to keep green
No	Enough housing and commercial. Stop the overgrowth
No	How will this improve community life? Do we need more stores in such close proximity?
No	I am very concerned about adding still more mixed use land in this area, which already has too much mixed use development and is suffering from serious traffic problems. I question whether the demand is there in the long term for this kind of development
No	I definitely cannot support a further expansion of New Town. It's entirely too congested around that area now.
No	I would appreciate more affordable housing. However, in destroying green space to do it it also goes against my desire for a more environmentally friendly community.
No	Keep as greenspace.
No	Maintain as open or recreational area
No	Make it park land. Create more recreational trails and park land.
No	No more commercial space in this area! I would like to preserve the green space on 199. We already have so many issues with deer on the highway.
No	Overpopulation and loss of a green belt off route 199 would destroy the small town and historical feel of the greater James City County/Williamsburg area. Bot this location and eastern state being used for mixed residential/commercial should be limited.
No	Please retain as current land designation
No	should be kept open for nature and environment
No	Stay as public lands
No	There is a significant number of under utilized developments that can meet future demands

	LU-20-0002: Eastern State- New Town Addition
	From Federal, State and County Land to Mixed Use Y = 32 (44%); N = 35 (48%); M = 4 (8%)
Support	Comments
No	This area is already crowded and developed. If anything, add new recreation space here.
No	This has always been a county gem, I should be a green space to enhance the development all around it
No	This is a lot of land having the potential for too large of a development. We already have too much growth in JCC & it will be too much for what's already nearby in Newtown.
No	This risks squeezing Eastern State and hampers their ability to grow along with the population of Virginia.
No	This seems to add beyond what the current land can handle in terms of stormwater run off - an issue that already significantly impact residents in these areas It does not seem that there is a place for additional runoff and related sewage/water-use
No	We absolutely do not need any more commercial space in this area. New Town is already half empty. This would also increase traffic on that road which isn't ideal.
No	We could use more public, county resources and not more commercial space. new town has so many empty stores.
No	We do not need additional mixed use if that includes retail big box stores, convenience stores, or like Mainstreet Newtown or Settlers Market. The current commercial spaces are mostly empty and have yet to be reimagined.
Maybe	Affordable supported permanent housing for behavioral health clients
Maybe	The roads and traffic would be my first worry - in changing from a rather low traffic to potentially high traffic - the current road system surrounding the Eastern State property is awkward at best, debilitating if there is an emergency (rescue/evacuation
Maybe	Traffic congestion in the area and the large number of commercial businesses that have left New Town and created long-term vacancies suggests more consideration be given to the scope of expansion in this area.
Maybe	What are they going to build?

	LU-20-0003: Eastern State- Mixed Use Community
	From Federal, State and County Land to Mixed Use Y = 23 (37%); N = 35 (56%); M = 5 (8%)
Support	Comments
Yes	Excellent opportunity for development/redevelopment
Yes	I believe this property has tremendous utility for community services such as parks and recs
Yes	Inside PSA; would want assurances for protection of the water body shown if it is not a B MP.
Yes	This makes sense for this area.

	From Federal, State and County Land to Mixed Use Y = 23 (37%); N = 35 (56%); M = 5 (8%)
Support	Comments
Yes	this would be a wonderful park and outdoor recreation area
No	Access to this land is limited, without harsh impact on surrounding neighborhoods and traffic on Longhill Rd. We need the trees, and the natural habitats for wildlife.
No	Access to this parcel is problematic and it also contains wetlands. It should be left undeveloped.
No	Do not over develop the area. Keep as is. People come to the area for limited population and limited traffic, etc. Don't ruin this!
No	Get it right Overpopulation and more NEWTOWN means empty retail space and crowded/over packed residential space. Who wants to have blocks of cookie cutter condos/townhomes with empty retail? This area should be reserved and amended as green space.
No	Keep as greenspace.
No	Maintain a large undeveloped area along Humelsine Pkwy
No	Mixed use in that area seems strange and I would like to preserve the green space on 199. We already have so many issues with deer on the highway.
No	Mixed use that includes retail is not appropriate for this setting. We already have Mainstreet and Settlers Market which are underutilized. "Luxury" Townhouses with gree space would be more preferable similar to New Town's SF and TH developments nearb
No	Rte 199 is not able to handle the increase traffic requirements.
No	should be kept open for nature and environment
No	Stay as public lands
No	The scope of this development is too large for the vehicle access points to accommodat successfully, and the sewer/water needs of this development will have an impact on existing resources.
No	This area is already crowded and overdeveloped
No	This is a lot of land having the potential for too large of a development. We already have too much growth in JCC & it will be too much for what's already nearby in Newtown.
No	This parcel should be kept as undeveloped buffer along Rt. 199
No	This random wedge on the other side of 199 does not make sense to try to develop similarly or as part of New Town, and again, too much congestion around there already.
No	This would add significant density to an area already seemingly 'overflowing' - particularly related to stormwater runoff and related sewage/water usage without adequate resource to absorb such impacts
No	Too close to existing neighborhood. Limited space to put mixed use into. Disruption to natural wildlife areas.

6

LU-20-0003: Eastern State- Mixed Use Community

	LU-20-0003: Eastern State- Mixed Use Community
	From Federal, State and County Land to Mixed Use Y = 23 (37%); N = 35 (56%); M = 5 (8%)
Support	Comments
No	wonderful scenic area that should be maximum for citizen use, bike paths, walking trails and park, so close for people to walk to, preserve this green space

	LU-20-0004: 7341 Richmond Road Inconsistency
	From Federal, State and County Land to LD Residential Y = 37 (69%); N = 11 (20%); M = 6 (11%)
Support	Comments
Yes	Change from county land to low density development assuming county would be a competent seller
Yes	Makes logical sense, given existing uses in the area.
Yes	Ok for limited residential
Yes	So long as the structures do not become excessive like Monticello in the Williamsburg City limits and the new apartments there.
Yes	There is a house there now. I don't understand the difference.
No	Build restaurants and commercial out there. No more homes! Always building everything in Williamsburg and forgetting about us on the upper county side!
No	Developing this property transfers value to the government and negatively affects private property owners who can develop their property
No	It should be changed to a business designation.
No	Not enough land to have a low residential density development. space for one house only
No	Stop the growth to avoid ruining the area. People come here for the low density, limited traffic, etc. Do not ruin the area. If people want all this, there are plenty of other cities to go to.
Maybe	I don't fully understand what might happen here. I lean toward saying yes to the change.

	LU-20-0005: Stonehouse Tract
	From LD Residential inside PSA to Rural Lands/Outside PSA Y = 54 (78%); N = 13 (19%); M = 2 (3%)
Support	Comments
Yes	Approval of this application would be a positive step in preserving more rural lands in the upper county.
Yes	Do not connect any streets to Sycamore Landing Rd.
Yes	If a property owner wants to lower the designation of their property to Rural lands, it should be permitted.

	LU-20-0005: Stonehouse Tract
	From LD Residential inside PSA to Rural Lands/Outside PSA
_	Y = 54 (78%); N = 13 (19%); M = 2 (3%)
Support	Comments
Yes	I'm answering yes because I *think* this is removing that area from potential development which is great
Yes	low density with ample common green spaces would be attractive to families and inline with JCC rural image in the north county
Yes	Moving from residential to rural
Yes	seems a done deal with the reorganization of Stonehouse. While the surveys do not suggest adding to rural land, this addition increases rural lands substantially
Yes	should be kept open for nature and environment
Yes	Stonehouse is already such a large development that it's great to take some of this unused land out of the PSA to preserve it.
Yes	strongly support this change
Yes	Thank you for seeking to preserve the rural character of our County.
Yes	That is rural area
Yes	The county should retain many rual lands.
Yes	There isn't enough infrastructure in this part of the county for this development. I agree with the change.
Yes	There's already too much growth in upper JCC, so this is a welcome change!!
Yes	This change would decrease housing density and remove a currently natural area from future inclusion in the PSA. The proximity of this land to York River State Park makes conserving as much of it as possible a desirable objective.
Yes	This is OK as long as the land set aside is not just unusable wetlands. If it can really concentrate the need for infrastructure and preserve a significant amount of land, it is a good idea.
Yes	Yes! Shrink the PSA. Let's hope this land goes into permanent conservation!
No	Don't build anything. Allow for public hunting land.
No	I can't believe that this property would be available for development! This should be a continuation of the Ware Creek Wildlife Management Area.
No	James City County's planning commission seems to have ZERO conscience when it comes to allowing a developer to constantly change promised amenities that are written into proffers.
No	Need to stop the building of townhome communities. There are a lot of parking problems and the developers try to cram as many units in as possible which puts people living to close together. Need to build only single family homes with good sized yards.
No	When the Planning Commission allows a developer to change amenities, people don't know what to believe. Homes are sold in the Stonehouse area by telling folks, "We're going to have a huge marina" or "We will have 5 swimming pools & an indoor gym".

	LU-20-0005: Stonehouse Tract
	From LD Residential inside PSA to Rural Lands/Outside PSA Y = 54 (78%); N = 13 (19%); M = 2 (3%)
Support	Comments
Maybe	Agree with zoning as public lands
Maybe	insufficient information is provided regarding future planned use of this tract

	LU-20-0006: PSA Adjustment
	From Rural Lands & LD Residential to Rural Lands/Outside PSA Y = 42 (78%); N = 8 (15%); O = 4 (7%)
Support	Comments
Yes	Agree with open lands recreation
Yes	Agree with rural lands outside PSA
Yes	I agree with concentrating on a smaller area for the PSA
Yes	If this adjustment removes the parcels from the PSA and designates them as rural lands, I like the proposal since it will preserve the rural character of that area.
Yes	If this means more protection.
Yes	It would be great to have this outside of the PSA since we already have too much growth in upper JCC!
Yes	keep it rural
Yes	should be kept open for nature and environment
Yes	Stonehouse is already such a large development that it's great to take some of this unused land out of the PSA to preserve it.
Yes	strongly support this change to reduce the PSA
Yes	Yes, shrink the PSA. This land should be in permanent conservation.
No	Don't change the designation.
No	Keep the existing land use designation.
Maybe	depends wha the landowners in this group think, their voice should matter.
Maybe	I am not sure because I do not feel adequately informed
Maybe	I'm not sure what is being proposed here

	LU-20-0007: Mainland Farm
	From LD Residential to Community Character Conservation, Open Space or Recreation $Y = 57 (83\%)$ ; $N = 8 (12\%)$ ; $M = 4 (6\%)$
Support	Comments
Yes	Agree with open space recreation

Agree with this usage. Yes Does this mean that it will no longer be farmed? Yes Good Idea. I support the change from Low Density to Open Space Recreation. We need to preserve Yes the open space here in JCC! I support the change to Open Space Recreation. We need to preserve the open space in Yes JCC! Maintaining sight lines as those traveling from outside of JamesCity County. This area being near the Jametown interpretive and historic districts should be maintained as Yes pristine/park view enjoyment for visitors and residents. Yes More recreational land use is needed Yes more recreational open areas are a plus to the area Need berms and proper landscaping to separate neighborhoods with the public access Yes Yes Please keep this open space as is. preserving this space from development is very important. This is a logical use of this land. Yes But agricultural use should be encouraged Yes Recreation will add value the the Jamestown area Yes should be kept open for nature and environment Yes Support open land or recreation use Yes The county should use for recreation space such as rental base horse stabling. This area seems very well suited for recreation/open space as it connects the trails behind Yes the highschool and the colonial bike trail - additional residential or industrial development would have a significant negative impact on this area of the county This makes 100% sense! Yes Yes We need more designated open/recreation space. This achieves that. Yes Yes, if for recreation and open land. Hoping recreation means continued greenspace use and not ball fields or parks. Historic No grounds and greenspace that you dont see elsewhere It's current designation is compatible with surrounding land use. Some day it could and No maybe should be developed as residential. Don't change the designation. No Keep it like it is! No building anything on it Please! Leave Mainland Farm alone. It's beautiful the way it is and it's supposed to be protected by the historical society. If the county changes the farm to recreation, it will No bring in too much traffic. 10

From LD Residential to Community Character Conservation, Open Space or Recreation

LU-20-0007: Mainland Farm

Comments

Support

Y = 57 (83%); N = 8 (12%); M = 4 (6%)

	LU-20-0007: Mainland Farm
	From LD Residential to Community Character Conservation, Open Space or Recreation $Y = 57 (83\%)$ ; $N = 8 (12\%)$ ; $M = 4 (6\%)$
Support	Comments
No	The farm and the VA capital trail bring visitors to the area. People enjoy the greenery that the crops bring every year. Don't change it.
No	We live within a mile of this site and would be terrible to be developed. We use greenspring trail often and the quiet beauty of the land must be preserved. There is enough development nearby and green space brings endless value to our quality of life.
Maybe	I'm not sure that this one matters. It may be too isolated from other agricultural land to be useful for farming. And I'm not sure what we gain by keeping it undeveloped if it isn't in active agricultural use.
Maybe	Not enough information.
Maybe	zero development, keep it open as it is!!

	LU-20-0008: Powhatan Creek Wetlands
	From LD Residential to Community Character Conservation, Open Space or Recreation $Y = 57 (90\%)$ ; $N = 2 (3\%)$ ; $M = 4 (6\%)$
Support	Comments
Yes	A big mistake was made when developers were allowed to buy wetlands, fill them in and build houses. Then developer bought land in Charles City Co. for "wetlands" done in the 1980s.
Yes	At this point, allowing low density development in a wetland area is just insane. Totally in favor of this change! We need the wetlands for so many reasons, and development here would eventually just get flooded.
Yes	Don't think this can be touched anyway as it is wetlands.
Yes	I support the change from Low Density to Open Space Recreation. We need to preserve the open space here in JCC!
Yes	It is of upmost importance importance that this change is made to the land use map
Yes	Keep as wetlands.
Yes	more recreation, open type areas are a plus for the whole area!
Yes	Necessary open land
Yes	Please save the wetlands.
Yes	preventing additional development along this crucial watershed seems critical to preserving the beauty and attraction of this part of the county. Any significant development would likely have significant environmental impacts.
Yes	should be kept open for nature and environment
Yes	Support open lands and recreation
Yes	This area needs to be retained as open space.

LU-20-0008: Powhatan Creek Wetlands
From LD Residential to Community Character Conservation, Open Space or Recreation $Y = 57 (90\%)$ ; $N = 2 (3\%)$ ; $M = 4 (6\%)$
Comments
Wetlands must be preserved and this property has no other economically viable use. It should be protected.
Agree with recreation open space
keep it undeveloped, no building
the residential designation is not a good fit for wetlands!
Why was this wetlands zoned B1 and LDR previously? Not enough information given to make an educated decision.

	LU-20-0009: JCSA Tewning Rd. Office & Convenience Center  From Mixed Use New Town Federal State and County to Federal, State and County Land Y = 35 (71%); N = 4 (8%); M = 10 (20%)
Support	Comments
Yes	Agree with federal state
Yes	Correct location and appropriate use of this land. This would work in terms of keeping the vision of the county.
No	Not ecological value to County to purchase
No	the county just wants to be free to develop its own land while telling private landowners that they cannot.
Maybe	hard to say; as long as you don't build it up and increase density
Maybe	Not enough information given to make an informed decision. Community chat gave no more information than this questionnaire.

	LU-20-0010: Brickyard Parcels
	From Rural Lands to Community Character Conservation, Open Space, or Recreation $Y = 47 (80\%)$ ; $N = 7 (12\%)$ ; $M = 5 (8\%)$
Support	Comments
Yes	Better use of ecological value
Yes	convertingthis to REcreational Use is keeping with the compatability with LIttle Creek  Dam Park and enhancing ecoonmoic opportunites for upper county.
Yes	Great place for outdoor recreation such as public fishing and hiking.
Yes	Great!
Yes	I support the change from Rural Land to Open Space Recreation as long as it does not bring more traffic to Forge Rd.

	LU-20-0010: Brickyard Parcels
	From Rural Lands to Community Character Conservation, Open Space, or Recreation $Y = 47 (80\%)$ ; $N = 7 (12\%)$ ; $M = 5 (8\%)$
Support	Comments
Yes	Nice idea.
Yes	open lands/recreation are necessary
Yes	Open space recreation - agree
Yes	please save for recreation and open land.
Yes	should be kept open for nature and environment
No	keep it rural
No	Leave it alone
Maybe	depends on what the final use of the property would be, listening to the county meetings , the intent was not clear
Maybe	I did not learn anything about this from watching the meeting
Maybe	I'm not sure what a "passive park" is, but it seems self-explanatory. I support the change from Rural Land to Open Space Recreation as long as it does not become an attraction site, bringing more traffic to Forge Rd.
Maybe	The area only needs another park if you permit additional housing development on Forge Road. This by entrenched anti-development interests to establish an elitist enclave on Forge Road. Halt development, but build pretty parks for the locals.

	LU-20-0011: Winston Terrace Stream Restoration
	From Community Commercial to LD Residential Y = 32 (68%); N = 11 (23%); M = 4 (9%)
Support	Comments
Yes	as long as it's done right
Yes	Consistent land use with surrounding area
No	I'm all for a stream restoration project, but I'm not sure how that'd be accomplished by changing the parcel to residential.
No	should be kept open for nature and environment
No	Too crowded.
Maybe	Keep this commercial, like surrounding

	LU-20-0012: Grove Convenience Center
	From Limited Industry to Federal, State, and County Land Y = 36 (78%); N = 6 (13%); M = 4 (9%)
Support	Comments
Yes	Good opportunity for a fire training center.
Yes	should be kept open for nature and environment
Yes	this is so needed for the area
No	Not of ecological value for County to purchase
No	this property should keep its current designation and be developed for industry.

	LU-20-0013: Parcel(s) between Oakland Farms & Richmond Rd.
	PCWG Member recommended: From LD Residential/MD Residential to LD Residential. $Y = 38 (62\%)$ ; $N = 18 (30\%)$ ; $M = 5 (8\%)$
Support	Comments
Yes	anything more than low density could overload current infrastructure and negatively impact the character of this area
Yes	Consistent with surrounding land use
Yes	do not develop this land at all, and if low density residential helps, then fine. No. More. Development!!!
Yes	I support any effort to expand RL in upper county and top lace certain RLs outside the PSA. The upper county is the last opportunity to preserve our RLs and their ecomonic and historic value.
Yes	I support the change to remove the Moderate density usage in order to curtail the growth in our area to preserve the rural character.
Yes	I support the change to remove the Moderate density usage in order to curtail the growth in our area to preserve the rural character.
Yes	Initial developer plans was for low density single family. County should keep low density single family and encourage 3 acre building lot size.
Yes	Keep it rual
Yes	keep it rural
Yes	Maintaining an extension into the residential community with similar parcel sizing would be in keeping with the county standards and vision.
Yes	please designate this property as Rural or low density
Yes	The community character in this part of the county is low density. I agree with this change.
Yes	This helps protect the rural character of the county along a major rural corridor. It is also consistent with the development already present
Yes	This proposal would diminish the chance of overly dense construction (too much sprawl and traffic).

	LU-20-0013: Parcel(s) between Oakland Farms & Richmond Rd.  PCWG Member recommended: From LD Residential/MD Residential to LD Residential.  Y = 38 (62%); N = 18 (30%); M = 5 (8%)
Support	Comments
No	Amounts to a down zoning. This should only be considered if thelandowner requests it.
No	DO NOT APPROVE OF DEVELOPMENT OF THIS PARCEL OF LAND FOR LOW DENSITY HOUSING
No	I strongly disagree with intent for any additional housing in that particular area. Traffic is increasing and homes, even low density, will add to how dangerous that area is. Furthermore, the schools in this part of JCC are already overcrowded.
No	Let it continue to be farmed and keep with the rural character of that side of the county.
No	PSA corridor is close to main 4 lane highway, keep more dense development inside the PSA, this land is currently at its optimum designation
No	This seems to be a direct backlash to last year's Oakland case, and should not be County initiated
No	This strips value from private land owners at the same time, the county is seeking to increase the value of it's own land. This is a transfer of value from private hands to government hands.
No	We should not make this low density residential. I like the idea of more affordable homes on smaller lots, or even townhouses here.
No	You people won't stop until you turn this place into Newport News Don't you live here too?
Maybe	Looks like this area can possibly handle a bit of growth as long as low-density.
Maybe	Low density, if any development. The crossover traffic on Route 60 is going to be a nightmare.

	LU-20-0014: Parcel near the NW side of the Croaker
	PCWG Member recommended: From LD Residential/Mixed Use to LD Residential. Y = 29 (55%); N = 17 (32%); M = 7 (13%)
Support	Comments
Yes	Consistent with surrounding land use
Yes	I support the change to remove the Mixed Use designation in order to curtail the growth in our area to preserve the rural character.
Yes	keep the usage low density
Yes	Kudos to the PCWG in their efforts to preserve RLs. The upper county is our last opportunity to preserve our RL economic and hisotrical heritage.
Yes	Please keep us home owner in mind we have work hard to owner our homes
Yes	This is an excellent change that would limit development along a rural corridor. Please no more apartment complexes.

	LU-20-0014: Parcel near the NW side of the Croaker  PCWG Member recommended: From LD Residential/Mixed Use to LD Residential.  Y = 29 (55%); N = 17 (32%); M = 7 (13%)
Support	Comments
Yes	This proposal is in keeping with rural preservation.
No	Can't imagine anyone wanting to live next to a quarry - too industrial
No	I'm not opposed to the combo designation with mixed use the parcel has now.
No	Leave as low density residential/mixed use. (Luck Stone is nearby)
No	Leave it to be farmed.
No	needs to stay mixed use. residential would not match with the surrounding industrial
No	Residential development in this area would create additional tensions on the commercial function of the adjacent properties.
No	That side of the road already has Luck Stone and Charley's old place. Lots of trucks turning off and onto Richmond Road. Home, even low density, increases traffic in that area.
No	The community needs the benefits of the mix-use development this parcel can deliver.
No	This land is potentially beneficial for the further economic development of a community along a corridor that is designated for this type of development. This change strips value from private land owners and does nothing for local residents.
Maybe	Low density, if any development. Traffic on Route 60 is problematic.
Maybe	No visible map photo/image
Maybe	Ok with low density residential

	<b>LU-20-0015: Parcels between Westport Subdivision and Centerville</b> PCWG Member recommended: From LD Residential to Rural Lands/Outside PSA. Y = 42 (81%); N = 9 (17%); M = 1 (2%)
Support	Comments
Yes	additional building in this area would significantly impact current roads, infrastructure and environment along with shifting the character of this area of the county
Yes	Highly support. The change would make those parcels equivalent to rest of Westport, as originally planned when Westport was developed.
Yes	I support this change in order to help preserve our rural character and curtail growth.
Yes	Keep as rural thus giving residents of Westport a visual and sound buffer from Centerville traffic.
Yes	Minimize housing development and density opportunities.
Yes	Permanent conservation
Yes	should be kept open for nature and environment
Yes	Strongly agree with rural lands outside PSA designation

	<b>LU-20-0015: Parcels between Westport Subdivision and Centerville</b> PCWG Member recommended: From LD Residential to Rural Lands/Outside PSA. Y = 42 (81%); N = 9 (17%); M = 1 (2%)
Support	Comments
Yes	strongly support this change to preserve rural character
Yes	The area along Centerville Road where this parcel is located is mostly rural. The proposed change would help maintain the esthetics of the area and keep a portion of JCC rural.
Yes	to protect the land
Yes	We need more open and natural space, NOT more development! So, yes, please allow open space to be designated for the conservancy parcels here.
No	Again, this seems in direct response to a recent development case. It does not seem appropriate for the County to initiate a down-density LU change on private land. Unfortunately, this line was drawn. The line should include the rest of the parcel
No	Leave as low density. Ford's Colony is nearby with that huge neighborhood.
No	There is no need for housing in this area and the roads are already too crowded and the schools are already over capacity. This is NOT needed.
No	This parcel fits in perfectly with surrounding properties as low density residential. It should have been rezoned several years ago, as the development proposed was reasonably scaled. Its current designation is appropriate.
Maybe	If rural means no development then I'd approve the change

	LU-20-0016: Croaker Interchange  PCWG Member recommended: From Mixed Use to Community Character  Conservation, Open Space or Recreation.  Y = 28 (62%); N = 12 (27%); M = 5 (11%)
	Comments
Yes	Building on the barrier of dedicated open space then providing a PSA area North makes sense in the county vision.
Yes	Given that this interchange is near the upper county where we want to preserve RLs and their proximity to the Kiskiak golf Course, I support retaining these parcels as conservation easements.
Yes	I agree that open space would be an appropriate designation for the conservancy parcels.  We need more open and natural space, NOT more development!!!
Yes	if it protects land and reduces building and growth, I support it
Yes	Please give consideration to property owners value we have work hard to own our homes. Low density would be best use
Yes	We need more open and natural space, NOT more development!! So please do allow open space to be designated for the conservancy parcels here.

	LU-20-0016: Croaker Interchange
	PCWG Member recommended: From Mixed Use to Community Character Conservation, Open Space or Recreation. Y = 28 (62%); N = 12 (27%); M = 5 (11%)
	Comments
No	Conservation so near this 4 leaf cloverleaf interstate highway location is a poor land use.  Conservation value is minimal in this location.
No	Interstate interchanges should be developed for services to bring tax revenue into the county.
No	Mixed use is appropriate land use. Conservation easements don't seem warranted
No	Too many residential designations for that area. Would need to increase the amount of green space and conservation land and recreational space before it's acceptable. Roadways and services would buckle under substantial demand as proposed.
Maybe	Prefer as much low residential / recreation / open space as possible
Maybe	What does the owner of the property want to do?

	LU-20-0017: Parcels Across from WindsorMeade Marketplace
	PCWG Member recommended: From Neighborhood Commercial to Community Character Conservation, Open Space or Recreation or LD Residential.  Y = 40 (71%); N = 13 (23%); M = 3 (5%)
Support	Comments
Yes	į
Yes	any additional development in this area would absolutely over-run an already extremely congested area and negatively impact all
Yes	don't put anything there. leave the space green
Yes	Given how events and decisions have evolved, this parcel is not actually suitable for commercial development and certainly is not needed for that use in this corridor.
No	Current land use appears appropriate
No	I think this parcel would be better for higher density use. Maybe higher density residential with access from Ironbound? Close to stores and bus routes so very practical location!
No	Perfect place for original designation.
No	The whole area is already commercial. Why not one more strip mall.
No	There is approximately 3.3 acres comprised of 4 lots in the area. It is the only property from Monticello Ave and News Road for 2.2 miles that has not already been rezoned and developed to commercial.
No	This area is overly burdened with existing traffic. Monticello Avenue cannot handle another commercial property which will require additional light cycles, backing up through 199 interchange. Not consistent with the "Rural Character".

	LU-20-0017: Parcels Across from WindsorMeade Marketplace  PCWG Member recommended: From Neighborhood Commercial to Community  Character Conservation, Open Space or Recreation or LD Residential.  Y = 40 (71%); N = 13 (23%); M = 3 (5%)
Support	Comments
No	This intersection is already too crowded and the building in this area will only make it worse. We already have empty businesses in the area don't need more new construction. Use what is already empty.
No	This is already a severely congested area with frequent car accidents. More cars to the area will bring more congestion and accidents. It's ok to keep some green space left in our town.
No	This should be maintained as rural residential. Splitting the current parcels further down would encourage encroachment on the success of the WindsorMarketplace. Why build smaller when low density residential/rural designation is fitting.
No	Too much congestion as is.
Maybe	The traffic flow in this area is crazy! There is a need for a comprehensive study to improve the access on and off Monticellow, before making changes.

	LU-20-0018: Parcel NE of Forge Rd and Richmond Rd Intersection  Scenario B difference: From LD Residential to Rural Lands/Outside PSA.  Y = 44 (40%); N = 59 (54%); M = 6 (6%)
Support	Comments
Yes	Freinds of Forge Road and Toano have lavbored for 16 years to preserve the histoirc and agri-tourism potential of this area. Return to RL will support this vision.
Yes	I applaud the County's proposal to move this and other parcels outside the PSA.  Preservation of the County's rural character is an extremely important and laudable objective. Thank you very much for your work in this regard.
Yes	I strongly support this change to preserve rural character
Yes	I support the change of this parcel to "Rural Lands outside the PSA". We're already experiencing more growth on Forge Rd. This property is for sale & I hope it doesn't get developed, not even into only 9 lots.
Yes	In keeping with all that is going on near this parcel, ie., the revitalization of Toano, Low Density Residential appears to be a good fit for this parcel. A sense of community is the aim of the Toano initiative. Low density housing of provides that.
Yes	Keeping this piece of land outside the PSA is a good idea.
Yes	There is water and sewer there. If you change this it will lower the value of the property.
Yes	This proposal would support the objective of rural preservation.
Yes	We support the change for this parcel to "Rural Lands outside the PSA". Wedo not want this land to be developed, but rather prefer it to be in continuity with the Rural character or Forge Road. We don't want to lose the beauty of the area we live in.

	LU-20-0018: Parcel NE of Forge Rd and Richmond Rd Intersection
	Scenario B difference: From LD Residential to Rural Lands/Outside PSA. Y = 44 (40%); N = 59 (54%); M = 6 (6%)
Support	Comments
Yes	We're already experiencing more recent growth on Forge Rd. This property is for sale & I hope it doesn't get developed, not even into only 9 lots. We want to preserve its rural character.
No	As the daughter of a long time landowner of this property, I do not agree with possible future removal of this 56 acre parcel from the PSA
No	As the economy gets weaker, the county must encourage opportunities for the local community to grow.
No	By doing this, the county is saying that they don't want Toano to grow with modern designed housing. I want my home town to grow and not continue its downward slide.
No	Changing the designation of this parcel from "low density" to "rural" is unfair to the property owners and contrary to the government's mandate to preserve the best interest of its citizens. The county already has appropriate zoning regulation.
No	Current designation is appropriate. Close to fire, police, water, sewer, part of Toano village. Meets all PSA criterion. This tract supports Toano surviving and potentially thriving.
No	Do not change the Zoning for this parcel of land.
No	Do not remove this plot from the PSA
No	Folks like the Friends of Forge Road all have their McMansions and don't give a rip about the health of Toano. this property is needed for houses that will feed the businesses in Toano. It should be developed.
No	Generational land development should be the right of the land-owner within the current policies. Yes keep PSA
No	High density would be a better fit in keeping with the revitalization of Toano
No	i disagree with the change to green made on this area.
No	I do not think you should change this to rural. It will devastate the owners who need to sell this parcel. Covid 19 has crushed them. No one will buy this land if you change it to Rural.
No	I don't agree with taking someone's land and not paying fair market price.
No	I don't think that this was done fairly. The owner of the property should have the right to sell this property as it is. Changing it is unfair to the owner.
No	I feel yet again this is an attempt of our local Government to allow some land owners to do what they wish while keeping some from using their property if they are not in alignment with the Government.
No	I hope God makes you all pay for stealing this land. This is wrong and you all know it. You all should pay fair market value for this land. You all should be ashamed of yourself.

	LU-20-0018: Parcel NE of Forge Rd and Richmond Rd Intersection
	Scenario B difference: From LD Residential to Rural Lands/Outside PSA. Y = 44 (40%); N = 59 (54%); M = 6 (6%)
Support	Comments
No	I know we are headed to a socilist government because of our leaders but this is going to far We should not take this land that someone has paid for and paid taxes on for many years. Not to mention not paying them fair maket value for what's theirs.
No	It isn't the county's place to decide what someone can do with their private property.  Allow this land to be used for whatever the actual owner wants. Thanks
No	Keep farm land farm land, no housing
No	Land-owners should be able to retain control of their land and develop within current guidelines.
No	Let the record show that this would be considered discrimination since the County is NOT applying the rules to other landowners in the PSA. Not to mention the landowner should be entitled and compensated for the full asking price of the parcel.
No	No
No	Outside PSA development not warranted; connected wooded ecosystem
No	part of Toano town, needs to be considered for cluster development to support Toano village, will provide foot traffic for new Toano crosswalk, and bike traffic for expanded bike path
No	Please keep zoning as is because it will support the Toano revitalization project, mixed use would be the best use for this property.
No	Proposed Land Use is by the county not the land ownersunfair.
No	Residents should be able to sell their property as they see fit with encroachment of state or government trying to change designation without consulting residents first.
No	Retain the existing land use designation of low density residential or a higher use. Keep in the PSA.
No	So much Rural land is being used upthis needs to remain as ia
No	The County should provide compensation if they remove land from the Primary Service Area.
No	The current zoning for the area in question has served this county well. It would be an injustice to alter it.
No	The land is near Richmond Rd. Houses are near the land already. Fire station is there. Leave as low density. Let the land owners make the choice.
No	The landowner should decide how best to use their own land. Basic right especially should be applicable in the JCC where individual rights was born and practiced.
No	The plan is an unconscionable grab by the County.
No	The proposal seems totally contrary to what ANY homeowner of the County would want imposed upon them, and certainly seems very unethical, especially when an offer to buy was made earlier, and now attempting to take personal Real Estate by eminent domain

	LU-20-0018: Parcel NE of Forge Rd and Richmond Rd Intersection  Scenario B difference: From LD Residential to Rural Lands/Outside PSA.  Y = 44 (40%); N = 59 (54%); M = 6 (6%)
Support	Comments
No	The Treasurer of the Friends of Forge Road should vote to develop his own community!
No	This action would lower the resale value of this property.
No	This is not in vision with the county, and negatively affects landowners, and the value of their property.
No	This is one of the few properties that can support the economic development of Toano. Further, this is NOT currently designated as rural lands. To change the designation violate the county's desire to "preserve" rural lands by arbitrarily adding them.
No	This land is not Rural. It is good for developing the community. It is designated for low-density housing and should be permitted to be developed.
No	This needs to be in line with the adjoining property and not split out as rural. Low density makes sense here. It is still providing open space with minimal impact of housing, which is currently along that stretch of Forge Road.
No	This parcel is integral to the revitalization of Toano. the development of their parcel will allow citizens to live within walking distance of the village of Toano which will be crucial to the success of the revitalization.
No	this parcel is not designated rural lands and sits adjacent to 20 acre parcel that has a \$500k enterprise zone grant. It makes no sense for the authorities to strip away the rights from a parcel that ensures the success of economic development near Toano
No	This property is currently in the PSA and should remain in the PSA as the only realistic option for high quality residential development to support the Revitalization of Toano by positive providing population patrons for the businesses in the Village.
No	This property should remain Low Density Residential in the PSA
No	this should be developed into a community of Toano character to support the revitilization of Toano's historic district
Maybe	Couldn't find definition of low density for this parcel. If definition is single family with 1 acre minimum lots and common "green" gathering areas, then okay with rural setting and development.
Maybe	The landowner should be the one making the decision regarding the usage of the land.  Should the county want this land for other purposes, they should provide a fair compensation to the owner on par with what a private purchaser would offer.
Maybe	This landowner is depending on income from the sale of these parcels of land.
Maybe	This property is private and should be kept that way unless you want to pay for it!!

	LU-20-0019: Anderson Corner Parcels adjacent to existing Mixed Use/ Economic Opportunity
	Scenario B difference: LD Residential/GI to Mixed Use. Y = 19 (35%); N = 26 (48%); M = 9 (17%)
Support	Comments
Yes	I would prefered low density more
Yes	Similar to adjacent land use. Low value to ecosystem
Yes	Use for grocery/commerical use for complete neighborhood servicing White Hall and local communities with local amenities right outside their neighborhood. Set guidlines that require it have a luxury, but small town or village feel building ordinances.
No	Absolutely not. I moved here to get away from the businesses.
No	further proof of the county's attempt to destroy what little agricultural land still remains. strongly oppose!
No	I strongly oppose this change to preserve rural character
No	I think this should not be changed to Mixed Use because it will bring even more population to the area and more traffic and congestion on Rt 60.
No	If this is changed to Mixed Use it will bring even more population to the area and more traffic and congestion on Rt 60. It's already got too much!
No	Prefer stay as agriculture
No	The development around neighborhoods like this will cause more traffic, crime and more opportunity for traffic in the neighborhood making it a more dangerous place to live.
No	This area should be kept rural to support and maintain the reason people have made the choice to move to this side of town, the areas that surround a neighborhoodare the reason people live there.
No	This proposal would encourage more dense construction on lands that are currently rural. Rather than encouraging overbuilt sprawl, the County should prioritize rural preservation and steer construction to areas that are already built up and underused.
No	This was completely discussed when the original designation was given.
Maybe	I owuld prefer to see some of these parcels remian in zoning A-1. If we are to preserve the community character corridor from AC thru Toano, I would prefer the LU revert to RL ouside of PSA.
Maybe	If brought new job opportunities to area and housing for the workers in this area, then okay. If just 1 or 2 small businesses and lots of small overpriced apartments, then NO!
Maybe	We need Commercial building out here, grocery store! Restaurants, anything but more homes! Have you ever been to the only grocery store near by? The food lion at any point in the day will take for ever to get in and out of, maybe attract a Kroger here

	LU-20-0020: Parcels adjacent to Colonial Heritage on Richmond Rd  Scenario B difference: Community Commercial to Mixed Use.  Y = 24 (56%); N = 10 (23%); M = 9 (21%)
Support	Comments
Yes	Development of mixed use should be concentrated southeast of the Richmond Road and Croaker Interchange. I agree.
Yes	Keeping family orientated
No	I think this should not be changed to Mixed Use because it will bring even more population to the area and more traffic and congestion on Rt 60.
No	Our open space & farmland is disappearing in Upper JCC. Please preserve it!!
No	These are already mostly developed and fine as is. Let's leave them as community commercial.
Maybe	I don't know. What is meant by "mixed use"?
Maybe	No apartments
Maybe	Not enough information on what mixed use would be acceptable.

	LU-20-0021: Parcel adjacent to Longhill Rd and Centerville near Warhill Sports Complex  Scenario B difference: LD Residential to MD Residential.  Y = 14 (22%); N = 46 (71%); M = 5 (8%)
Support	Comments
No	Adding a medium to high density residential area, in this part of the county, will stress the roads, schools, emergency services, and municipal services. Too many people will drag our current situation down. Think of simple mail deliveryit's stressed.
No	Choosing to make this moderate to high density will ruin the natural beauty of this area of the county and greatly increase the traffic and congestion in the area.
No	Definitely do not want these parcels to become high density residential.
No	Definitely not. We should not be switching from low density to med/high density anywhere in the county unless it is ALL affordable housing (not just the token "affordable" housing developers often throw in)
No	Good Lord - designating this as high density would be an absolute travesty and mistake adding substantially to an already high density area - how on earth would the current county infrastructure even begin to address this!?
No	High value ecosystem; no change warranted
No	keep it low density
No	Keep this land as is. the WISC is a great asset and clogging the roads and taking away the woodland and marsh will only hurt.
No	Leave as agriculture / low density residential
No	Leave as Low Density

	LU-20-0021: Parcel adjacent to Longhill Rd and Centerville near Warhill
	Sports Complex
	Scenario B difference: LD Residential to MD Residential. Y = 14 (22%); N = 46 (71%); M = 5 (8%)
Support	Comments
No	Maintain Low density
No	No more building!!!
No	NO!! We already have TOO MUCH GROWTH in JCC!!!
No	Please keep as is for low density/agriculture. This is a marvelous area for JCC Sports interests.
No	rural low to moderate density residential
No	should be kept open for nature and environment
No	stop the development before we become a large city with large city problems and ruin the area in so many ways (traffic, crime, etc.)
No	the amount of traffic on long hill rd, and the WISC intersection are over-loaded already, we don't need high density housing there.
No	The county is losing it's opportunity to keep some of it's rural pockets, and this area should be maintained to provide for variation to provide the rural complexity amongst the residential R8/R4 packed housing proposals & offerings already in place/plan
No	There is already too much congestion in this area
No	There's already too much growth in Upper JCC!! Please stop the growth. There are other ways to improve the county.
No	This area suffers from traffic and over development already. The last thing we need is high density housing here.
No	This land use designation will lead to medium to high density residential development, which in turn will lead to a tremendous impact on the road system and the demand for public services.
No	This not consistent with the parcel down the street at Westport # 15. Both parcel are currently LDR, the proposal is to downgrade one and upgrade the other. Not equal treatment to landowners.
No	traffic concerns
No	Will cause a congested area with too much traffic
No	You can't even handle the traffic now! No more on this road!
Maybe	I agree to the proposed changes but only on the basis that it does not interfere with the nature trail/walking path located around the sports complex
Maybe	Maintain green space.
Maybe	This seems like its in the middle of nowhere for higher density housing. Not in walking distance to anything.
Maybe	Water quality impacts form development should be the most important concern here.

	LU-20-0022: Parcels on Olde Towne Rd approximately across from The Colonies at Williamsburg  Scenario B difference: LD Residential to MD Residential.  Y = 15 (29%); N = 30 (58%); M = 7 (13%)
Support	Comments
Yes	If another neighborhood is built, I don't know how they will get out onto Olde Towne Rd.
Yes	It seems to increase housing density, which is important for adding housing to JCC.
Yes	Within PSA; low value ecologically; similar land use
No	Development of moderate to high density residential on this large piece of land, across from the Colonies of Williamsburg, will put a tremendous strain on traffic on Old Towne Road, as well as on the delivery of County Services.
No	enough development; stop now before we become a large city with large city problems and ruin the area in so many ways (traffic, crime, etc.)
No	Infrastructure cannot support this.
No	Low density residential
No	low to moderate density
No	No more building!!
No	No more on this road!
No	NO!! We already have TOO MUCH GROWTH in JCC!!!
No	Olde Towne Road cannot support high density residential, especially not at that curve. I might be able to get on board with medium residential.
No	We definitely don't need or want any moderate/high density developments in Upper JCC!! People are attracted to our open space & rural character. Please preserve it!!
Maybe	Definitely not. We should not be switching from low density to med/high density anywhere in the county unless it is ALL affordable housing (not just the token "affordable" housing developers often throw in)
Maybe	It's relatively close to a grocery store on Richmond Rd and bus routes, so not the worst place for higher density housing
Maybe	Only if Olde Towne Rd can handle the traffic. If not, solve the traffic problem prior to development.
Maybe	Undeveloped buffer along Rt 199 is highest priority here
Maybe	With walking and biking connectors to the commercial areas on Richmond Road, and to Lafayette HS, this makes sense for affordable housing!

	LU-20-0023: Parcel on News Rd
	Scenario B difference: LD residential to MD Residential. Y = 13 (13%); N = 83 (82%); M = 5 (5%)
Support	Comments
Yes	As this would add additional vehicles onto News Road, a builders proffering should be added and road should be amended to ensure entry/exit to such homes are taken into consideration and land used for housing should be used for those exit/entry areas.
Yes	This would enable valuable higher-density housing to the area and provide for significant economic benefits for the community by enabling a more diverse populace.
No	Against this proposal. Extensive study and mitigation for shifting to mid-high density with all the water issues already in this area is needed.
No	Allowing further residential development of this parcel would completely change the character of ALL of News Road and substantially impact a large section of Centerville Road. The parcel should be allowed only minimal residential development.
No	Anything above the existing low density for residential would be too much, further exasterbating the traffic along the Monticello corridor.
No	appropriate low density residential would be supportable by existing roads. Less impact on fire and police.
No	Are you trying to become like Newport News? NO, we do not need more high density residential areas, please!
No	Concerns over density in the current area as well as envitomental on the water/low land.
No	Current density level is appropriate.
No	High value ecologically outside PSA
No	Housing is already full land use
No	I am AGAINST this proposal. News Road is already over crowded with narrow road and too much traffic and floods. This would make traffic even worse and dangerous.
No	I believe high density is too much for this area
No	I do not believe that more high density housing is needed or should be allowed in this area. Low density housing or no development at all would be preferred.
No	I strongly oppose this change to preserve rural character. Also, this focus of this area should be protecting water quality in Powhatan Creek. This would make an excellent open space parcel.
No	If parcel is in PSA, changing land use to high density will cause strain on services and also create traffic nightmare for people who use that narrow two lane corridor. Monticello Avenue is already burdened beyond capacity. No increase to high density.y
No	If the developments keep up, we will lose our special character and become like another Newport News. Let's preserve our land & character!
No	Increasing the density of the residents on this parcel has several implications: Traffic, environmental stress for storm water drainage, soil erosion into the Powhatan Creek ecosystem, destruction of remaining habitats for birds and other wildlife.

	LU-20-0023: Parcel on News Rd
	Scenario B difference: LD residential to MD Residential.
Support	Y = 13 (13%); N = 83 (82%); M = 5 (5%)  Comments
No	is the high density due to a potential developer wanting to build an retirement home or continuing care community?
No	JCC already has huge developer issues (Monticello Woods & The Settlement at Powhattan) that are taking years to address and not finished, any new developer in this area can not be trusted to develop properly correctly with all the infrastructure.
No	Keep as low density
No	Keep low density residential
No	Keep these wetlands natural. The schools in this area are already overcrowded.  Monticello Ave already has more traffic than it can handle. Another large housing community is not needed in this area.
No	Larger single family lots as currently zoned is preferred
No	Maintain Low density
No	my concern here is environmental impact and safety of additional traffic on a very narrow, already busy road
No	News Rd can not handle any more med/high density developmentDefinitely not. We should not be switching from low density to med/high density anywhere in the county unless it is ALL affordable housin
No	News Road is one of the last of the lovely tree lined country style roads we have in Williamsburg. This area is still a relatively quiet, peaceful, safe part of JCC for both humans and wildlife, I implore you to keep it that way, no more development pls
No	News Road is over traveled for the existing roadway. Residential areas entrances can currently be bound up by traffic for 10-15 minutes. If there is no other point of egress for the property, News Road traffic study should be done prior to cosideratio
No	NO MORE HOUSING!!!! Keep it as is. Williamsburg is overbuilt !!!!! Toooo much traffic on news road as it it
No	Not in keeping with the area. Too much development and too much traffic
No	One last comment: affirming the stress this developement would place on the access roads and close out some of the last wild habitats in this part of the county.
No	One of the pleasures of living in James City County is the open, undeveloped space.  Water flow and soil conservation in this parcel should be studied carefully. Developers cannot continue to short the community with flooding & poor soil conservation.
No	Only access is along News Rd which has limited bus service. Also too far to walk to shopping areas on Monticello. So doesn't seem like a very good area for anything with more than moderately higher density.
No	Please reconsider/remove this application. My family and I have lived in Monticello Woods for 15 years. A new development on this parcel will no doubt have an impact on drainage, traffic, and also decrease the amount of land for wildlife.

	LU 20 2022 B
	LU-20-0023: Parcel on News Rd
	Scenario B difference: LD residential to MD Residential. Y = 13 (13%); N = 83 (82%); M = 5 (5%)
Support	Comments
No	should be kept open for nature
No	should be kept open for nature and environment
No	Should be maintained with current designation R4 Planned Community (low density residential)
No	stop the development before we become a large city with large city problems and ruin the area in so many ways (traffic, crime, etc.)
No	the amount of traffic on monticello and news road should be an immediate "no" on this project.
No	The proposed density for this parcel is out of character for the surrounding neighborhoods. Additionally, News Rd is narrow, winding and prone to flooding. Lastly, there are significant wetlands on two sides of this parcel.
No	The proposed density is way too high for that property.
No	The schools in this area are already at capacity and shifting to mid-high density would make them even worse so would require new schools to be built and cost lots of money and increase taxes. I am against it!
No	The traffic on News Road is significant and has been increasing over the years as more homes are built. Adding multi-family units in that section of News will create greater traffic, more accidents, and more noise for the neighboring communities.
No	There is already too much congestion in this area
No	There is enough housing and traffic in this area already. The roads are busy enough in this area and the schools are already at capacity and more homes in this area will only make everything worse.
No	This area should remain undeveloped! It's home to so much wildlife and enriches the beauty and biodiversity of the area!!
No	This change would really negatively impact this fringe rural area and create an open gate for future development along News and Centerville Roads.
No	This is a rezoning attempt without anything in detail about the underlying project that somebody has in mind. There are no nearby high density residential areas.
No	This is not Newport News! Don't ruin our rural city!
No	This parcel is in an ecologically sensitive area surrounded on 2 sides by Powhatan Creek wetlands and the proposal change to mid-high density would make a water runoff and control situation worse than it is today.
No	This parcel should be kept UNDEVELOPED to PROTECT POWHATAN CREEK. This is the WORST possible place for dense development.
No	This property will be using News Road as its main entrance and exit. News Road has several areas where the road can't be widened, it would end up requiring traffic lights to many community entrances and would disrupt the wildlife in this area .

	LU-20-0023: Parcel on News Rd
	Scenario B difference: LD residential to MD Residential. Y = 13 (13%); N = 83 (82%); M = 5 (5%)
Support	Comments
No	This will directly impact the traffic on news road and the current natural wild space in the area.
No	too much traffic
No	Traffic concerns.
No	Traffic hasn't been addressed
No	Traffic on Monticello is already bad enough.
No	We need a traffic study first. High density is not appropriate for that parcel.
No	We never got to say much about the old 2007 proposal, even though even though it adjoins our subdivision (Monticello Woods). If the current Master plan is Low Density Residential. A 60 foot maximum height limits is very inappropriate for this parcel.
No	What is the purpose? It will totally destroy the look and feel of our neighborhood. This area was meant for low density. Do a road impact study first! If this is for a continuing care facility, this will be 4 or 5 in a 5 mile radius.
No	Would have too much of a negative impact on traffic along News Road. Maintain low density designation.
Maybe	If this is only residential and not high rise senior living
Maybe	If this were used for a continuous care facility, most of Ford's Colony would support. I would not support high density apartments or condominiums.
Maybe	Infrastructure too rural for all this increased traffic
Maybe	Traffic needs to be studied for this area prior to any plans and development. News road is one lane each way and cars pull out from neighborhoods and side roads into news road traffic all the time.
Maybe	You need multiple access points to News Road. Having opposed traffic to the Firestone Gate of Fords Colony is too concentrated and unsafe with the blind curve southbound on News Rd. Keep a healthy green belt between the development and News Rd.

	LU-20-0024: Parcels across from Recreation Center on Longhill Rd
	Scenario B difference: LD Residential to MD Residential. Y = 17 (31%); N = 35 (65%); M = 2 (4%)
Support	Comments
Yes	Important to increase housing density.
Yes	this seems well suited for additional affordable housing as connected to existing resources and adequate road structure for more traffic

	LU-20-0024: Parcels across from Recreation Center on Longhill Rd
	Scenario B difference: LD Residential to MD Residential. Y = 17 (31%); N = 35 (65%); M = 2 (4%)
Support	Comments
Yes	This would make sense as low residential, compromising of no less than 1/2 acre lot sizes. This provides the needed addition of residential relief closer into the downtown area without overpopulation via high residential 'packing'.
No	I strongly endorse the comments in opposition to this change by my neighbor Reed Nester, 212 John Pinckney Lane, that were submitted by email to Thomas Wysong on February 19, 2021. John Watson, 210 John Pinckney Lane.
No	increased traffic
No	Keep as low density residential
No	Land use change not warranted based on surrounding land use
No	Leave as Low Density
No	Not enough infrastructure to support more housing.
No	should be kept open for nature and environment
No	Stop building !!!
No	stop the development before we become a large city with large city problems and ruin the area in so many ways (traffic, crime, etc.)
No	There are already apartments across from here as well as lots of residential areas. Please keep this low density residential. This is too much growth. We are already overloading our area, creating a need for more emergency services and schools.
No	There are already apartments across from here as well as lots of residential areas. Please keep this low density residential. We are already overloading our area causing more problems with not enough emergency services and crowded schools.
No	There is already too much congestion in this area
No	There is too much development in that area already! This county seems hell-bent on creating suburban sprawl with congested roads like in Fairfax county where I left as it was impossible to drive there!
No	This is already a high density area and should not have more in this area.
No	This proposed land use change will have a significant impact on traffic along Longhill Road, will promote cut-through traffic on the narrow road through the Recreation Center, and will significantly increase the demand for county services.
No	This will adversely impact the low-density neighborhoods of Skipwith Farms and Piney Creek in Williamsburg. The existing Low Density Land Use designation is the most appropriate land use for this property. Additional comments submitted by email.
No	Too crowded in this area.
No	We should not be switching from low density to med/high density anywhere in the county unless it is ALL affordable housing

	LU-20-0025: Lake Powell Rd Parcel
	Scenario B difference: LD Residential to MD Residential. Y = 12 (18%); N = 50 (76%); M = 4 (6%)
Support	Comments
Yes	This development appears to be well thought-out, with long-term considerations, and proper land development. This is the type of new development that should be encouraged, since it includes a community focus and multiple amenities, not just more condos
No	There are several reasons this property shouldn't be able to be rezone for built on. Lake Powell rd can not handle the increase in traffic and the current water and sewer main lines can not handle the extra homes. This is just a few reasons.
No	Again, we have too much growth in JCC. Slow it down, please!!! This is a somewhat rural area. Please keep it that way .
No	Current designation is appropriate for this location.
No	Current land use consistent with surrounding area; no high value ecosystem
No	high density housing in this area of the county is not supported by current infrastructure and would significantly negatively impact the character of this part of the county
No	I get sick at the thought of adding more daily cars to travel on lake powell rd. It's already overcrowded. I have grown up playing in the woods off Waltrip lane, there's SO MANY wildlife this would kill it's not even funny! My grandparents are buried there
No	I own the property at 154 Waltrip LN. I purchased this lang in 2019 for a retirement home after my military career. It has taken toll on traffic and the quality of life once it was enjoyed in Williamsburg thanks to irresponsible development.
No	I strongly oppose this change to preserve rural character and the adjacent agricultural area
No	I think the change to zoning will enable subsequent development that will lead to excessive traffic on Lake Powell Road
No	I think the zoning change would enable housing development that would cause an excessive amount of traffic on Lake Powell Road. Both the construction traffic and the subsequent new residence traffic.
No	I think this a very bad idea! James City County needs to keep this as is. Lake Powell rd can not handle the extra on an already very narrow road and not to mention it is only one way in and one way out.
No	Infrastructure cannot support. The neighboring communities are staunchly against this.
No	Keep as low density residential
No	Lake Powell is a small, quiet road that can not handle any more build up or traffic. Keep this part of James City County quiet and peaceful!!
No	Lake Powell Road already has several high density residential areas. I would prefer there weren't anymore to keep the rural character of some places of the road.

	LU-20-0025: Lake Powell Rd Parcel
	Scenario B difference: LD Residential to MD Residential.
	Y = 12 (18%); N = 50 (76%); M = 4 (6%)
Support	Comments
No	Lake Powell Road is a very small country road. It can't handle high traffic which will certainly happen if this land use is changed. Please don't turn Williamsburg into another Newport News
No	Lake powell road not handle the traffic. Preparing the land will be destructive to surrounding land owners.
No	Moderate to High Density housing would be out of character with the area. It would look off and add increased traffic to an area that is already a bit too crowded.
No	No more development of Lake Powell. Williamsburg traffic is already out of control and preservation of the green areas of Lake Powell area is a must. In addition, the road is already unsafe for pedestrians, increasing traffic will be very dangerouss.
No	No this would completely alter the nature of this area. Approval of this change would be proof of JCC utter resolve to destroy all vestiges of rural life in the area. Stop trying to turn us into NN!
No	only one egress for an already large number of housing units, converting this to high density would require non-trivial road improvements.
No	Proximity to airport and current level of access is already over taxed
No	Roads are *not* made for moderate/high density residential.
No	should be kept open for nature and environment
No	stop the development before we become a large city with large city problems and ruin the area in so many ways (traffic, crime, etc.)
No	The surrounding land will flood worse than it does now if they build this property up.  Road can handle more traffic. Listen to the community NOT the developers!! We don't want JCC to look like Newport News!!
No	the vision in its original form makes sense for the area. This new application represents a danger to current residents as there is only one way in and one way out for the residents. increase in traffic, the change to landscape is not good for the area
No	This area should be kept very low density/conservation to protect and enhance the adjacent active agriculture and conservation lands.
No	This is a somewhat rural area. Please keep it that way by NOT changing it to moderate/high density housing.
No	This road can not handle more traffic!! The Winery stated in a letter to the residents they were putting grapes there. Sounds FRAUDULENT to me! Plus the Winery already has property on Conservancy listed for condos build there.
No	This road cannot handle more development and We should not be switching from low density to med/high density anywhere in the county unless it is ALL affordable housing
No	Too much wildlife calls this land home to develop it. LP is not large enough & as a 1way in&out adding more homes is not smart.

	LU-20-0025: Lake Powell Rd Parcel
	Scenario B difference: LD Residential to MD Residential. Y = 12 (18%); N = 50 (76%); M = 4 (6%)
Support	Comments
No	Traffic access for this area is already difficult and limited. A change of this nature would severely affect the current residents along the corridor and the elementary school on Laurel Lane.

	LU-20-0026: Parcels on Ron Springs Drive  Scenario B difference: LD Residential to MD Residential.  Y = 14 (29%); N = 27 (56%); M = 7 (15%)
Support	Comments
Yes	Excellent opportunity for affordable housing!
No	continue with low density residential
No	Current designation is appropriate.
No	Current land use consistent with zoning; moderate ecological value
No	Keep zoned as current. High density along with BG will overwhelm infrastructure.
No	NO MORE BUILDING!!! Williamsburg is overbuilt
No	Not a good area for development, isolated no public transit.
No	Please preserve some land in our county and avoid designating this for moderate/high density residential.
No	Please preserve some land in our county and avoid designating this for moderate/high density residential.
No	Road not designed for that much traffic
No	should be kept open for nature and environment
No	stop the development before we become a large city with large city problems and ruin the area in so many ways (traffic, crime, etc.)
No	We do not need to replace all this forest with a dense residential development.  Additional traffic would reduce the quality of life for those who already live here. The county should be working to stop this type of land use, not encourage it!
No	We should not be switching from low density to med/high density anywhere in the county unless it is ALL affordable housing
Maybe	Great consideration of the current residents' opinions, along with the Williamsburg/Grove Black community would be necessary before making any significant change to this historic area. Any change would need to be done with their involvement.

	LU-20-0027: Parcels near Colonial Heritage on Richmond Rd
	Scenario B difference: MU to MD Residential Y = 16 (32%); N = 31 (62%); M = 3 (6%)
	Comments
No	Colonial heritage is already one of the largest neighborhoods in the county (in terms of both acreage and volume) and the new Kelton Station apartments going in just down the road, I feel that this area would be negatively impacted additional housing
No	Current Designation is appropriate
No	Current land use consistent with surrounding area
No	Cut back on high density
No	It is already dense enough
No	Leave as mixed use.
No	Mixed use is already going to create more congestion and population here. Part of the attraction to this area is that it has wide-open spaces and rural character. YOU WILL RUIN that yet another moderate/high density development. Please stop!!
No	moderate density residential
No	Please stop bringing more growth to Upper James City County! We have too much happening already. Part of the draw to this area is that it has wide open spaces and rural character. YOU WILL RUIN that with continued growth!!
No	should be kept open for nature and environment
No	stop the development before we become a large city with large city problems and ruin the area in so many ways (traffic, crime, etc.)
No	Taking away historical aspects of the "rural view" of Williamsburg and Toano remove the tourist essence of the area. It might increase some economic growth but adversely over populate the area. Will more residence impact schools and Jobs? is JCC ready?
No	The current Land Use Designation seems preferable.
No	there is too much residential development in this area already! traffic on rt 60 is getting heavier every year. with development of a large residential area just across the county boundary in York county! Do not allow residential development here!
No	We don't need any more commercial space in that area
No	We don't need more residential in that area.
No	We need food out this way. For go the idea that we need more people!

# Medium Density - Predominantly row houses, duplexes, and apartments High Density - Predominantly large apartment buildings

# **CHARACTER DESIGN GUIDELINE QUESTION-NAIRE COMMENTS**

## Neighborhoods

Comments made on various neighborhood development types can be found on the following pages. You can use the legend below to determine the specific type of development.

Low Density - Predominantly single family detached housing

138 Engage 2045 Round 3 Public Input Summary **James City County** 139

Comment on Traditional Suburb	homeowners and visitors to the area.
	made to invest in thoughtful revitalization of traditional suburbs, the results can be very attractive to both
	upkeep. Older homes are subject to neglect and can drive down property values. Where successful efforts are
	When well maintained, traditional suburbs have character and charm. However, aging homes need care and
Comment on Modern Suburb	neighborhoods more stark and impacting the environment.
	in some suburbs presents safety considerations for pedestrians and children playing outdoors. Also, unless careful consideration is given to landscape design and conservation, mature trees are often cleared, making th
	construction, and floorplan and design elements that appeal to a variety of homeowners. The lack of sidewalks
	The design of modern suburbs is functional in terms of neighborhood continuity, ease and speed of
Comment on Modern Suburb	Looks lovely Le Northern Virginia. lol bed there. Gets worse year after year.
Comment on Modern Suburb	Too much pavement and garages say the car lives here versus the is a place for people
Comment on Modern Suburb	I don't like the shallow streets of the parking and garages in front
Comment on Modern Suburb	sidewalks are important, curbs are better than ditches,
Comment on Modern Suburb	Trees were clear cut
Comment on Modern Suburb	may not be affordable, so there needs to be a balance.
Comment on Modern Suburb	Although I am not crazy about the look, it will look better as trees and plants grow. Also, my preferred look
Comment on Modern Suburb	Like a little more yard area in single family living.
Comment on Modern Suburb	Garages in the front look terrible. i think garages should be on the side or back of homes
Comment on Modern Suburb Comment on Modern Suburb	Suburban spread is the #1 cause of congestion.  Too much impervious area
Comment on Modern Suburb	Christmas lights up last January 1st and you get a happy NY nasty gram Suburban spread is the #1 cause of congestion
Comment on Maderia Substitute	Cookie cutter life, no character or privacy. Probably have an HOA where someone complains about your
Comment on Modern Suburb	fire, and utility vehicle access.
	The arrangements of these streets sometimes make cycling and walking more difficult, as well as slow police,
Comment on Modern Suburb	garage, which means I wouldn't want to see that everywhere either.
	Curved streets add a layer of appeal, but I wouldn't want a home close to the road or with a front-facing
Comment on Modern Suburb	Looks too crowded
Comment on Modern Suburb	the street. it's visually unappealing
2 2	where are the trees? there's barely any setback and the driveways are short which means people will park on
Comment on Modern Suburb	I don't like front facing garages
Comment on Modern Suburb	Services are expensive,
Comment on Modern Suburb	Seems less private
Comment on Modern Suburb	Houses are too big. No sidewalks lot size too small
Comment on Modern Suburb	
Comment on Modern Suburb Comment on Modern Suburb	Garages in the front negatively affect the appearance of the rest of the building architecture.  These types of suburbs lack "soul" - communities look cookie cutter and don't age gracefully.
Comment on Modern Suburb	keeping vehicles in front.  Garages in the front negatively affect the appearance of the rest of the huilding architecture
Commant on Madorn Suburb	
Comment on Modern Suburb	Overall aesthetics are terrible garage is facing the street do not enhance the value of the home  Most efficient use of land for residential lots. Can follow topography and still allow useful back yards by
Comment on Modern Suburb	Looks too busy and crowded. Better for the urban areas like Hampton and Newport News.
Comment on Modern Suburb	I don't like shallow setbacks, but at least curved streets help.
Comment on Modern Suburb	looks like northern VA
Comment on Modern Suburb	Wide street but sidewalk on only one side. Houses packed together. Parking too visible.
Comment on Modern Suburb	Wide street but sidewalk on only one side. Houses packed together.
Comment on Modern Suburb	Too cookie cutter
Comment on Modern Suburb	Clearcutting removes trees that are essential to reduce global warming
Comment on Modern Suburb	total destruction of trees which are essential to stopping global warming
Comment on Modern Suburb	welcome.
	The garage in front screams garage and when the doors are down shuts out the world. Not a friendly, open,
Comment on Modern Suburb	generally draws people who add more to the community's tax base than they take.
	yards and their upkeep and like a uniform "little boxes" neighborhood. Not for everyone but is not a drain and
Comment on Modern Suburb	This is the way so many modern suburbs are going. It fits for a great number of people who don't care about
Comment on Modern Suburb Comment on Modern Suburb	These communities tend to have traffic issues. Often many residents per dwelling who need a lot of services.  variety of housing styles but some continuity
Comment on Madern Suburb	Those communities tend to have traffic issues. Often many residents nor dwelling who need a lot of corvices
Comment on Modern Suburb	houses are too large and too close!
Comment on Modern Suburb	Better spaced out properties.
Comment on Modern Suburb	Looks too crowded
Comment on Modern Suburb	issue. The roads in this picture are too narrow
	When residents have parties or gatherings with people who don't live in the neighborhood, parking will be an
Comment on Modern Suburb	all you see are cars
Comment on Modern Suburb	Looks too much like track homes
Comment on Modern Suburb	driveway.
	Parking in the back with access streets are problematic because people always park on the street if they have more than two vehicles. Most garages nowadays are used for storage and developers build a two vehicle

Comment on Traditional Suburb	Walkable, livable for peoplenot designed for cars
Comment on Traditional Suburb	I don't like the shallow setbacks
Comment on Traditional Suburb	"classic" layout, it is ascetically appealing.
Comment on Traditional Suburb	Has adequate yard. Not sure that I need the sidewalk. If a culdesac street am OK walking in street
Comment on Traditional Suburb	parking on side or back is much more pleasing to the eye
Comment on Traditional Suburb	Medium density. Some pervious area. Sidewalk.
Comment on Traditional Suburb	Houses have some character and interesting to loo at and live in.
Comment on Traditional Suburb	This style has character and would fit nicely with williamsburg.
	This idea certainly makes it seem more walkable to me, but gridded streets make me think of cities which is not
Comment on Traditional Suburb	JCC.
Comment on Traditional Suburb	These offer great transportation options (bike, car, walk) and access to city services (fire, police, utility)
Comment on Traditional Suburb	I think we need to cut down on developments and condo/apartments. Our roads & schools can't take more
Comment on Traditional Suburb	houses are varied, further apart.
Comment on Traditional Suburb	Ok
Comment on Traditional Suburb	neater and less room for street clutter
Comment on Traditional Suburb	This type of suburb is walkable and livable, but allows privacy while encouraging neighbor interaction.
Comment on Traditional Suburb	The building's pleasing architecture comes to the fore.
Comment on Traditional Suburb	Wider lots needed to entire side load garages,
Comment on Traditional Suburb	It provides a warmer safer atmosphere and encourages better communication between homeowners
Comment on Traditional Suburb	Looks a bit better than the modern suburban and keeps closer to the Williamsburg look.
Comment on Traditional Suburb	trees, lot green space, houses further apart
Comment on Traditional Suburb	looks more in line with the historic community
Comment on Traditional Suburb	grid street is a fair tradeoff for hidden parking. Sidewalk is good. Like distance between houses.
Comment on Traditional Suburb	Has a role in creating a traditional small town/village feel
	There is much character to these and it is more in line with the traditional appeal of Williamsburg/JCC - it adds
Comment on Traditional Suburb	to the character and what makes this area what it is without taking away from what exists.
Comment on Traditional Suburb	Looks a little more urban for a small city, i.e. Williamsburg
Comment on Traditional Suburb	Traditional style of housing, houses arnt that big , but people still have there space
Comment on Traditional Suburb	gridded streets also have traffic issues. People use them for shortcuts, there are more accidents involving kids.
	Access streets to the rear of properties create problems. Developers put houses as close together as possible.
Comment on Traditional Suburb	People use garage for storage. Driveway fits two cars. Excess cars end up on street.
Comment on Traditional Suburb	Looks like a real neighborhood but probably can't make this from scratch.
Comment on Traditional Suburb	more quaint in keeping with region
Comment on Traditional Suburb	This looks in keeping with the areas look and feel
Comment on Traditional Suburb	See previous comment about parking and access streets in back.
Comment on Traditional Suburb	has the highest charm/value but are often older homes and higher prices
Comment on Wooded Suburbs	this is ideal but is often too high of a price range for younger homeowners
Comment on Wooded Suburbs	Looks consistent with the natural area
Comment on Wooded Suburbs	This image appears to be safe for children and provides plenty of parking
Comment on Wooded Suburbs	fits the region
Comment on Wooded Suburbs	Lots of trees
	The deep setbacks look more traditional. Whatever is done, developers need to space out homes. All the
	townhome communities that are cropping up are crowded. Parking is terrible. Overtime they are going to
Comment on Wooded Suburbs	become run down.
Comment on Wooded Suburbs	This helps keep the feel of a rural community, especially in Toano.
Comment on Wooded Suburbs	Like the green space
Comment on Wooded Suburbs	Attractive, trees and space are good for environment. Less strain on traffic.
Comment of Wardada by the	This is what so many people strive for and dream of when they move to Williamsburg/JCC. This is the
Comment on Wooded Suburbs	appearance that should continue to be upheld.
Comment on Wooded Suburbs	Shields cars, etc. from public view, conducive to low density
Comment on Wooded Suburbs	This is my favorite in this group. Spread out with green space.
Comment on Wooded Suburbs	wooded settings provide nature at our own reach
Comment on Wooded Suburbs	big lots, greenry
	All the features have an appeal for everyone but may be costly. Lots of nature/buffer. Would prefer to have
Comment on Wooded Suburbs	sidewalks though.
Comment on Wooded Suburbs	Best for the county to maintain its rual/suburban hybrid feeling.
	This takes too much land for each house. Much better to set aside land and put the same number of houses in
Comment on Wooded Suburbs	a smaller area
	This takes too much land for each house. Much better to set aside land and put the same number of houses in
Comment on Wooded Suburbs	a smaller area.
6	A more Relaxed social environment at the cost to provide this atmosphere probably out of reach the majority
Comment on Wooded Suburbs	of citizens
	I find curved streets somewhat dangerous to drive. The deep setbacks and wooded setting provides a less
Comment on Wooded Suburbs	'stressful' appearance.

	Usually found with custom built homes, this type of neighborhood is an ideal "country suburb" - creating
Comment on Wooded Suburbs	community but providing privacy and conserving wooded areas.
Comment on Wooded Suburbs	nice estate look
Comment on Wooded Suburbs	I like the more privacy provided by this layout
Comment on Wooded Suburbs	lots of trees, houses further apart, longer driveways.
Comment on Wooded Suburbs	The mature trees are preserved.
Comment on Wooded Suburbs	Less homes means keeping our rural feel
Comment on Wooded Suburbs	These lovely neighborhoods often cost a lot but are most beautiful
Comment on Wooded Suburbs	This is too rural looking and doesn't have a community feel
Comment on Wooded Suburbs	This is too rural looking and doesn't have a community reer
Comment on Wooded Suburbs	Appreciate the privacy , opportunity for wildlife to continue to thrive as their habitat is still partially intact
Comment on Wooded Suburbs	Trees help curb global warming
Comment on Wooded Suburbs	Developments like Colonial Heritage are destroying EPA's.
Comment on Wooded Suburbs	Lot of trees
Comment on Wooded Sazar SS	
Comment on Wooded Suburbs	awesome look and feel of Old Colonial Williamsburg. More pleasing to the eye and healthy with all the woods
Comment on Wooded Suburbs	also a classic layout, appealing.
Comment on Wooded Suburbs	Nice but most expensive leaving many priced out and uses the most land resources.
Comment on Wedge Gabaras	
Comment on Wooded Suburbs	Trees provide shade, cool the area, provide better air quality, break up visual monotony and are soothing.
Comment on Wooded Suburbs	Aesthetically appealing.
Comment on Wooded Suburbs	I prefer the wooded lots for a more natural setting.
Comment on Wooded Suburbs	This is appropriate in more rural settings
comment on wooded suburbs	These tend to isolate people from each other, don't link sidewalks or trails with other streets or branch arterial
Comment on Wooded Suburbs	roads.
Comment on Wooded Suburbs	Cul de sacs good planning.
Comment on Wooded Sazar SS	Preserves the beauty of the natural environment while enhancing property values. Traditional home designs
Comment on Wooded Suburbs	complement the architectural aesthetic of the Williamburg area.
Comment on Wooded Suburbs	Too large a footprint and more given the character-bereft McMansions
Comment on Duplexes	High ratings near colleges or work centers but no where else
Comment on Duplexes	adds to congestion
Comment on Duplexes	Not bad looking but these are most city type structures.
comment on Bupiexes	More people and vehicles end up in these types of communities than they are designed for. They're too close
Comment on Duplexes	together.
Comment on Duplexes	I'd rather see these in WBurg, not in JCC.
Comment on Duplexes	Have an appearance of a house/home rather than condo unit
Comment on Duplexes	To "big city" looking
Comment on Duplexes	Too city looking
Comment on Duplexes	I think this is a reasonably attrractive way to provide more compact housing options.
Comment on Duplexes	in theory would work but often looks terrible in execution
Comment on Duplexes	Ugly and outdated unlike colonials that can withstand time.
	I grew up in a two-family building that was just a big unattractive rectangular box. If architecturally attractive
Comment on Duplexes	they are perfectly acceptable.
Comment on Duplexes	Duplexes fit in nicely with traditional single family homes.
Comment on Duplexes	only in a mixed use development, not for single family locations
Comment on Duplexes	Least appealing visually
Comment on Duplexes	Too much development. Too much traffic, schools over crowded now
Comment on Duplexes	These seem too Shaker Heights. Duplexes to me are two mirrored units with an attached wall.
	Duplexes can be highly social but can also get cluttered with multi-car families. Multi-mode transportation
Comment on Duplexes	options would help mitigate the need for multi-car solutions for these structures.
Comment on Duplexes	Higher density but without disturbing more area
Comment on Duplexes	we need affordable homes nothing over \$200,000
Comment on Duplexes	Dorm life for under 25 yes. If you have kids they need a place to play
Comment on Duplexes	the look is awful and will decline the whole look and feel of the great Colonial Williamsburg Area.
Comment on Duplexes	Helps with affordable housing and increases density.
Comment on Duplexes	They're good when we'll designed and planned.
	Duplexes offer the appeal of a single family home while doubling residential capacity. As long as adequate
Comment on Duplexes	parking is available and homes are well maintained, this is a good option for the local area.
	Front stoops and porches create a welcoming feel for local neighborhoods, especially when sidewalks are
	present. As long as the architecture is consistent with the local area (e.g., traditional, Colonial) and there is a
	good balance of mature trees/shrubs and complementary landscape, they can provide appealing
Comment on Row Houses	neighborhoods.
Comment on Row Houses	Good when we'll planned. Need attractive set backs, sufficient parking, etc.
Comment on Row Houses	Good in certain areas. Current example is in New Town
Comment on Row Houses	Gives a 'san francisco' look that the area should not be going for. too crowded a look. not pleasing.
Comment on Row Houses	too close, not enough light

Comment on Row Houses	classic in-city neighborhood design
Comment on Row Houses	Only in San Francisco
Comment on Row Houses	affordable
Comment on Row Houses	Too dense.
The state of the s	Often these arrangements lack a vehicle storage, so the streets get permanently cluttered with vehicles,
Comment on Row Houses	limiting pedestrian, cycling, and utility/EMS traffic.
Comment on Row Houses	Traffic/schools too crowded
Comment on Row Houses	like the yards
Comment on Row Houses	mixed use locations only
Comment on Row Houses	Can be built to be architecturally interesting, and provide neighbors the comfort of a traditional home "feeling"
Comment on Row Houses	Front porticos and porches are preferred over plain stoops which are unattractive.
Comment on Row Houses	Too close together
Comment on Row Houses	Pretty traditional to older cities like DC and Williamsburg.
	I think this can work well and look good. The key is managing the street view every house can not look
Comment on Row Houses	identical need variety and with some aesthetic standards.
Comment on Row Houses	very close together
Comment on Row Houses	looks more urban but can also look historic
Comment on Row Houses	This is my favorite in this group. Looks nice. safe and neat.
Comment on Row Houses	Possibility of varied looks, but unified, and back yard privacy.
Comment on Row Houses	Way too urban for WBurg.
Comment on Row Houses	attractive for those not wanting yard maintenance.
	Should be no shared walls or roofs. Developers must be made to go large on parking and shared green space.
Comment on Row Houses	Only single family stand alone units.
Comment on Row Houses	Buildings look like sardines-too close together.
Comment on Row Houses	High rating near or infill of established neighborhoods
Comment on Row Houses	but should only be used in specific areas, like New Town
	If the architecture of the "home" is traditional or Colonial, it may have appeal, but in general, doesn't feel like a
Comment on Mansion Apartments	good fit for Williamsburg.
Comment on Mansion Apartments	Just ok. Need them for folks who can quite afford a house. Must be well designed and planned.
Comment on Mansion Apartments	I might like it, but the photos shown are too dissimilar to what we have in much of James City County.
Comment on Mansion Apartments	OK however may be impractical price point
	Stop all the apartment construction. People live and move here because of the lower population and lower
Comment on Mansion Apartments	traffic. all this crazy construction will simple RUIN the area.
Comment on Mansion Apartments	High density without disturbing more land
Comment on Mansion Apartments	There are few words to describe how ugly this is
Comment on Manaina America	As with row houses, I think the owners will end up parking on the street, leading to cluttered streets and not
Comment on Mansion Apartments	conducive to walking or bicycling.
Comment on Mansion Apartments	Our town is out of control with development
Comment on Mansion Apartments	Not sure why, but most appealing  The concept is acceptable but this example is ugly.
Comment on Mansion Apartments  Comment on Mansion Apartments	
Comment on Mansion Apartments	just ugly ugly!
Comment on Mansion Apartments	Almost always ugly. They don't fit well into mix use neighborhoods. Less attractive than traditional apartment
	buildings.
Comment on Mansion Apartments	windings.
Comment on Mansion Apartments	In my years I have seen some very attractive apartment buildings in nice mixed neighborhoods, but they
Comment on Mansion Apartments	appeared to have only six apartments or less.
Comment on Mansion Apartments	Too much.
Comment on Mansion Apartments	I find this quite unattractive and can imagine a cheap builder making them even less attractive.
Comment on Mansion Apartments	this does not fit our area at all
Comment on Mansion Apartments	Too city looking
Comment on Mansion Apartments	This can work, with an architectural style suiting our locale. Limit to 2 story.
Comment on Mansion Apartments	Square block and hideous color
Comment on Mansion Apartments	I'd prefer fewer renters, more homeowners.
Comment on Mansion Apartments	No. Does not fit character of community.
Comment on Mansion Apartments	Cool looking.
Comment on Mansion Apartments	better than large complexes that are ugly
Comment on Mansion Apartments	Design features are not consistent with colonial look
Comment on SetBack Houses	privacy
·	privacy
·	Looks very much like downtown Portsmouth, VA. There's parking congestion and sidewalks with huge cracks.
Comment on SetBack Houses	
Comment on SetBack Houses  Comment on SetBack Houses	Looks very much like downtown Portsmouth, VA. There's parking congestion and sidewalks with huge cracks.

	This is better than the shallow front yards. although the houses seem to close together to me. At lease with
Comment on Cother by House	longer drivdways you'll ahve fewer cars on the street. You'll still have traffic issues though with so many
Comment on SetBack Houses	houses.  Nice for in town living and not requiring a let of yard work. Neighborhy feel
Comment on SetBack Houses  Comment on SetBack Houses	Nice for in town living and not requiring a lot of yard work. Neighborly feel  This can be very pretty, if all yards contribute to a feeling of "parks & gardens"
Comment on SetBack Houses	looks most in Lin with historic community feel
eomment on SetBack Houses	These look fine. The historic charm of these in the photo helps sell them but I think in general a bit of yard
Comment on SetBack Houses	helps appearance, nature, etc.
Comment on SetBack Houses	Traditional 1900s houses are ok.
	Small side yards mean closer neighbors which is undesirable. I once lived in a house where I could reach out a
	side window and touch the fence diving the space between the two houses. It was not desirable nor was the
Comment on SetBack Houses	narrow space useful.
Comment on SetBack Houses	a wonderful alternative to row houses.
Comment on SetBack Houses	prefer larger side yard
Comment on SetBack Houses	give a traditional neighborhood feel
Comment on SetBack Houses	Plain appearing but ok
Comment on SetBack Houses	Ok because it gives the rural feel
	These at least have a place where the residents can leave their car off the street, making walking and bicycling
Comment on SetBack Houses	more appealing and providing access to Fire/EMS/Utility services.
Comment on SetBack Houses	Dense but retains pervious features
Comment on SetBack Houses	Nope nope nope . Pass the salt at the table should not be heard and provided by your neighbor
Comment on SetBack Houses	This is a nice look, as long as homes have adequate space and not too close together.
Comment on SetBack Houses	I'm a traditionalist and came from this sort of community in Pennsylvania.
Comment on SetBack Houses	Being able to add the landscaping on the side to improves appeal
Comment on SetBack Houses	Yes. Good planning.
	Traditional-style homes with large front yards and small side yards offer a sense of home and community
Commont on Catharly Haven	without taking up a large footprint. If well maintained with adequate sidewalks, these homes tend to have a
Comment on SetBack Houses	unique charm, visual interest and a welcoming feel for passersby. The traditional architecture also
Comment on Traditional Court	Assuming the architectural design is in keeping with the traditional local area, this can be appealing. However parking can become an issue, especially where there are multi-unit dwellings.
Comment on Traditional Court	Tough to do right. Might look great initially. Ten years later, they're a mess with cars double parked, and
Comment on Traditional Court	homes in disrepair. Just my experience from NoVa.
Comment on Traditional Court	I like the small community feel to this.
Comment on Traditional Court	I like different color and style fronts to break up street view.
Comment on Traditional Court	Too much impervious features
Comment on Traditional Court	More affordable generally
Comment on Traditional Court	Not appealing and can get overwhelming (look at Jefferson Ave in Newport News - too much!)
Comment on Traditional Court	Great for demerit loving or a village in Switzerland
Comment on Traditional Court	Great for senior living , camp resort or a village in Switzerland
Comment on Traditional Court	no HOA
Comment on Traditional Court	Visitor access and places for the vehicle would be highly restricted, as well as Fire/EMS/Utility access.
Comment on Traditional Court	Parking is a nightmare with these!
Comment on Traditional Court	Traffic/schools too crowed. Development out of control
Comment on Traditional Court	Seems cluttered
Comment on Traditional Court	I would like this better if there were more landscaping/greenery
Comment on Traditional Court	only in mixed use areas
Comment on Traditional Court	Too close to be "real single family houses" and too big to get the affordability of row houses or set back house
Comment on Traditional Court	Encourages neighborliness and cooperation. The negative aspect is tight street parking.
	I think it looks bad even as new construction and will only look worse as it ages. Packed like sardines. Just or
Comment on Traditional Court	bad or unkempt house or car and it really pulls down the aesthetics of the neighborhood.
Comment on Traditional Court	Too busy
Comment on Traditional Court	family friendly
Comment on Traditional Court	Clusters, with a community public feature bring people together.
Comment on Traditional Court	no continuity of design and appears not adequate parking by cars on street
Comment on Traditional Court	I like the court concept but not the multi unit buildings.
	Too crowded. The more compacted areas become, the more the character of community is diminished. New
	high capacity apartment buildings being built in Williamsburg over by Marshall's look so out of place. They
Comment on Traditional Court	have an industrial look that looks more European than Williamsburg.
Comment on Traditional Court	Too close, too clustered, not a good look.
Comment on Traditional Court	congested
Comment on Traditional Court	High rating if these are small developments
Comment on Vertical Articulation	Only near mass transit or retail settings
Comment on Vertical Articulation	Adds visual interest
Comment on Vertical Articulation	if you must have vertical then this is at least more attractive
Comment on Vertical Articulation	doesn't fit with our rural setting
Comment on Vertical Articulation	No. Awful. Looks industrial and crowded together. Shops will mostly be empty due to online shopping.

Comment on Vertical Articulation Comment on Vertical Articulation	
Comment on Vertical Articulation	Too busy and colors have no continuity  No no no no no no no. Way too urban for our county. We will move if JCC starts building these. Hate it.
	0 1 1 1
	When these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
	conceived and not planned with any thought to longevity. As a result New Town is essentially dead. Mid Town
Commont on Monticel Aution lation	Row will be a general failure in the way High Street was - a blight for years and a drag on community resources.
Comment on Vertical Articulation	The only good place for more developments like this is outside of JCC.
Comment on Vertical Articulation	This part of Virginia does not have an urban feeling. Tradition, and I DO strongly believe in the local tradition,
Comment on Vertical Articulation	would have one and two story buildings. Especially in residential areas.
Comment on Vertical Articulation	Would like this if it were well done and colonial in nature like merchants square, but it looks like an awful
Comment on Vertical Articulation  Comment on Vertical Articulation	pastiche if done like Williamsburg Pottery Factory  can be designed to look like historic, but can also look like shipping containers
Comment on vertical Articulation	I think this can work in the right (downtown) area. Good balance of a lot things. Have quality
Comment on Vertical Articulation	design/architecture is key and some trees along the street would be nice.
Comment on Vertical Articulation	Not right for the County. The ones in Williamsburg look horrible.
Comment on Vertical Articulation	Not right for the County. The ones in Williamsburg look normale.
Comment on Vertical Articulation	Where it's needed I guess it's OK.
Comment on Vertical Articulation	Allows for visual interest when create large spaces.
Comment on Vertical Articulation	OK in a commercial setting only
Comment on Vertical Articulation	Absolutely hate this. Monticello is awful by looks and so close to road
Comment on vertical Articulation	Absolutely flate this. Monticello is awrai by looks and so close to road
	This design reminds me of small inner business districts with homes above retail and other business. They tend
Comment on Vertical Articulation	to be loud, in my experience, but offer easy access to shopping, retail, and services if designed correctly.
Comment on Vertical Articulation	Only on or very close to campus
Comment on vertical Articulation	Has more of a small town feel than some other apartments. I like Art deco, but maybe not in Williamsburg
Comment on Vertical Articulation	area. It has to fit the aesthetic.
Comment on Vertical Articulation	totally not in the concept of the area. Looks like a small hick town.
Comment on vertical Articulation	Like the concept for high density but the multi-colored and varied look is not keeping with the colonial
Comment on Vertical Articulation	atmosphere. Needed to be brick or similar
Comment on Vertical Articulation	Perhaps in a few selected areas near commercial districts, but not widespread.
Comment on Vertical Articulation	Fine when properly planned.
Comment on vertical Articulation	If this design could be rendered in a more traditional way in keeping with the local architectural aesthetic, it
Comment on Vertical Articulation	might be practical for certain areas in the county beyond the historic corridor.
Comment on Vertical / I trediction	destroys the character of a given neighborhood, for instance the new complex in Williamsburg at the corner of
Comment on Abstract Articulation	Richmond and Monticello which is totally out of character with colonial Williamsburg
Comment on Abstract Articulation	Looks Scandinavian
Comment on Abstract Articulation	Doesn't fit our area.
Comment on Abstract Articulation	Again, way too urban for our area.
Comment on Abstract Articulation	Interesting looking, aesthetically pleasing contrast to traditional
	This breaks the horizon - buildings that jut into the sky - and following the horizon gives one a feeling of peace
Comment on Abstract Articulation	and calm.
	I think this is the concept at Midtown Row, and it looks like shipping containers. Too modern for this historic
Comment on Abstract Articulation	town.
Comment on Abstract Articulation	This looks nice for the younger crowd.
Comment on Abstract Articulation	This looks nice for the younger crowd.
Comment on Abstract Articulation  Comment on Abstract Articulation	This looks nice for the younger crowd.  Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.
Comment on Abstract Articulation Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.
Comment on Abstract Articulation Comment on Abstract Articulation Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.
Comment on Abstract Articulation Comment on Abstract Articulation Comment on Abstract Articulation Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd ugly
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst Williamsburg's colonial and Victorian building areas
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst Williamsburg's colonial and Victorian building areas  Too many people which crowd everything
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other . JCC doesn't need skyscrapers
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd  ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst  Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other . JCC doesn't need skyscrapers  Only in big cities. This looks like a small town trying to squeeze in people for the money only. Quality of life isn'
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd  ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst  Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other. JCC doesn't need skyscrapers  Only in big cities. This looks like a small town trying to squeeze in people for the money only. Quality of life isn' important
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd  ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst  Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other. JCC doesn't need skyscrapers  Only in big cities. This looks like a small town trying to squeeze in people for the money only. Quality of life isn' important  Better esthetics with the higher density
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst  Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other. JCC doesn't need skyscrapers  Only in big cities. This looks like a small town trying to squeeze in people for the money only. Quality of life isn' important  Better esthetics with the higher density  Too modern for our area
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd  ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst  Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other. JCC doesn't need skyscrapers  Only in big cities. This looks like a small town trying to squeeze in people for the money only. Quality of life isn' important  Better esthetics with the higher density  Too modern for our area  Looks like new york city = definitely not a look we want
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd  ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst  Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other . JCC doesn't need skyscrapers  Only in big cities. This looks like a small town trying to squeeze in people for the money only. Quality of life isn' important  Better esthetics with the higher density  Too modern for our area  Looks like new york city = definitely not a look we want  No, it is too urban. This does not the James City County look to it.
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd  ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst  Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other . JCC doesn't need skyscrapers  Only in big cities. This looks like a small town trying to squeeze in people for the money only. Quality of life isn' important  Better esthetics with the higher density  Too modern for our area  Looks like new york city = definitely not a look we want  No, it is too urban. This does not the James City County look to it.  Fine when properly planned.
Comment on Abstract Articulation	Looks nice, but a little out of place. Might be good near public transportation areas or closer to the college.  A bit too compressed/cheap looking and will get worse with age. Let's not go down this path.  Great for urban areas, but not here.  That certainly helps break up the unattractiveness of large buildings.  Visual interest - creates a focal point for the building.  this reminds me of the ugly development going up in Williamsburg at Monticello & Richmond Rd ugly  These modern designs fit well in newer big cities like in Northern Virginia, but would not go well amidst Williamsburg's colonial and Victorian building areas  Too many people which crowd everything  Looks like shipping containers stacked on top of each other. JCC doesn't need skyscrapers  Only in big cities. This looks like a small town trying to squeeze in people for the money only. Quality of life isn' important  Better esthetics with the higher density  Too modern for our area  Looks like new york city = definitely not a look we want  No, it is too urban. This does not the James City County look to it.  Fine when properly planned.  This design is too contemporary for the traditional architectural aesthetic of the local area.

Comment on LoftStyle	Like the huge windows, but the façade is too industrial and boring
Comment on LoftStyle	too industrial - not the look we want
Comment on LoftStyle	if it's a converted factory, sure, but to build it like one, no.
Comment on LoftStyle	Looks like a university admin building. No thanks
Comment on LoftStyle	Looks like a hospital
Comment on LoftStyle	Too industrial for area; potential bird strikes
Comment on LoftStyle	While lovely inside, the outside reminds me of re-purposed warehouses that belong in industrial areas.
·	These are all the same, think about our town and how crowded it has become with traffic & need of more
Comment on LoftStyle	schools
Comment on LoftStyle	would be ok in a commercial or industrial area or for rehab of factory
Comment on LoftStyle	Big windows are nice for the residents but it needs more landscaping/greenspace
	Wonderful on the inside, but most don;t have balconies, making it a less "human" experience for living
Comment on LoftStyle	architecturally boring unless being done to make use of existing unused commercial/industrial spaces
Comment on LoftStyle	Totally uninteresting and unattractive,
Comment on LoftStyle	Too industrial
Comment on LoftStyle	Looks like what it is maximum units for smallest footprint. It might work in the right area when brandnew but it will be a hideous beast as it ages.
Comment on LoftStyle Comment on LoftStyle	this looks like Richmond, not like Williamsburg
Comment on LoftStyle	Not in keeping with county character
Comment on Lortstyle	· · · · · · · · · · · · · · · · · · ·
	When these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
	conceived and not planned with any thought to longevity. As a result New Town is essentially dead. Mid Town
Comment on LoftStyle	Row will be a general failure in the way High Street was - a blight for years and a drag on community resources.  The only good place for more developments like this is outside of JCC.
Comment on LoftStyle Comment on LoftStyle	This is a great style for a re-purposed mill or factory. None of which draw people to James City County.
Comment on LoftStyle	Again, too urban for our area.
comment on Lorestyle	Looks like a 19th century factory. Is cool when it was actually one and its converted to lofts. Not cool when
Comment on LoftStyle	something is built to look like something it's not.
Comment on LoftStyle	It is trying to look like a historic building. there is no problem with new looking new.
Comment on LoftStyle	out of character unless they are in southern JCC
Comment on LoftStyle	doesn't fit with our rural setting
Comment on LoftStyle	Inconsistent in both design and density
Comment on Plaza Apartments	Just too dense should be a limit on the number of stories
Comment on Plaza Apartments	congestion, parking and overcrowding
Comment on Plaza Apartments	Looks too fancy pants. Mansard roof is out of place and looks like it was picked for no good design reason.
	Looks like a building that would be in an old southern city in the early 20th century. Developer must be held
Comment on Plaza Apartments	accountable for plenty of parking and really good landscaping and green space. Must be on one large piece of property and not crammed in somewhere.
Comment on Plaza Apartments  Comment on Plaza Apartments	Too urban for our area.
Comment on Plaza Apartments	
	When these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
	conceived and not planned with any thought to longevity. As a result New Town is essentially dead. Mid Town
Comment on Plaza Apartments	Row will be a general failure in the way High Street was - a blight for years and a drag on community resources.  The only good place for more developments like this is outside of JCC.
Comment on Plaza Apartments	This fits in a US city, maybe in rural China but definitely not JCC. Keep to the two-story, or work a third story
Comment on Plaza Apartments	down a hillside.
Comment on Plaza Apartments	Generic looking
Comment on Plaza Apartments	open spaces are needed for families and access to nature, especially in apartments
Comment on Plaza Apartments	Too high, too many units. I do like the incorporated green space though.
Comment on Plaza Apartments	Overwhelming
Comment on Plaza Apartments	Landscaped green space with trees around any multi-story building is a must.
Comment on Plaza Apartments	Best of apartment living with additional outdoor spaces for residents.
Comment on Plaza Apartments	It's the open space that makes the difference.
Comment on Plaza Apartments	open space
Comment on Plaza Apartments	not in favor of more than 4 floors in Williamsburg
	Plaza apartments design goes well with the Williamsburg colonial and 19th century styles, so long as they
Comment on Plaza Apartments	aren't too tall (maximum of 7 stories).
Comment on Plaza Apartments	High density but with some pervious area; nice esthetics
Comment on Plaza Apartments	JCC doesn't need skyscrapers
Commant on Bloom Asset	Stop all the apartment construction. people move here for the lower population, lower traffic, etc. This
Comment on Plaza Apartments	construction will ruin the area.
Comment on Plaza Apartments	Love open sapce
Comment on Plaza Apartments	Absolutely not. This is D.C., not James City County.
Comment on Plaza Apartments	Fine if we'll designed and planned. Great living for retirees.

be a limit on the number of floors (more garden apartment vs. highrise).  Style is too contemporary for the area and doesn't offer much charm or sense of community.  Darticular image doesn't portray more traditional/federalist/classic/craftsman vibes, but row houses can exter suited to matching surrounding architecture and character—they've been used for centuries to do so. trying to make the county look like a large urban area.  Lutely not; looks like the bronx, not a good look at all for the area to grasp the concept for a building to appear to be townhomes but not be townhomes?  It like shipping containers stacked on top of each other design may be a decent compromise between plaza apartments and vertical articulation. These would fit are in newer business and housing centers.  Is not what I visualize for Williamsburg. This looks like Hampton or Newport News.  Livicularly interesting lidea for attached townhomes, but not with a uniform pattern like in the picture. Each home section do be distinct and different.  Le are OK, but not soo tall. Takes too much attention from everything else.  Live got to have apartments, this might be the best way to go. Keep design simple so that it ages well. The some trees. Restrict residents from altering appearance from the street or else it will look like a college intory.  Louises have an urban feel and can also look like shipping containers  Le somehow repetitive  Le are drawn to James City County for a rural feel, not city modernism.  Let the are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
particular image doesn't portray more traditional/federalist/classic/craftsman vibes, but row houses can etter suited to matching surrounding architecture and character—they've been used for centuries to do so. trying to make the county look like a large urban area.  utely not; looks like the bronx, not a good look at all for the area to grasp the concept for a building to appear to be townhomes but not be townhomes? It is shipping containers stacked on top of each other design may be a decent compromise between plaza apartments and vertical articulation. These would fit in newer business and housing centers.  It is not what I visualize for Williamsburg. This looks like Hampton or Newport News.  Visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different.  Eare OK, but not soo tall. Takes too much attention from everything else.  Live got to have apartments, this might be the best way to go. Keep design simple so that it ages well. The some trees. Restrict residents from altering appearance from the street or else it will look like a college sitory.  The somehow repetitive lie are drawn to James City County for a rural feel, not city modernism.  The these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
etter suited to matching surrounding architecture and character—they've been used for centuries to do so.  trying to make the county look like a large urban area.  utely not; looks like the bronx, not a good look at all for the area to grasp the concept for a building to appear to be townhomes but not be townhomes?  s like shipping containers stacked on top of each other design may be a decent compromise between plaza apartments and vertical articulation. These would fit er in newer business and housing centers.  s not what I visualize for Williamsburg. This looks like Hampton or Newport News.  visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section Id be distinct and different.  e are OK, but not soo tall. Takes too much attention from everything else.  u've got to have apartments, this might be the best way to go. Keep design simple so that it ages well.  de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory.  nouses have an urban feel and can also look like shipping containers  s somehow repetitive le are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
etter suited to matching surrounding architecture and character—they've been used for centuries to do so.  trying to make the county look like a large urban area.  utely not; looks like the bronx, not a good look at all for the area to grasp the concept for a building to appear to be townhomes but not be townhomes?  s like shipping containers stacked on top of each other design may be a decent compromise between plaza apartments and vertical articulation. These would fit er in newer business and housing centers.  s not what I visualize for Williamsburg. This looks like Hampton or Newport News.  visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section Id be distinct and different.  e are OK, but not soo tall. Takes too much attention from everything else.  u've got to have apartments, this might be the best way to go. Keep design simple so that it ages well.  de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory.  nouses have an urban feel and can also look like shipping containers  s somehow repetitive le are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
trying to make the county look like a large urban area.  The trying to make the county look like a large urban area.  The trying to make the bronx, not a good look at all for the area  The grasp the concept for a building to appear to be townhomes but not be townhomes?  The trying to make the concept for a building to appear to be townhomes but not be townhomes?  The trying to make the concept for a building to appear to be townhomes but not be townhomes?  The trying to make the county for a rural feel, not city modernism.  The trying to make the county look like a large urban area.  The trying to make the county look like to the area.  The trying to make the county look like to the townhomes?  The trying to the trying to the trying townhomes but not preact the trying look like a college with the picture.  The trying to make the county look like a college with the picture.  The trying to make the county look like shipping containers.  The trying to make the county look like shipping containers.  The trying to make the county look like shipping containers.  The trying to make the county look like shipping containers.  The trying the trying look like are destined to fail. Mixed use in the area was illeget the county lifestyle centers they are destined to fail. Mixed use in the area was illeget the county lifestyle centers they are destined to fail.
utely not; looks like the bronx, not a good look at all for the area to grasp the concept for a building to appear to be townhomes but not be townhomes? Is like shipping containers stacked on top of each other design may be a decent compromise between plaza apartments and vertical articulation. These would fit are in newer business and housing centers.  Is not what I visualize for Williamsburg. This looks like Hampton or Newport News.  I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different.  If are OK, but not soo tall. Takes too much attention from everything else.  I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college intory.  Induces have an urban feel and can also look like shipping containers  Is somehow repetitive  It are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
to grasp the concept for a building to appear to be townhomes but not be townhomes?  Is like shipping containers stacked on top of each other design may be a decent compromise between plaza apartments and vertical articulation. These would fit ir in newer business and housing centers.  Is not what I visualize for Williamsburg. This looks like Hampton or Newport News.  Visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section are OK, but not soo tall. Takes too much attention from everything else.  I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well.  de some trees. Restrict residents from altering appearance from the street or else it will look like a college witory.  Induces have an urban feel and can also look like shipping containers  Is somehow repetitive  It are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
Is like shipping containers stacked on top of each other design may be a decent compromise between plaza apartments and vertical articulation. These would fit in newer business and housing centers.  Is not what I visualize for Williamsburg. This looks like Hampton or Newport News.  It idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different.  If are OK, but not soo tall. Takes too much attention from everything else.  If ye got to have apartments, this might be the best way to go. Keep design simple so that it ages well. the desome trees. Restrict residents from altering appearance from the street or else it will look like a college witory.  In these are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
design may be a decent compromise between plaza apartments and vertical articulation. These would fit in newer business and housing centers.  It is not what I visualize for Williamsburg. This looks like Hampton or Newport News.  Visually interesting  I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different.  I are OK, but not soo tall. Takes too much attention from everything else.  I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college intory.  Industrial the street of the str
s not what I visualize for Williamsburg. This looks like Hampton or Newport News.  visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different.  e are OK, but not soo tall. Takes too much attention from everything else.  I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory.  nouses have an urban feel and can also look like shipping containers  s somehow repetitive le are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
s not what I visualize for Williamsburg. This looks like Hampton or Newport News. visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different. e are OK, but not soo tall. Takes too much attention from everything else. I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory. Houses have an urban feel and can also look like shipping containers s somehow repetitive le are drawn to James City County for a rural feel, not city modernism. In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different. e are OK, but not soo tall. Takes too much attention from everything else. I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory. Induses have an urban feel and can also look like shipping containers s somehow repetitive le are drawn to James City County for a rural feel, not city modernism. In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different. e are OK, but not soo tall. Takes too much attention from everything else. I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory. Induses have an urban feel and can also look like shipping containers s somehow repetitive le are drawn to James City County for a rural feel, not city modernism. In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
visually interesting I idea for attached townhomes, but not with a uniform pattern like in the picture. Each home section lid be distinct and different. e are OK, but not soo tall. Takes too much attention from everything else. I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory. Induses have an urban feel and can also look like shipping containers s somehow repetitive le are drawn to James City County for a rural feel, not city modernism. In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
lidea for attached townhomes, but not with a uniform pattern like in the picture. Each home section ld be distinct and different.  e are OK, but not soo tall. Takes too much attention from everything else.  u've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory.  nouses have an urban feel and can also look like shipping containers  s somehow repetitive le are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
Id be distinct and different.  The are OK, but not soo tall. Takes too much attention from everything else.  The got to have apartments, this might be the best way to go. Keep design simple so that it ages well. The some trees. Restrict residents from altering appearance from the street or else it will look like a college litory.  The some have an urban feel and can also look like shipping containers  The somehow repetitive le are drawn to James City County for a rural feel, not city modernism.  The these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory.  Induses have an urban feel and can also look like shipping containers  Somehow repetitive le are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
I've got to have apartments, this might be the best way to go. Keep design simple so that it ages well. de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory.  Induses have an urban feel and can also look like shipping containers  Somehow repetitive le are drawn to James City County for a rural feel, not city modernism.  In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
de some trees. Restrict residents from altering appearance from the street or else it will look like a college litory.  Houses have an urban feel and can also look like shipping containers  Somehow repetitive  He are drawn to James City County for a rural feel, not city modernism.  The these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
nouses have an urban feel and can also look like shipping containers s somehow repetitive le are drawn to James City County for a rural feel, not city modernism. In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
s somehow repetitive le are drawn to James City County for a rural feel, not city modernism. In these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
s somehow repetitive le are drawn to James City County for a rural feel, not city modernism. n these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
le are drawn to James City County for a rural feel, not city modernism.  n these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
le are drawn to James City County for a rural feel, not city modernism.  n these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
n these are focused around lifestyle centers they are destined to fail. Mixed use in the area was il-
·
eived and not planned with any thought to longevity. As a result New Town is essentially dead. Mid Town
will be a general failure in the way High Street was - a blight for years and a drag on community resources.
only good place for more developments like this is outside of JCC.
urban for our area
nodern looking. Belongs in europe where people don't really have cars. Part of the American spirit is the
om of having an automobile.
s like shoe boxes stood up on the short end.
s long as far away from CW
sistent design elements
n't fit with the character of the county
rating if in existing neighborhoods as fill in projects
ds in, looks normal
s like it's in Philly.
eping with local neighborhoods
re not Richmond. We can not become Richmond.
o not want to be Richmond.
cannot create this type of atmosphere out of thin air. These areas you are posting are recently gentrified
that were previously higher density and were derelict for decades. It is cute, hip, quaint even now. But
ars ago the average JCC resident would not have felt safe even walking by Lamplighter let alone living
and ago the declarge root contains the data for the containing of particular for the containing of the
eople who develop and construct and JCC residents and tax payers are left holding the bag. Do not do
't know that JCC needs more shop at the moment, considering vacancies, but these at least look more like
all town.
lutely! Bringing modern convenience, with calm, interesting, integrated design. Modern interiors,
tional experiors work as well. Bring on the brick and clapboard with wiFi and sound structures.
tains character of area
too urban
that this can add "convenience" (store) or other where it goes. Design/architecture are key.
lutely yes! Even ground floor stores with living units above is acceptable if the architecture is good.
er walkability for neighborhoods
nt with character
e of these make sense in historical areas, but they must blend in well.
he empty shop spaces that are already built
had has some character and interest. Doesn't block the view of nature and skyline
istent with the character of the surrounding area
and professional and in line with the culture
e right location near existing commercial areas.
and love to have affordable housing within walking distance of any stores and employers I need to interact
rated shops and residence allows people to walk and cycle to amenities this cuts down on traffic.
volume los sens de la compania del compania de la compania de la compania del compania de la compania del compania de la compania del

Comment on Integrated Shops	Seriously?
comment on mediated shops	Integrated shops provide a welcoming sense of community and can help maximize use of existing buildings and
	spaces, reducing the need for start-up builds. There is an overabundance of vacant storefronts already, so this
Comment on Integrated Shops	is a good alternative.
	This type of hub has appeal for a variety of consumers, especially when executed with a warm but upscale vibe
Comment on Community Hub	providing a popular destination for residents and visitors.
Comment on Community Hub	Moderately ok. Charlottesville?
Comment on Community Hub	Again, in a few locations integral to existing or new commercial areas.
Comment on Community Hub	Nice look but keep guidelines on the construction concept
Comment on Community Hub	Super Ugly and boring
Comment on Community Hub	Use the empty shop spaces that are already built
	Having this option would help give access to more vendors in more areas of Williamsburg without
Comment on Community Hub	compromising local atmosphere and ambiance.
Comment on Community Hub	Better community walkability
Comment on Community Hub	I have no opinion of this one. I'm not against it if it's done right.
Comment on Community Hub	Best looking, subtle and fits in to JCC
,	Got to have places like this. I just wish they could be grouped together and parking could somehow be
Comment on Community Hub	managed so it is all attractive.
Comment on Community Hub	Doesn't detract from neighbourhood character
Comment on Community Hub	seems like fun when we are allowed to use stuff again. otherwise it is a waste of investment.
Comment on Community Hub	Yes!! Two story - commercial and public meeting spaces. Bricks fit well with traditional local architecture.
comment on community risk	Control of the contro
	We are not Richmond. We can not become Richmond.
	We do not want to be Richmond.
	You cannot create this type of atmosphere out of thin air. These areas you are posting are recently gentrified
	areas that were previously higher density and were derelict for decades. It is cute, hip. But any attempt to try
	to create this experience in a suburb like JCC is destined to fail. It will only benefit the people who develop and
Comment on Community Hub	construct and JCC residents and tax payers are left holding the bag. Do not do this.
Comment on Community Hub	Now this would be an asset.
Comment on Community Hub	Something new trying to look old.
Comment on Community Hub	Awkward looking
Comment on Community Hub	Inconsistent design does not match colonial design
Comment on Neighborhood Anchor	High rating for outdoor gatherings with food and retail
Comment on Neighborhood Anchor	Like concept but this particular building is not the attractive.
Comment on Neighborhood Anchor	Repurposing existing landmarks and buildings adds or maintains character.
Comment on Neighborhood Anchor	Out door dining is good for covid and also adds neighborly "Parisian" feeling.
Comment on Neighborhood Anchor	We are not Richmond. We can not become Richmond.
	We do not want to be Richmond.
	You cannot create this type of atmosphere out of thin air. These areas you are posting are recently gentrified
	areas that were previously higher density and were derelict for decades. It is cute, hip, quaint even now. But
	10 years ago the average JCC resident would not have felt safe even walking by Lamplighter let alone living
	there. Any attempt to try to create this experience in a suburb like JCC is destined to fail. It will only benefit
	the people who develop and construct and JCC residents and tax payers are left holding the bag. Do not do
Comment on Neighborhood Anchor	this.
Comment on Neighborhood Anchor	Yes, but, with a cautionary - how much noise near residences?
Comment on Neighborhood Anchor	This reflects merchants square and there is a reason people go there
Comment on Neighborhood Anchor	If used in pedestrian areas creates a sense of liveliness to area
Service of Heighborhood Affeliol	Gathering spaces builds community. Outdoor spaces may inspire more interest in taking care of the
Comment on Neighborhood Anchor	environment
Comment on Neighborhood Anchor	Like the outdoor dining and social options; community building (socially) type feel.
Comment on Neighborhood Anchor	This type is good for the community as a whole
Comment on Neighborhood Anchor	If done in an attractive way this is what brings a neighborhood together.
Comment on Neighborhood Anchor	Creates a strong sense of community
Comment on Neighborhood Anchor	don't care for "street" dining in such an open area. Needs a courtyard
Comment on Neighborhood Anchol	astrona. C. Street uning in such an open area. Needs a courtyard
Comment on Neighborhood Anchor	Yes! More local and fun outdoor dining locations are a must. These kinds of places really give a community feel
Comment on Neighborhood Anchor	These offer the best community center of attraction and keep noise and crowds separate from residences.
Comment on Neighborhood Anchor	Will encourage tourism and places for residents to gather
Comment on Neighborhood Anchor	Use the empty shop spaces that are already built
Comment on Neighborhood Anchor	Great in a boho type neighborhood. Looks like a gas station turned coffee shop
Comment on Neighborhood Anchor	all the concept today - nice
Comment on Neighborhood Anchor	I like the idea, but this is photo is particularly unattractive.
Comment on Neighborhood Anchor	Yes, but with a much better design than the one in this photo.
Comment on Neighborhood Anchor	This feels more appropriate to a major city with a high density of residents.
Comment on Corporate Styles	Branding is important, but corporate "boxes" take away from the unique character of the local area.

	Only in a few commercial areas where we already have similar buildings. Not the typical James City County
Comment on Corporate Styles	look.
Comment on Corporate Styles	not unique enough, too mainstream
Comment on Corporate Styles	Use the empty shop spaces that are already built
Comment on Corporate Styles	Never. To commercial. All about lining the corporate pockets
	These belong in corporate commercial centers and away from colonial and historical neighborhoods and commercial centers. They are designed to get attention and as such would be distracting in other quant
Comment on Corporate Styles	Williamsburg/James City County locations.
Comment on Corporate Styles	Useful as anchors, but neighborhood "mom and pops" create a more vibrant community
Comment on Corporate Styles	open street dining unattractive
Comments on Comments Studen	no uniqueness/character
Comment on Corporate Styles	OV land the initial control of the initial
Comment on Corporate Styles	OK so long as their in a commercial area. Their familiar appearance is helpful for customers.
Comment on Corporate Styles	as long as not too outstanding
Comment on Corporate Styles	Got to have these but let's not string these along major cooridors. Let's put them somewhat close to one another (this helps appearance, keeps traffic in one area, etc.)
Comment on Corporate Styles	Makes area look like the strip
Comment on Corporate Styles	Meh. Yes, familiar is good, bricks make it acceptable, but don't go too industrial on it.
Comment on Corporate Styles	this style helps visitors and tourists
	No - just no more mall-i-fication of our county. Just no. Focus on making the existing spaces work. Focus or getting occupancy of New Town back to where it should be. Focus on finding ways to account for its increas
Comment on Corporate Styles	traffic. Adding more areas like this is just absolutely un-necessary. It is a bad idea.
Comment on Corporate Styles	Easily identifiable would be good for our seniors
Comment on Corporate Styles	Corporate trying to market community. Community needs to be built around something unique and existing
Comment on Corporate Styles	Boring typical corridor looking commercial box.  too commercial looking and depending on where located not in keeping with local character. Use Hilton Hea
Comment on Corporate Styles	Island as an example
	Inconsistent design for colonial architecture
Comment on Corporate Styles	

## **Commercial**

Comments made on various commercial development types below to determine the specific type of development.	s can be found on the following pages. You can use the legend
Local Commercial - Medium-sized shopping destinations	
Regional Commercial - Large shopping destinations	
Commercial/Residential Mixed Use - Areas where people li	ve above or beside businesses

Commercial/Industrial Mixed Use - Areas where businesses make and sell goods

Comment on Commercial Corridor Promotes home town feel Nice look but needs trees otherwise it will look like New Town which looks like a giant parking Comment on Commercial Corridor area. Comment on Commercial Corridor Hometown feel Attractive, but not really in the style of JCC. Not a fan of on street parking, as it can be a traffic Comment on Commercial Corridor These are quaint. But the question again is "where". Repurposing existing spaces to this use Comment on Commercial Corridor makes sense. BUILDING/DEVELOPING NEW spaces like this does not. Very nice alternative, and, if the parking can occasionally be used for outdoor markets or Comment on Commercial Corridor festivals - are alternative parking areas with a shuttle bus available? Comment on Commercial Corridor nice community feel Comment on Commercial Corridor on street parking allows for more trees cute, lots of options in small area. I think this draws people in and adds a social dimension to Comment on Commercial Corridor shopping. I like the trees and benches. Comment on Commercial Corridor nice looking, inviting Multi-business assembly together with porches, awnings or permanent overhangs, and large Comment on Commercial Corridor trees makes an inviting appearance. Comment on Commercial Corridor Traditional and fits JCC Comment on Commercial Corridor Love small shopping only works if you have sufficient parking like premium outlets Comment on Commercial Corridor Comment on Commercial Corridor Young people do not know how to park much less Seniors Comment on Commercial Corridor Use the empty shop spaces that are already built never enough parking if only on street. Don't want to look like every other town in the usa, Comment on Commercial Corridor stay unique Comment on Commercial Corridor looks like the small town I came from. If the architecture is complementary to the traditional local area, parking is adequate and there are trees and green spaces, this has appeal to residents and visitors, provided there are Comment on Commercial Corridor good shops and dining options. Comment on Strip Mall It's all about the car and doesn't create a sense of community This type of design is outdated, unattractive and uninspiring. Strip malls quickly lose appeal Comment on Strip Mall and become home to vacant storefronts. Terrible! Comment on Strip Mall Comment on Strip Mall No more please! strip malls are ugh. too many vacant stores or churn in the stores Comment on Strip Mall Comment on Strip Mall Never an attractive look parking good, but place looks so marginal. can it be nicer? Comment on Strip Mall Use the empty shop spaces that are already built Comment on Strip Mall Please use what empty building we have with incentives before building new ones Comment on Strip Mall Comment on Strip Mall only works with enough parking Traditional strip malls feel bland and uniteresting (even when the shops in them are wonderful). Architectural appeal of strip malls should be enhanced to create a "small town" Comment on Strip Mall feel rather than a "concrete utilitarian" function Comment on Strip Mall Keeps traffic contained and can be designed to fit in. Comment on Strip Mall No character Functional but unattractive and unappealing. Also, all that auto traffic creates safety concerns Comment on Strip Mall for pedestrians. Comment on Strip Mall ugly, not pleasant looks like Northern Virginia Comment on Strip Mall Comment on Strip Mall Hide the parking. (and of course get a more attractive building) Comment on Strip Mall Too many abandoned strip malls already Comment on Strip Mall strip mall no community feel or character Just another strip mall. We have plenty. Lots of empty store fronts. Focus on filling those Comment on Strip Mall before building any more. Lacks character, and begs for frustrated parking. Comment on Strip Mall Comment on Strip Mall We have plenty of these and they seem to work well. I could live with having more. Comment on Strip Mall Industrial and cold. Comment on Strip Mall Already have too many of these. They are ugly.

Comment on Strip Mall	Small amount okay otherwise looks disjointed and looks too much like California
Comment on Pedestrian Mall	High rating as long as adequate parking
Comment on Pedestrian Mall	Walk Ability promotes more engagement.
Comment on Pedestrian Mall	informal and casual look much like DOG STREET
Comment on Pedestrian Mall	Ok but why try to compete with DOG Street?
Comment on Pedestrian Mall	Relaxing and community vibe. Looks alot like current merchant's square that is so popular.
	These are pretty, but Newtown isn't thriving so maybe not the best idea for JCC. Senior like to
Comment on Pedestrian Mall	park in front of a store, even if parking lots aren;t the prettiest things.
	Access to commercial areas, but, with convenient parking is important. A walking street lends
Comment on Pedestrian Mall	itsself to multiuses through the year.
	I fully support this idea WHERE THERE IS AN EXISTING STRUCTURE TO DO SO. Again, we are
	not Charlottesville. You cannot create the Downtown Mall experience out of thin are - it is
	again from a re-vamping of a long neglected area.
	A perfect place to do this is in Williamsburg proper - closing down Prince George street to
	traffic and making it pedestrian only. That would be an organic step. But that's not JCC I get it
Comment on Pedestrian Mall	- JCC should not try to create its own little DoG St or Downtown Mall - it just won't work.
Comment on Pedestrian Mall	high density shopping with community character
Comment on Pedestrian Mall	Contributes to sense of community and creates event space alongside retail
Comment on Pedestrian Mall	allows for more walking, like Merchants Square
Comment on redestrian Man	Parking is hidden. Walking area is a plus. Trees are a plus. Lots of smaller shops versus big
Comment on Pedestrian Mall	box.
Comment on Pedestrian Mall	Everything is good about this because it's for the people and businesses, not just for autos.
Comment on Pedestrian Mall	Yes, this fits JCC
Comment of Federal Wall	Makes shopping, dining, and errands feel like a special moment - as long as parking deck
Comment on Pedestrian Mall	spaces are plentiful
Comment on Pedestrian Mall	keep traffic out and encourages pedestrian access
Comment on Pedestrian Mall	very attractive but need to accommodate people with mobility issues
Comment on Pedestrian Mall	Nice but again we have so many empty shops
Comment on Pedestrian Mall	Use the empty shop spaces that are already built
Comment on Pedestrian Mall	great look and brings locals and others to the area. fresh look and unique
	Most pleasant shopping experience but more difficult for those with disabilities or the elderly
Comment on Pedestrian Mall	to access
Comment on Pedestrian Mall	The photo depicts a nice pedestrian friendly appearance that I like
Comment on Pedestrian Mall	see charlottesville - it's beautiful
Comment on Pedestrian Mall	Yes, if limited to a few areas.
	If designed with traditional architecture in keeping with the community, this is a very
	appealing choice. (Reminiscent of Merchant's Square). Trees, benches, good restaurants and
Comment on Pedestrian Mall	shops, as well as accessible parking and places to stroll are attractive to locals and visitors.
	being able to walk from business to business makes shopping less stressful than driving from
Comment on Pedestrian Mall	one strip mall to another.
	Pedestrian malls are beautiful when on the inside, but encourage lots of corridor-facing
Comment on Pedestrian Mall	parking (like New Town), which can be a drag.
	Town Centers are question marks in our area. The main street of New Town has a great
	number of vacancies and it seems many newcomers can't get traction. Would be cautious
Comment on Town Center	about investing in more of this type of commercial offering.
	frequently these have poor parking and not enough. pretty much need to drive car from place
Comment on Town Center	to place. JCC does not need this urban style shopping!
Comment on Town Center	This works when done right. City Center is not a successful example.
Comment on Town Center	Not in "my" James City County. Too city-like!
Comment on Town Center	can quickly turn into a ghost town, however.
Comment on Town Center	The rounded building corner in the foreground is appealing
Comment on Town Center	maybe one or two of these but no more. stay smaller and unique

	Modern Malls and Town Center's are nearly the same to me, with the difference mostly in
	parking and how roads interact. Town Center offer a lot of walking and biking, but may be too
Comment on Town Center	much for some people.
Comment on Town Center	Use the empty shop spaces that are already built
Comment on Town Center	These work well - not as "cozy" feeling but convenient and still attractive.
Comment on Town Center	Is ok, as long as keeps in its boundries
Comment on Town Center	Again, everything is good about this if there is centralized parking conveniently located.
	I'm not sure if we can support this in the areas I am thinking but if so, let's start by replacing
Comment on Town Center	failed areas (such as near Big Lots across from Sentara)
Comment on Town Center	Looks like Northern Virginia or Short Pump
Comment on Town Center	big area designated for shopping with out any direct attachment to community
	A town center is great, if you have a town identity. A main street for parades and civic events,
	but, do we have a "town center" or do we need one in JCC? We have many clusters
	centers through the county, each with a reason for being. This may not be what our county
Comment on Town Center	needs.
	A town center is great, if you have a town identity. A main street for parades and civic events,
	but, do we have a "town center" or do we need one in JCC? We have many clusters
	centers through the county, each with a reason for being. This may not be what our county
	needs, especially if it pushes upward on the skyline. We don't need buildings that break the
Comment on Town Center	skyline (like the new apartments on the corner of Richmond Rd & Monticello Ave)
Comment on Town Center	Visually interesting and contributes to a pedestrian feel
comment on rown center	Visually interesting and contributes to a pedestrian reci
	No more mixed use. No more malls. No more lifestyle centers. Why is this even in
	·
	discussion? Malls are dead weight on communities where they already exist. Research has
	shown that lifestyle centers with anchors like stores, movie theaters or entertainment venues
	are destined to fail (look at New Town now that Regal is closed). This is not what JCC
	residents want. This is not what JCC residents need. And tourists that come to this area do
	not need a mall and we don't need them to. JCC should take time and effort to support our
	existing businesses, local shops and eateries that are the lifeblood of the community.
	Additionally we have New Town. Why not focus on getting it to work? Down the street we
	have the semi failure of High Street (again, anchored by a movie theater that is closed). And
	soon enough we'll have High Street it was ill advised for Williamsburg to proceed with that
	development. It would be insanity for JCC to follow in its footsteps by adding a mall, more
Comment on Town Center	lifestyle centers ("malls" that go under the guise of "mixed use"). Just no.
Comment on Town Center	The one we have is struggling, we don't need more.
Comment on Town Center	Will eventually end up empty and underused.
Comment on Town Center	Nice but need trees.
Comment on Town Center	JUST NOT ON EVERY CORNER
Comment on Town Center	Inconsistent with colonial architecture
Comment on Traditional Mall	Inconsistent with smal town feel
Comment on Traditional Mall	go out of business too easily and become nuisances, look at Jefferson Ave
Comment on Traditional Mall	No, they are dinosaurs.
Comment on Traditional Mall	These are already closing.
Comment on Traditional Mall	These are all failing, don't need more.
	No more mixed use. No more malls. No more lifestyle centers. Why is this even in
	discussion? Malls are dead weight on communities where they already exist. Research has
	shown that lifestyle centers with anchors like stores, movie theaters or entertainment venues
	are destined to fail (look at New Town now that Regal is closed). This is not what JCC
	residents want. This is not what JCC residents need. And tourists that come to this area do
	not need a mall and we don't need them to. JCC should take time and effort to support our
	existing businesses, local shops and eateries that are the lifeblood of the community.
	Additionally we have New Town. Why not focus on getting it to work? Down the street we
	have the semi failure of High Street (again, anchored by a movie theater that is closed). And
	soon enough we'll have High Street it was ill advised for Williamsburg to proceed with that
Comment on Traditional Mari	development. It would be insanity for JCC to follow in its footsteps by adding a mall, more
Comment on Traditional Mall	lifestyle centers ("malls" that go under the guise of "mixed use"). Just no.

Comment on Traditional Mall	We can get to large malls easily, and they are fading, empty store, behemouths.
Comment on Traditional Mall	save it for a big city
Comment on Traditional Mall	A dying concept
Comment on Traditional Mall	Don't do this. Hideous. Dated.
	Indoor malls are useful where the climate dictates, but cultureally I think they have gone out
Comment on Traditional Mall	of style.
Comment on Traditional Mall	waste of money
Comment on Traditional Mall	Outdated and too big with a lot of wasted space taken up
Comment on Traditional Mall	The indoor mall concept is no longer appealing (especially in the age of Covid).
Comment on Traditional Mall	allows for shopping in any type of weather and plenty of parking
Comment on Traditional Mall	Use the empty shop spaces that are already built
Comment on Traditional Mall	With weather in the area it is nice to get out of extreme cold/hot weather to shop
Comment on Traditional Mall	I don't think this is appropriate for JCC
	Least favorite mostly due to bad experiences with groups of kids using the area as a social
Comment on Traditional Mall	center.
Comment on Traditional Mall	so 70's and now out of date. stay away from!
Comment on Traditional Mall	Like the appeal of all weather accessibility to various shopping opportunities
Comment on Traditional Mall	malls are dying/dead.
Comment on Traditional Mall	This is Newport News, not James City County.
Comment on Traditional Mall	No. No. please!!!!!
Comment on Traditional Mall	too many of these in JCC already mostly vacant!
Comment on Traditional Mail	Traditional malls take up valuable land space, are costly to maintain, and often have trouble
	maintaining consistent renters. These "dinosaurs" have lost appeal with many shoppers/diners
Comment on Traditional Mall	and aren't a fit with our local area.
Comment on Traditional Mail	While more appealing than big-box malls, these open malls take up a lot of land, are costly to
Comment on Modern Mall	maintain and aren't in keeping with the small-town vibe of the local area.
Comment on Modern Man	suitable only for over-crowded congested suburbs like Short Pump. people drive from
Comment on Modern Mall	congested nieghborhoods to congested malls. God forbid JCC becomes that!
Comment on Modern Mall	Don't let it happen. If I want this I'll drive over to Short Pump.
Comment on Modern Mall	still dying/dead
Comment on Wodern Wall	Like the central pedestrian look. It is practical to keep parking and easy on shoppers to keep
Comment on Modern Mall	the parking on perimeter
Comment on Modern Mall	we dont need more shopping use the empty storefronts we already have
Comment on Modern Mall	okay but limit how many
Comment on Modern Man	
Comment on Modern Mall	Having open and inviting spaces is important to me, and I would be more drawn to this design
Comment on Modern Mall	than older Mall designs.
Comment on Modern Mall	Not appropriate for JCC
Comment on Modern Mall	Save trees and the Earth. Use the empty shop spaces that are already built
Comment on Modern Mall	all pedestrian with parking outside
Comment on Madam Mall	Anchoring large stores with boutique shops and restaurants in an outdoor setting is a much
Comment on Modern Mall	more appealing way to approach big store shopping.
Comment on Modern Mall	very nice and more subtle
Comment on Modern Mall	Just doesn't fit our area style
Comment on Marie - Naul	This is an outdoor mall with set back parking. This can be architecturally attractive and seems
Comment on Modern Mall	to be preferred by people.
6	Outdoor mall is better than an indoor mall but overall I think a Newtown type area is
Comment on Modern Mall	preferable to this arrangement.
Comment on Modern Mall	Where is the community in this arrangement. It is more like a campus.
	This is better than a traditional mall, in that the spaces lend themselves to varied uses from
Comment on Modern Mall	music/seasonal display/entertainers/public events.

	No more mixed use. No more malls. No more lifestyle centers. Why is this even in discussion? Malls are dead weight on communities where they already exist. Research has shown that lifestyle centers with anchors like stores, movie theaters or entertainment venues are destined to fail (look at New Town now that Regal is closed). This is not what JCC residents want. This is not what JCC residents need. And tourists that come to this area do not need a mall and we don't need them to. JCC should take time and effort to support our existing businesses, local shops and eateries that are the lifeblood of the community. Additionally we have New Town. Why not focus on getting it to work? Down the street we have the semi failure of High Street (again, anchored by a movie theater that is closed). And soon enough we'll have High Street it was ill advised for Williamsburg to proceed with that development. It would be insanity for JCC to follow in its footsteps by adding a mall, more
Comment on Modern Mall	lifestyle centers ("malls" that go under the guise of "mixed use"). Just no.
Comment on Modern Mall	I like the concept, but does JCC really need something this big?
Comment on Modern Mall	Looks like a failed Disney tomorrow land.
Comment on Modern Mall	Too busy
Comment on Modern Mall	Inconsistent with small town feel
Comment on Strip Cluster	Centralized being key
Comment on Strip Cluster	No, already have enough.
	We don't need another outlet mall. The pottery is closing. There's a lot of closing and empty
Comment on Strip Cluster	retail. Online shopping and Amazon type delivery is the wave of the future.
Comment on Strip Cluster	Realistically, this is the best fit for a community of our size.
	This is just another strip mall!! We have so many - so many empty storefronts. Work to fill
Comment on Strip Cluster	them DON"T BUILD MORE
	This satisfies the shoppers from both worlds: 1 destination/in and out AND the browser who
Comment on Strip Cluster	wants to shop intensely.
Comment on Strip Cluster	strip mall
Comment on Strip Cluster	Settlers Market is very popular and looks nice
Comment on Strip Cluster	Looks like the outlets. It is what it is. Lots of stores (revenue but also traffic congestion). I prefer to drive a short distance for such things rather than have it in sight on a daily basis (I live in Toano so can avoid the outlets unless needed).  This manner of parking is almost a necessity for strip malls. It's best if the first row of parking
Comment on Strip Cluster	is set back away from the building entrances.
Comment on Strip Cluster	These take the strip mall to the appropriate level of attractiveness - combing convenience and utilitarian function with aesthetically appealing architecture.
Comment on Strip Cluster	inconvenient when there is inclement weather
Comment on Strip Cluster	None of these. Use the empty shop spaces that are already built
Comment on Strip Cluster	Please use empty stores before granting new permits
	These offer ease of access while still encouraging walking and openness, which is very
Comment on Strip Cluster	important to me.
Comment on Strip Charter	We already have an outlet mall. Again this is not the reason I moved to this area. Local family owned shops and businesses are what has been a keystone of this area and is sufficient. Easy
Comment on Strip Cluster Comment on Strip Cluster	access to Newport News or Richmond if you wanted to hit a mall.
Comment on strip cluster	hell no looks like everywhere usa
Comment on Strip Cluster	no improvement over strip mall
Comment on Strip Cluster	Ves if they have a pleasing facade like the one shown; not the law flat building type
Comment on Strip Cluster Comment on Strip Cluster	Yes, if they have a pleasing facade like the one shown; not the low flat building type.  No more please.
Comment on strip cluster	in moderation these are suitable to JCC. But we have too many of these already and they are
Comment on Strip Cluster	mostly vacant
·	If done on the scale of Prime Outlets, looking at the number of empty parking spaces most
Comment on Strip Cluster	times of of the year, this is a wasteful use of space and doesn't add value to the local area.
Comment on Virginia Main Street 1	This has charm and appeal in character with our local community.
	for those who wish to live in-town these are nice. You can live within walking distance of the
Comment on Virginia Main Street 1	places you use.
Comment on Virginia Main Street 1	Okay in commercial areas.
Comment on Virginia Main Street 1	I hate the New Town approach. NO IDEA whats in there
Comment on Virginia Main Street 1	okay but ensure kept unique

Comment of Maria Character	wanta if you have a control area like Colonial Milliamah
Comment on Virginia Main Street 1	works if you have a central area like Colonial Williamsburg
Comment on Virginia Main Street 1	Very appealing mixed use neighborhood concept
Comment on Virginia Main Street 1	In a downtown type setting, that would be nice
Commont on Minning Main Start 1	A main street such as defined in the picture is desirable, but would be even better if the
Comment on Virginia Main Street 1	parking areas were somewhat away from the buildings,
Comment on Virginia Main Street 1	cute, nice walkways, parking is subtle or hidden, trees are nice.
Comment on Virginia Main Street 1	Looks more like downtown Williamsburg, keeps historic feel
Comment on Virginia Main Street 1	character and community spirit  The esthetic makes perfect sense, in allowing a modern version of what has been here for
Comment on Virginia Main Street 1	centuries.
Comment on Virginia Main Street 1 Comment on Virginia Main Street 1	Village feel
Comment on Virginia Wain Street 1	Village reer
	No construction of the National Conference of the Conference of th
	No more mixed use. No more malls. No more lifestyle centers. Why is this even in
	discussion? Malls are dead weight on communities where they already exist. Research has shown that lifestyle centers with anchors like stores, movie theaters or entertainment venues
	are destined to fail (look at New Town now that Regal is closed). This is not what JCC
	residents want. This is not what JCC residents need. And tourists that come to this area do
	not need a mall and we don't need them to. JCC should take time and effort to support our
	existing businesses, local shops and eateries that are the lifeblood of the community.
	Additionally we have New Town. Why not focus on getting it to work? Down the street we
	have the semi failure of High Street (again, anchored by a movie theater that is closed). And
	soon enough we'll have High Street it was ill advised for Williamsburg to proceed with that
	development. It would be insanity for JCC to follow in its footsteps by adding a mall, more
Comment on Virginia Main Street 1	lifestyle centers ("malls" that go under the guise of "mixed use"). Just no.
Comment on Virginia Main Street 1	Not really a JCC style.
Comment on Virginia Main Street 1	Ok but looks like Main Street 2
Comment on Virginia Main Street 1	Only way it will work is if it's an actual old mainstreet.
Comment on Virginia Main Street 1	This image has a nice historic feel
Comment on Virginia Main Street 1	High ratings as long as meets colonial architecture
Comment on Virginia Main Street 1	local flavor
Comment on Virginia Main Street 2	Looks like Charleston, SC not Williamsburg, VA
Comment on Virginia Main Street 2	Nice-Looks like Main Street 1
Comment on Virginia Main Street 2	A little bit better than the previous slide, but still, not really JCC style.
<u> </u>	
	No more mixed use. No more malls. No more lifestyle centers. Why is this even in
	discussion? Malls are dead weight on communities where they already exist. Research has
	shown that lifestyle centers with anchors like stores, movie theaters or entertainment venues
	are destined to fail (look at New Town now that Regal is closed). This is not what JCC
	residents want. This is not what JCC residents need. And tourists that come to this area do
	not need a mall and we don't need them to. JCC should take time and effort to support our
	existing businesses, local shops and eateries that are the lifeblood of the community.
	Additionally we have New Town. Why not focus on getting it to work? Down the street we
	have the semi failure of High Street (again, anchored by a movie theater that is closed). And
	soon enough we'll have High Street it was ill advised for Williamsburg to proceed with that
	development. It would be insanity for JCC to follow in its footsteps by adding a mall, more
Comment on Virginia Main Street 2	lifestyle centers ("malls" that go under the guise of "mixed use"). Just no.
Comment on Virginia Main Street 2	Village feel
	This also can work, with some guidelines on architectural style - keep one street in the same
Comment on Virginia Main Street 2	period style - and materials and colors.
Comment on Virginia Main Street 2	looks like a small town, but not our small town
	I like this if we were to ever develop a downtown area more lots of stuff in a small space. I
Comment on Virginia Main Street 2	would think it would attract young people (to live and work).
Comment on Virginia Main Street 2	I don't think that ground floor residential would go over too well mixed in with commercial,
Comment on Virginia Main Street 2	Prefer to "know" that shops are below rather than interspersed with home entrances
Comment on Virginia Main Street 2	okay but watch because cam get ugly very quick

Comment on Virginia Main Street 2 helpful to a shop owner. Very careful selection of shops would be needed in to JCC doesn't need more buildings. Schools are too crowded and many building Safe the Earth. Keep the trees.  Comment on Virginia Main Street 2 In commercial areas.  Comment on Virginia Main Street 2 Ilike Newtown area, but we don't need more of these. Stop building them!  This has charm and appeal in keeping with our local community, assuming the traditional vs. contemporary.  Comment on Planned Town 1 well-suited to urban areas like Hampton and Norfolk. We don't need or want	this arrangement.
JCC doesn't need more buildings. Schools are too crowded and many building Comment on Virginia Main Street 2 Comment on Virginia Main Street 2 Comment on Virginia Main Street 2 I like Newtown area, but we don't need more of these. Stop building them! This has charm and appeal in keeping with our local community, assuming the traditional vs. contemporary.	
Comment on Virginia Main Street 2  Comment on Virginia Main Street 2  Comment on Virginia Main Street 2  In commercial areas.  I like Newtown area, but we don't need more of these. Stop building them!  This has charm and appeal in keeping with our local community, assuming the traditional vs. contemporary.	gs are vacant.
Comment on Virginia Main Street 2 In commercial areas.  Comment on Virginia Main Street 2 I like Newtown area, but we don't need more of these. Stop building them!  This has charm and appeal in keeping with our local community, assuming the traditional vs. contemporary.	
Comment on Virginia Main Street 2 I like Newtown area, but we don't need more of these. Stop building them!  This has charm and appeal in keeping with our local community, assuming the traditional vs. contemporary.	
This has charm and appeal in keeping with our local community, assuming the Comment on Virginia Main Street 2 traditional vs. contemporary.	
Comment on Virginia Main Street 2 traditional vs. contemporary.	e architecture is
	c architecture is
	this here!
Comment on Planned Town 1 With a more heterogeneous facade.	
Comment on Planned Town 1 Don't build more homes or shopping. Keep the land open and green.	
This design may work well in James City County in many late 19th century sec	ctions of the
Comment on Planned Town 1 county.	
Comment on Planned Town 1 ugly stay away from	
Comment on Planned Town 1 Too many people	
Comment on Planned Town 1 Less visually appealing	
Comment on Planned Town 1 boring	
Comment on Planned Town 1 I'm not in favor of the uniformity, but the residential over ground floor business	esses is OK.
Comment on Planned Town 1 Too boring in appearance for me.	
Comment on Planned Town 1 looks awful	
The facade in this example sets me back, because it is stark. The features are	repetitive from
Comment on Planned Town 1 one section to the next and it's boring. It would not incite me to live here.	
No more mixed use. No more malls. No more lifestyle centers. Why is this e	even in
discussion? Malls are dead weight on communities where they already exist.	Research has
shown that lifestyle centers with anchors like stores, movie theaters or enter	
are destined to fail (look at New Town now that Regal is closed). This is not w	what JCC
residents want. This is not what JCC residents need. And tourists that come to	
not need a mall and we don't need them to. JCC should take time and effort	
existing businesses, local shops and eateries that are the lifeblood of the com	
Additionally we have New Town. Why not focus on getting it to work? Down	
have the semi failure of High Street (again, anchored by a movie theater that	
soon enough we'll have High Street it was ill advised for Williamsburg to pro	
development. It would be insanity for JCC to follow in its footsteps by adding	g a mall, more
Comment on Planned Town 1 lifestyle centers ("malls" that go under the guise of "mixed use"). Just no.	
Comment on Planned Town 1 Too urban for JCC	
Comment on Planned Town 1 People living above empty shops.  Comment on Planned Town 1 Looks fake.	
Comment on Planned Town 2 Ok but facades need to be better designed than one in this picture.  Comment on Planned Town 2 Does not fit the area. We need to avoid anything that injects more unused re	atail
Comment on Planned Town 2 just keep it to certain areas like New Town ie	etaii.
Comment on Planned Town 2 Too urban for JCC	
Confinent on Figure 10wii 2 100 di ban foi 3cc	
No more mixed use. No more malls. No more lifestyle centers. Why is this e	even in
discussion? Malls are dead weight on communities where they already exist.	
shown that lifestyle centers with anchors like stores, movie theaters or entering	
are destined to fail (look at New Town now that Regal is closed). This is not w	
residents want. This is not what JCC residents need. And tourists that come to	
not need a mall and we don't need them to. JCC should take time and effort	
existing businesses, local shops and eateries that are the lifeblood of the com	
Additionally we have New Town. Why not focus on getting it to work? Down	
have the semi failure of High Street (again, anchored by a movie theater that	
soon enough we'll have High Street it was ill advised for Williamsburg to pro	
development. It would be insanity for JCC to follow in its footsteps by adding	
Comment on Planned Town 2 lifestyle centers ("malls" that go under the guise of "mixed use"). Just no.	
Comment on Planned Town 2 It's getting too "suburban, with too manyfloors and towers)	
Comment on Planned Town 2 already did this, try something different	

	This reminds me of Newtown and I think Newtown works for what it is. I would not let
Comment on Planned Town 2	buildings go over 3-4 stories though 4 is pushing it. Prefer 3.
commence on Flammed Town 2	As my comments have shown, I'm against architectural uniformity and mixing ground floor
Comment on Planned Town 2	residential with commercial
Comment on Planned Town 2	Too uniform - less visually interesting
Comment on Planned Town 2	Too expensive. Schools are already too crowded. Keep the land open
Comment on Planned Town 2	ugly stay away from
Comment on Planned Town 2	This design may be efficient but lacks the atmosphere of James City County and Williamsburg
Comment on Planned Town 2	Keep it limited to places like New Town.
	in a large town, sure, in JCC, NO! we don't have any large towns, in areas of the county next to
Comment on Planned Town 2	the City of Williamsburg this might be acceptable.
Comment on Planned Town 2	Has appeal if architecture is in keeping with local area, such as in this example.
Comment on Industrial Mix	butt ugly
Comment on Industrial Mix	Inconsistent with colonial architecture
Comment on Industrial Mix	Uses existing older buildings to maximum extent. Has character and is diverse.
Comment on Industrial Mix	Like the spare aesthetic
Comment on Industrial Mix	Too urban for JCC
	Again - you are taking the ideas from other areas that have only worked to varying degrees but these places (Richmond, Newport News) are NOT JCC. JCC should not strive to be more like these areas. Moreover the county should realize attempts to make JCC more like those areas is misguided. You cannot create a location like Forrest Hill or Scott's Addition out of thin air. Now, if we are talking about taking vacant buildings and storefronts like we have plenty of and repurposing them to this end? That I would support! But do I want to be driving down Monticello, look over and see one of these monstrosities between the post office and
Comment on Industrial Mix	courthouse? Big nope.
Comment on Industrial Mix	ugly
Comment on maastrial wilk	A stark appearance - but, may be reflective of the industry within. Off a main road like
Comment on Industrial Mix	Merrimack Trail - maybe it works.
Comment on Industrial Mix	probably works better in an urban setting
	just don't like the look. I think it looks old and worn even when new. It would be really ugly
Comment on Industrial Mix	in a decade.
	There's a place for industrial, but it's away from commercial and residential. That said, spicing
Comment on Industrial Mix	up industrial storefronts with differing architecture is definitely a plus.
Comment on Industrial Mix	I can see this in an industrial park but not near a residential area
Comment on Industrial Mix	I can see this in an industrial park but not near a residential or mixed use area
Comment on Industrial Mix	ugly stay away from
Comment on Industrial Mix	In edge districts this makes a very strong and unique neighborhood feel
Comment on Industrial Mix	lack of cohesive design
Comment on Industrial Mix	Ugly. Keep the trees. Don't build more.
Comment on Industrial Mix	Please, never let this happen in James City County!
Comment on Industrial Mix	Feels too urban for this area.
	To replace the failed retail outlets and malls, yes, if they have manufacturing capability and
Comment on Industrial Mix	would hire co. residents. But not if the employees have to commute from NN.
Comment on Flexible Strip	Functional but not attractive.
Comment on Flexible Strip	No!
Comment on Flexible Strip	Please no.
Comment on Flexible Strip	Ugly. Trees are needed to save the Earth.
Comment on Flexible Strip	ugly stay away from
Comment on Flexible Strip	works in an industrial park environment
Comment on Flexible Strip	so ugly
	I've seen many of these buildings and although not in favor of this uniformity I understand its
Comment on Flexible Strip	value to the commercial sector,
Comment on Flexible Strip	ugly and boring
	I'd give this a zero stars if possible. This is as ugly as it gets. We have at least a few of these in
	JCC and they are hideous. If we've got to do it for jobs or offices, let's put them down an off-
Comment on Flexible Strip	street (like Industrial Blvd) instead of along Route 60.
Comment on Flexible Strip	looks like Northern Virginia

	Diand and you 50's Cat away from view it may have a place for the economical design and
Commont on Florible Strip	Bland and very 60's. Set away from view, it may have a place for the economical design and
Comment on Flexible Strip	USE.
Comment on Flexible Strip	Seems fine office building or other medical offices
Comment on Florible Stain	OK if we have tenants for something like this. I'd like to see spaces for more local businesses,
Comment on Flexible Strip	but do we have any call for it?
	Okay this, like we have plenty of whether it's in McLaws Circle, up off Mooretown Road -
	great. Revamp them to house more attractive businesses not solely based on manufacturing?
Comment on Flexible Strip	I'm all for it. Adding in those areas where this is basically already the aesthetic - I say go for it.
Comment on Flexible Strip	No more of these please
Comment on Flexible Strip	everything looks like doctors office
Comment on Flexible Strip	1970s style.
Comment on Flexible Strip	Inconsistent with colonial architecture
Comment on Flexible Strip	hideous
Comment on Craft Core	High ratings only in small amounts
Comment on Craft Core	Old and new structures gathered together in innovative ways.
Comment on Craft Core	Like the facade variety
Comment on Craft Core	Too urban for JCC
Comment on cruit core	Again - you are taking the ideas from other areas that have only worked to varying degrees but
	these places (Richmond, Newport News) are NOT JCC. JCC should not strive to be more like
	these areas. Moreover the county should realize attempts to make JCC more like those areas
	is misguided. You cannot create a location like Forrest Hill or Scott's Addition out of thin air.
	Now, if we are talking about taking vacant buildings and storefronts like we have plenty of and
	repurposing them to this end? That I would support! But do I want to be driving down
	Monticello, look over and see one of these monstrosities between the post office and
Comment on Craft Core	courthouse? Big nope.
Comment on Craft Core	ok for this setting
	If I want to go to a city, there are several cities nearby. We don't have this level of urban
	structures to re-use. BUT, if it is a question of re-purposing abandoned properties, this has a
Comment on Craft Core	place.
Comment on Craft Core	looks urban but might be ok here
	A bit too cramped. Add some trees and set-back from the street. The image description says
Comment on Craft Core	"active area" so maybe mix this into a newtown type area. (but Newtown is done better)
Comment on Craft Core	I prefer a bit of green space and larger walking spaces
comment on craft core	I'm not in favor of any building coming right up to its property lines, but I understand why the
Comment on Craft Core	owners have a financial reason for using every square foot of their business space.
Comment on Craft Core	makes the best use of particular situation
Comment on Craft Core	Stop building. Ugly. Hot. No trees to keep the Earth cooler.
	Building with zero lot line is pedestrian friendly and allows the property owners top finance
Comment on Craft Core	each parcel separately allowing more business opportunities
Comment on Craft Core	can get ugly real quick
	If wanted to live in a large city I wouldn't have come to James City County more than 20 years
Comment on Craft Core	ago.
Comment on Craft Core	maybe replacing failed and vacant retail space.
Comment on Craft Core	maybe replacing existing failed and vacant retail space.
	Provides an interesting alternative to more industrial looking areas. Would want to see more
Comment on Craft Core	traditional architecture in keeping with the local area.
	Interesting design, offers flexibility in use of space and provides parking. Would want to see
Comment on Craft Cluster	more traditional architecture versus a warehouse (flat-roofed) look.
Comment on Craft Cluster	How many times do I need to tell you these are not the sorts of clusters we want here.
	like the other craft themed concept, only to revitalize the existing vacant retail spaces. not to
Comment on Craft Cluster	replace rural space!
Comment on Craft Cluster	nice but regulate the motif
Comment on Craft Cluster	Have you seen the ugly "new" Pottery? It sits empty. Don't build more.
Comment on Craft Cluster	
Commant or Curft Cl	Its usually the parking that I find the most detracting from the image. I think it should be
Comment on Craft Cluster	tucked behind or to the side or we have more bike paths, etc.

Comment on Craft Cluster	this type of architecture works, but the large parking lots distract - parking decks have a smaller footprint and more spaces available
Comment on Craft Cluster	clusters seem to look better in this community
Comment on Craft Cluster	Most in keeping with character of JCC, interesting and attractive
	Yes, if the businesses within are compatible, this cluster building makes sense. The
Comment on Craft Cluster	appearance of this facade does not draw me in, but that's superficial.
	Again - you are taking the ideas from other areas that have only worked to varying degrees but these places (Richmond, Newport News) are NOT JCC. JCC should not strive to be more like these areas. Moreover the county should realize attempts to make JCC more like those areas is misguided. You cannot create a location like Forrest Hill or Scott's Addition out of thin air. Now, if we are talking about taking vacant buildings and storefronts like we have plenty of and repurposing them to this end? That I would support! But do I want to be driving down Monticello, look over and see one of these monstrosities between the post office and
Comment on Craft Cluster	courthouse? Big nope.
Comment on Craft Cluster	Really depends on the design. This particular slide looks Too urban for JCC
Comment on Craft Cluster	Too hipster for JCC
Comment on Craft Cluster	Out of place. Looks like old buildings in France.
Comment on Craft Cluster	High rating if meets colonial architecture

## **Rural and Other**

Comments made on various rural and other development types can be found on the following pages. You can use the legend below to determine the specific type of development.

Rural Residential - Homes built in rural areas

Recreation and Open Space - Open land in the public realm

Screening - Methods to protect scenic character

	Small farms are much better for the environment than larger
	corporate farms. (At least with how their practices currently
	stand.) Smaller farms would promote smaller businesses that
	truly compete with each other and support local families. Their
	products would be more environmentally friendly and keep
Comment on Large Lots 20 Acres	money in the community.
Comment on Large Lots 20 Acres	Yes. Les development. I really think we have more than enough in
Comment on Large Lots 20 Acres	JCC.
Comment on Large Lots Lo Nores	
	These areas produce useful and needed resources. We cannot
	afford to depend entirely on imported food products from other
	states. But small farmers need as much help as the county can
Comment on Large Lots 20 Acres	provide to assist them in sustaining profitable farming!
Comment on Large Lots 20 Acres	Helps maintain are rapidly diminishing rural charter.
Comment on Large Lots 20 Neres	recips maintain are rapidly animisming raidi chareer.
	Good layout for those recreational farmers who want a rural life
Comment on Large Lots 20 Acres	where they do not have to depend on the land for substances
Comment on Large Lots 20 Acres	Like the rural character; traditional
Comment on Large Lots 20 Neres	The area of Forge rd should be preserved and not over
Comment on Large Lots 20 Acres	developed.
comment on large lots 20 Acres	JCC doesn't need more homes. Just let the farmers use the land.
Comment on Large Lots 20 Acres	Or better yet, leave the land alone.
Comment on Large Lots 20 Acres	do not want livestock near residential development clusters
Comment on Large Lots 20 Acres	Preserving small farms is so important
Comment on Large Lots 20 Acres	This is only good if there is a mechanism to keep the open area
	farmed. Otherwise you get empty fields if the owners of the big
	houses on the land don't like the smell of manure or the use of
Comment on Large Lots 20 Acres	pesticides.
Comment on Large Lots 20 Acres	Wish I owned one of those.
Comment on Large Lots 20 Acres	We should strive at turns here to not try to fix what is not
	broken. This is a perfect example of how we can continue to
	preserve the more rural aspects of our area - everything else
Comment on Large Lets 20 Acres	
Comment on Large Lots 20 Acres	proposed is to the detriment long term.  Traditional farms may have had only one house, or a family
	compound. For tax purposes, one home generates more County
Comment on Large Lets 20 Acres	income and relieves the farmer of that tax burden.
Comment on Large Lots 20 Acres	
Comment on Large Lots 20 Acres	This is how JCC is right now, and we like it. Question, of course, is
	can the small farms stay in business.
Comment on Large Lots 20 Acres	lacks "community"
	Big wide open space but in use for agriculture (not abandoned
	and not over-grown with Kudzu (like those areas along
Comment on Large Late 20 Asia	Rochambeau near Stonehouse Elementary or behind the former
Comment on Large Lots 20 Acres	Snowmania))
Comment on Large Lots 20 Acres	this is what rural means
Comment on Large Lots 20 Acres	Room to breathe. Relaxing views.
Comment on Large Lots 20 Acres	Fewer houses, more farmland, yes please
Comment on Large Lots 20 Acres	maintain some rural flavor

Comment on Large Lots 20 Acres	Maintains rural feel
Comment on Three Acre Lots	High rating if developed areas do not have too many homes
	These are my least favorite types of developments. They use up
Comment on Three Acre Lots	too much land.
	Doesn't seem most effective way of preserving open space while
Comment on Three Acre Lots	permitting development.
Comment on three years	More open feeling. Less congestion. Seems like they would be of
Comment on Three Acre Lots	more of a permanent nature.
Comment on Three Acre Lots	Desirable, as long as economically sustainable.
	This looks very much like a scematic of a Levittown a cookie
Comment on Three Acre Lots	cutter response to huge housing demand.
comment on three year Lots	this looks semi-rural, good for those who want space but don't
Comment on Three Acre Lots	want to farm
commence on time cycle 2003	These are pretty. I'm happy for the residents. Plenty of green
	space (though I lament the view of what must have previously
Comment on Three Acre Lots	been pristine rolling hills or a forest).
	and product of the conference
	requires enourmous amount of infrastructure to service few
Comment on Three Acre Lots	houses, but all land ends up developed. Absolute worst case!!!!
	It seems like the best way to protect the land in the future. I fear
Comment on Three Acre Lots	farms would later be sold to business developers.
	We have to do something to stop housing development
Comment on Three Acre Lots	encroachment on rural land,
	While I realize that it is less "green" - space between rural homes
Comment on Three Acre Lots	"feels" more appropriate
Comment on Three Acre Lots	do not want livestock near pud residential
Comment on Three Acre Lots	does not preserve any rural appearance
	Doesn't preserve open space, had to serve with transport and
Comment on Three Acre Lots	utilities
	This is really pushing it. Residents of this area do not want this
Comment on Three Acre Lots	type of develop!
Comment on Three Acre Lots	No more houses
	these tend to be awful mcmansion houses, AWFUL design.
Comment on Three Acre Lots	
	3 acreas provides a rural atmosphere but probably little
	opportunity for farming opportunities. There is a need for this
Comment on Three Acre Lots	and it is a viable housing alternative.
Comment on Three Acre Lots	Let's keep the farms whenever and wherever we can.
	Wasteful of valuable land! These are normally used to replace
	valuable agricultural space with sprawled pretentious large and
Comment on Three Acre Lots	expensive housing.
	If we really need more residential areas, which we really don't, at
Comment on Rural Clusters	least these are relatively low impact.
Comment on Rural Clusters	Keep the farms.
Comment on Rural Clusters	Why bother? Who maintains the rural land?
Comment on Rural Clusters	We need to preserve farm land and natural open land.

	I like these, but then 5 years later, the "preserved farmland" is
	bulldozed and a massive new development is put in. The land is
Comment on Rural Clusters	NEVER preserved.
Comment on Rural Clusters	No more houses. Schools are already over crowded.
Comment on Rural Clusters	Weird mix of do you want neighbors or privacy?
	This area has a great deal of wild life that would be pushed out.
	The roads are not equipped for such high volume and will also
Comment on Rural Clusters	take away from the history of the area.
Comment on Rural Clusters	allows development while preserving rural appearance
Comment on Rural Clusters	do not want livestock near pud residential
	Not my favorite, but if the lots are at least 1 acre each, with .5
Comment on Rural Clusters	acre limits on house footprint, it can be nice.
	We need to leave farms, open space and forests for future
Comment on Rural Clusters	generations. It's OK to say to developers that our county is full.
Comment of Natural Glasters	In theory, this is great. Worried about how it actually gets
	applied. The open space that is set aside is often land that was
	unbuildable anyway, so the end result is just higher density on
Commont on Dunal Clustons	the buildable land.
Comment on Rural Clusters	
	To me these look like sprawl like a single farmer sold out
	amongst many and then a development pops up in the middle.
Comment on Rural Clusters	Does not look attractive in my view.
Comment on Rural Clusters	small lots in a rural area looks weird
	Allowing agriculture to continue, and forming traditional clusters
	of homes is a good response to demand and increases the tax
Comment on Rural Clusters	base for JCC.
	More affordable, kids have neighbors nearby to play with, yet still
Comment on Rural Clusters	plenty of open space and greenery.
	Developers try to cram too much stuff in a small area. Starting to
	happen in western end of county. Whitehall, New stonehouse
	developments. Take a ride thru these after work hours with the
	parking problems on display and they feel so congested.
Comment on Rural Clusters	Developers trying to cram as much in as possible.
Comment on Rural Clusters	Do not support this configuration outside PSA.
	I live in this type of development. The beauty of the farm and its
	rotating crops each season add so much green space that it
	attracts visitors. Plus, the local wildlife depend on the farm and
Comment on Rural Clusters	the screening the crops provide.
Comment on Rural Clusters	High ratings if not too many developments
Comment on Passive Recreation	Connects people to nature as well as maintaining rural aspect
Comment on Passive Recreation	who doesn't like parks
Comment on Passive Recreation	Absolutely, would get used a lot, low cost to maintain.
Comment on Passive Recreation	Needs to have a lot of acreage where people can spread out.
Comment of Fassive Recreation	Yes yes. The more park space with walking trails, the better.
	Wish we also had places to walk along some of the roads (News
Comment on Passive Recreation	Road, for example).
Comment on Passive Recreation	would love more gardens
4	would love more gardens

I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  Yes, we need more of this in JCC. Hope someone starts to focus on Upper County Park. Fix it up! And maybe annex some of the nearby Hazelwood farm to make it bigger/nicer like the other county parks.  Comment on Passive Recreation  Comment on Active Recre		
Yes, we need more of this in JCC. Hope someone starts to focus on Upper County Park. Fix it up! And maybe annex some of the nearby Hazelwood farm to make it bigger/nicer like the other county parks.  Public areas are OK provided we're now creating such at the expense of active farmland, We need to preserve and designate more open spaces as we develop our communities These are my favorite parks, offer multiple opportunities for group or individual recreation (walk, bike, bird watch, etc.) Will save a rural feel and provide families with activities Comment on Passive Recreation Comment on Passive Recreation Ves, this is what we need!  Comment on Active Recreation Comment on Ac		maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring
on Upper County Park. Fix it up! And maybe annex some of the nearby Hazelwood farm to make it bigger/nicer like the other county parks.  Public areas are OK provided we're now creating such at the expense of active farmland,  We need to preserve and designate more open spaces as we develop our communities  These are my favorite parks, offer multiple opportunities for group or individual recreation (walk, bike, bird watch, etc.)  Comment on Passive Recreation  Comment on Active	Comment on Passive Recreation	them on.
Comment on Passive Recreation  Comment on Active Rec	Comment on Passive Recreation	on Upper County Park. Fix it up! And maybe annex some of the nearby Hazelwood farm to make it bigger/nicer like the other
Comment on Passive Recreation  Comment on Active Rec		Public areas are OK provided we're now creating such at the
Comment on Passive Recreation  We need to preserve and designate more open spaces as we develop our communities  These are my favorite parks, offer multiple opportunities for group or individual recreation (walk, bike, bird watch, etc.)  Comment on Passive Recreation  Comment on Passive Recreation  Comment on Passive Recreation  Comment on Passive Recreation  Comment on Active Recreation  Consider turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  Comment on Active Recreation  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-	Comment on Passive Recreation	
Comment on Passive Recreation Comment on Active Recreation  Comment on Active Recreation  Comment on Active Recreation Co	Comment of Fassive Necreation	
These are my favorite parks, offer multiple opportunities for group or individual recreation (walk, bike, bird watch, etc.)  Comment on Passive Recreation  Comment on Active Recreation  Cob but we seem like we already have enough of these in JCC  I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-	Comment on Dassive Regrestion	
Comment on Passive Recreation Comment on Active Recreation Comment	Comment on Passive Recreation	
Comment on Passive Recreation Comment on Passive Recreation Comment on Passive Recreation Comment on Passive Recreation  Comment on Passive Recreation  Comment on Active Recreation  Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation Comment on Active Recreation  Comment on Active Recr		
Comment on Passive Recreation Comment on Passive Recreation Comment on Passive Recreation  Yes, this is what we need!  Important for all ages of people as it supports an active lifestyle JCC probably has enough of these, but I'm in favor of them if they feel we need more.  Comment on Active Recreation Col but we seem like we already have enough of these in JCC I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-		
Comment on Passive Recreation  Ves, this is what we need!  Important for all ages of people as it supports an active lifestyle  JCC probably has enough of these, but I'm in favor of them if they feel we need more.  Comment on Active Recreation  Col but we seem like we already have enough of these in JCC  I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-		
Comment on Active Recreation  Important for all ages of people as it supports an active lifestyle  JCC probably has enough of these, but I'm in favor of them if they feel we need more.  Needs to have really nice playground for families with young children.  We have lots of these already  Cool but we seem like we already have enough of these in JCC  I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-		
Comment on Active Recreation  Cool but we seem like we already have enough of these in JCC  I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  Comment on Active Recreation  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-	Comment on Passive Recreation	Yes, this is what we need!
Comment on Active Recreation  Cool but we seem like we already have enough of these in JCC  I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  Comment on Active Recreation  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-		
Comment on Active Recreation Cool but we seem like we already have enough of these in JCC I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on. I'm not into sports but this is a major positive for a young vibrant community. We need something like this. Such facilities should be limited to non-farmland and non-	Comment on Active Recreation	
Comment on Active Recreation  Comment on Active Recreation  Comment on Active Recreation  Cool but we seem like we already have enough of these in JCC  I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  Comment on Active Recreation  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-		
Comment on Active Recreation  Comment on Active Recreation  Cool but we seem like we already have enough of these in JCC  I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring Comment on Active Recreation  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-		
Comment on Active Recreation  Cool but we seem like we already have enough of these in JCC  I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-	Comment on Active Recreation	Needs to have really nice playground for families with young children
I greatly support turning more public ground into nice, well maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-	Comment on Active Recreation	we have lots of these already
maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy lifestyles with outdoor activities, outdoor exercise options - bring them on.  Comment on Active Recreation  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-	Comment on Active Recreation	Cool but we seem like we already have enough of these in JCC
Comment on Active Recreation  I'm not into sports but this is a major positive for a young vibrant community. We need something like this.  Such facilities should be limited to non-farmland and non-		maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low cost. Where adding more strip malls or (please no) lifestyles centers perpetuate the negative aspects of things like inequity and fiscal drag on the community, not to mention eyesores, traffic, noise Public park space where people can simply be outside without being affronted by some business needing them to buy something is ideal. It's perfect - and encouraging healthy
Comment on Active Recreation community. We need something like this.  Such facilities should be limited to non-farmland and non-	Comment on Active Recreation	them on.
Such facilities should be limited to non-farmland and non-		I'm not into sports but this is a major positive for a young vibrant
	Comment on Active Recreation	community. We need something like this.
	Comment on Active Represtion	

Comment on Active Recreation	Having access to fitness and recreation areas create a stronger, healthier community
Comment on Active Recreation	large areas dedicated to indoor/outdoor sports with ample parking
commence on Active Neoreadion	A few of these should exist, but placed where the most citizens
Comment on Active Recreation	can access by any mode.
	Like this, but it needs continual re-evaluation fort what
	fields/courts are being use (and how they are used) and if they
Comment on Active Recreation	should be turned into different courts/fields.
Comment on Active Recreation	Need, but not at the expense of natural areas.
Comment on Active Recreation	no need for more in my opinion, I don't use them and they are often sitting un-used. A public shooting range would however be very welcome. Not everyone wants to play tennis.
Comment on Active Recreation	While these are important to have, there are sports complexes that go unused. Best if scaled to the needs of the surrounding community.
Comment on Recreational Pocket	Small green spaces are welcome additions to the community as long as they are well maintained.
Comment on Recreational Pocket	I like it; attractive and functional.
Comment on Recreational Pocket	Important if housing in clustered.
	Only encourages huge developments. More people-more
Comment on Recreational Pocket	crowded schools and roads
	if the su rrounding community pays for the maintenance, how do
Comment on Recreational Pocket	you keep non community members out?
	Every new development (and established developments) should
Comment on Recreational Pocket	have open areas that are accessible to their communities.
Comment on Recreational Pocket	adds greenscape to buildings
	Cute but as the description explains, it serves just a small nearby population. If we have these, let (or force) the developers build
Comment on Recreational Pocket	them into their developments.
	I greatly support turning more public ground into nice, well
	maintained public spaces open to everyone! This helps drive quality and more equity in our community. High reward at low
	cost. Where adding more strip malls or (please no) lifestyles
	centers perpetuate the negative aspects of things like inequity
	and fiscal drag on the community, not to mention eyesores,
	traffic, noise Public park space where people can simply be
	outside without being affronted by some business needing them
Comment on Recreational Pocket	to buy something is ideal. It's perfect - and encouraging healthy
Comment on Recreational Pocket	walkable and has access to the outdoors without having to drive
	Seems like an area people would primarily use to walk dogs.
	Needs to reflect this. It's not going to be somewhere people will
Comment on Recreational Pocket	want to picnic.
Comment on Recreational Pocket Comment on Recreational Pocket	Love this idea.  High ratings as they enhance neighborhoods
Comment on Recreational Pocket	riigii ratiiiga aa tiley elillalite Heighborhoods

Comment on Recreational Pocket  The aesthetic is in keeping with the historic section and adjacent areas.  Comment on Central Green  Yes, but limited.  Works well however need to insure that the pedestrian plan Comment on Central Green  Comment on Central Green  We have enough. Stop building more.  Comment on Central Green  Comment on Central Green  Comment on Central Green  Comment on Central Green  Creating large gather spots for community events is an important part of maintaining the larger sense of community
Comment on Central Green  Comment on Central Green  Yes, but limited.  Works well however need to insure that the pedestrian plan  Comment on Central Green  p[provides for good access.  Comment on Central Green  We have enough. Stop building more.  Comment on Central Green  these tend to be by-pass/cut throughs and nothing else.  Creating large gather spots for community events is an important
Comment on Central Green  Works well however need to insure that the pedestrian plan  Comment on Central Green  p[provides for good access.  Comment on Central Green  We have enough. Stop building more.  Comment on Central Green  these tend to be by-pass/cut throughs and nothing else.  Creating large gather spots for community events is an important
Works well however need to insure that the pedestrian plan Comment on Central Green p[provides for good access.  Comment on Central Green We have enough. Stop building more.  Comment on Central Green these tend to be by-pass/cut throughs and nothing else.  Creating large gather spots for community events is an important
Comment on Central Green p[provides for good access.  Comment on Central Green We have enough. Stop building more.  Comment on Central Green these tend to be by-pass/cut throughs and nothing else.  Creating large gather spots for community events is an important
Comment on Central Green  We have enough. Stop building more.  Comment on Central Green  these tend to be by-pass/cut throughs and nothing else.  Creating large gather spots for community events is an important
Comment on Central Green these tend to be by-pass/cut throughs and nothing else.  Creating large gather spots for community events is an important
Creating large gather spots for community events is an important
Comment on Central Green part of maintaining the larger sense of community
part of mannager series of community
Comment on Central Green No
For me, I prefer green social space that is vibrant (with people)
Comment on Central Green versus a place that comes to life just periodically.
Except this - this reads like "big open areas to walk between
Comment on Central Green these two new aWeSoMe MaLls". No thanks.
Comment on Central Green Jamestown Beach fills this need, not sure we need more.
This would be a good way to connect different areas.
Comment on Central Green Landscaping must be kept nice.
will we ever be allowed to have large gatherings again? seems
Comment on Central Green like a waste now
Comment on Central Green A public, outdoor, amphitheater/concert venue would be terrific!
These type of spaces can be underutilized unless they are in the
Comment on Central Green right spot and well designed.
Comment on Central Green High ratings in limited number
I really enjoy the Kiwanis park with its fitness course. It's great to
Comment on Fitness Course use while my kids play.
Comment on Fitness Course Supports active lifestyle
Comment on Fitness Course These don't get used much.
Comment on Fitness Course Always seems to be unused. People prefer going to gym.
Comment on Fitness Course we have a few but I never see anyone using them
I like the idea but they tend to get rundown over time and I don't
See people using them that much.
maintained public spaces open to everyone! This helps drive
quality and more equity in our community. High reward at low
cost. Where adding more strip malls or (please no) lifestyles
centers perpetuate the negative aspects of things like inequity
and fiscal drag on the community, not to mention eyesores,
traffic, noise Public park space where people can simply be
outside without being affronted by some business needing them
Comment on Fitness Course to buy something is ideal. It's perfect - and encouraging healthy
I don't use these, rarely see others use them if you are going to
maintain such places, build playgrounds which are used (because
Comment on Fitness Course kids make their parents take them there).
Comment on Fitness Course Helpful, but only if well-maintained.
Comment on Fitness Course OK if within current boundaries of residential limits

Comment on Fitness Course	I don't see the need
	cannot maintain maintenance control in an outdoor location with
Comment on Fitness Course	no restrictions
	These can fit inside many of the other open areas and add a lot of
Comment on Fitness Course	value for outside recreation.
	No one uses the equipment at the Kiwanis park even though it is
Comment on Fitness Course	nice.
Comment on Fitness Course	Most people never use these
Comment on Fitness Course	Already have. Don't need more.
Comment on Fitness Course	Promotes a healthy life style.
Comment on Fitness Course	These seem to never be in use and seem a waste of land.
Comment on Walls	Looks colonial.
Comment on Walls	If attractive
Comment on Walls	most unfriendly
	Classic - in keeping with local aesthetic. High quality, high
Comment on Walls	durability, low maintenance.
	issues and maybe some other issues (for example, around
	memory care facilities). Can hide parking lots. They need
Comment on Walls	maintenance, though.
Comment on Walls	I can't imagine this in JCC. Maybe a different image would
Comment on Walls	convey the potential better.
	This is Ok in more urban areas to provide privacy. Looks very nice
	around WM campus for example. But if more space is available, I
Comment on Walls	would rather see trees.
Comment on Wans	rnis snould certainly be the right of private and public property
	owners, provided the structures are not eyesores or of low
Comment on Walls	quality materials.
Comment on Walls	why?
	only when the walls are uniform throughout - not a mixture of
Comment on Walls	brick and wood and metal.
Comment on Walls	It makes a closed in feeling, large city feel
	Highly depends on the wall! I love the colonial brick shown, but
Comment on Walls	would not like many more modern alternatives.
	Important that structural elements are appropriately landscaped.
	In the photo attached the element needs better landscaping due
Comment on Walls	to length and height of hard (brick wall) element
	when they are serving a purpose other than to keep residents of
	one area out of the more privileged neighborhood, shopping area
Comment on Walls	or park.
	Only where absolutely necessary and with a more tradition look
Comment on Walls	as with this photo.
	If well built with pleasing architectural detail, walls are useful
Comment on Walls	structures that can add to the character of the landscape.
	While low maintenance and useful, can become overgrown and
Comment on Native Species	unsightly.
Comment on Native Species	Everywhere we candors it.

	Like that landscaping is performing two task. Breaking up hard
Comment on Native Species	parking elements and improving water quality.
	good in theory, messy in practice, and it requires a TON of
	upkeep
Comment on Native Species	5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Comment on Native Species	MUST have pervious surfaces and areas for wildlife
Comment on Native Species	So important to the health of our landscape
	Absolutely yes! Let's revert to natural surroundings wherever
Comment on Native Species	possible.
	I like the idea as the description reads but it says to rank the
Comment on Native Species	"image" and this image looks overgrown and unkempt.
Comment on Native Species	Definitely like this idea
Comment on Native Species	native species are good to have around
	People will walk thru it and there will be cigarette butts and trash
Comment on Native Species	in it.
Comment on Wooded	Nice hardwood trees add shade and character.
Comment on Wooded	looks the most natural
	Trees provide a lot of benefits, especially shade during hot
Comment on Wooded	summer months.
	If you've got to have parking (and we've got to have parking),
Comment on Wooded	then make it pretty.
Comment on Wooded	Shade is so needed in the summer!
	Trees wherever possible. Let's reinvigorate Arbor Day to
Comment on Wooded	encourage more tree planting.
	Trees and plantings create a much more livable and healthier
Comment on Wooded	experience
Comment on Wooded	helpful to woldlife.
	in the summer here, yes, park in the shade
Comment on Wooded	
Comment on Wooded	Everywhere we can do it.
	Trees add valuable and necessary shade in this climate and
Comment on Wooded	preserve an important natural resource.
Comment on Hardscape	Practical and low maintenance in borders
	As long as we do not encroach on natural a
Comment on Hardscape	area.
	as much as I love boulders they are not native to this county for
Comment on Hardscape	the most part, and they cannot be inexpensive to import.
Comment on Hardscape	works well in high traffic commercial areas.
Comment on Hardscape	Not a Williamsburg feel
Comment on Hardscape	Better than all hard surface but prefer more green
	Useful in marshy areas, but reflects too much heat in the
Comment on Hardscape	environment
	What with paved roads and all we already have too much
Comment on Hardscape	hardscape which causes too much harmful runoff.
ngage 2045 Round 3 Public Input Summary	169

	Rocks and boulders work well in my opinion if they have some
	water and/or other signs of life nearby. Otherwise too sterile
	Upkeep is key and I don't know how easy it is to keep the weeds
Comment on Hardscape	out, etc.
	Rocks and stones are almost a theme here. Definitely fits with the
Comment on Hardscape	community and works well for water issues.
	become overgrown and ugly in a season. Based on how poorly
	JCC maintains things like the grass on medians on major
	roadways (like Monticello) I don't trust the county to keep these
Comment on Hardscape	up. They will get ugly fast and stay that way.
Comment on Hardscape	save on maintenance cost
Comment on Hardscape	We don't have this type of terrain. Belongs in mountains.
Comment on Landscaping	Looks like it belongs in Florida.
Comment on Landscaping	so costly to maintain, but it is beautiful
	Who doesn't love these? Assuming, that is, that they are
	maintained. All for it if maintained but again - JCC struggles
Comment on Landscaping	greatly in this area.
Comment on Landscaping	attractive, good for environment, needs maintenance though.
	I applaud the "bang" of some outdoor landscaping to show effort
Comment on Landscaping	and appreciation for appearance.
Comment on Landscaping	Lots of maintenance and needs to be watered.
	Landscaping is beneficial (i.e. easy on the eye; relieves stress,
Comment on Landscaping	inhibits runoff, etc.)
	creating and maintaining beauty in natural form in important in
Comment on Landscaping	all aspects of community development
Comment on Landscaping	these usually require lots of maintenance and chemicals
Comment on Landscaping	very attractive but can increase the rental rates for maintenance
Comment on Landscaping	if maintained
Comment on Landscaping	Love it, but with more discrete signage.
	Probably the environmental impact should be the first
Comment on Landscaping	consideration and the visual impact second.
Comment on Landscaping	Only if native species
	Flowers, bushes and trees make spaces look more inviting and
Comment on Landscaping	enliven hardscape and pavement.
, 5	

# **Engage 2045 Website Comments**

Throughout public engagement Rounds 1-3 of the Engage 2045 planning process, residents were encouraged to submit general comments and ideas about the future of James City County through the project website. The website provided two opportunities for comment: 1) an online survey form that allowed respondents to select the top three planning topics of most interest to them and provide an explanation of why those topics were of most interest, and 2) a Share Your Thoughts comment form where respondents could write in comments that would like to share with the Project Team.

The comments provided through both forms are included in the following tables. These are the original verbatim comments provided by respondents. These comments have been reviewed and complement the public input findings gathered during Rounds 1, 2, and 3 of the public engagement process. Round 1 comments were included in the Round 1 Public Engagement Summary Report. Comments provided during Rounds 2 and 3 are documented here. For ease of viewing, the Rounds 2 and 3 comments are highlighted in green.

Round 1 comments	
Rounds 2 and 3 comments	

#	Engagement Round	Share Your Thoughts
1	Round 1	I think the county needs to think about building another high school with so many communities opening up. I think it needs to do more to encourage and engage cultural diversity. I also believe we need to have more opportunities for children and places for them to play during the colder months besides the bounce house. Where are the arcades, the skating rinks, more art areas, science activities, skate parks? Where are the free places for kids to be besides the neighborhood park?
		There arent a lot of areas to throw birthday parties and the public pools aren't known. We have a large military community due to being close to several bases but do we hold community events honoring veterans. If we do, that information isnt know. We need to do a better job of letting people know what is going on in this community and engage and discourage bullying in schools.
2	Round 1	How can I sign up for future notices about the JCC Comprehensive Plan? I don't see it on the web pagejamescitycountyva.gov/engage2045
3	Round 1	The parks are really nice-Kidsburg is great for little ones. We should have more walking and bike trails. Less bike lanes on the road, but more trails just for cyclists adjacent. Can 199 accommodate all of the residents? It seems like its been filling up and there is more traffic than ever before. Is there a traffic congestion plan? We need to deal with that. Is there a plan to have another New Town? New Town is great and would be nicer than having a bunch of town homes plopped down randomly in the outskirts of the County. Overall the County is very nice looking with all the trees. Glad we don't have ugly signs-100 foot McDonalds signs comes to mind. We have a great library but we need one near where the people live. Expand recycling/recycle more things Need Fios instead of Cox.
4	Round 1	Connecting the Jamestown Settlement to Williamsburg with a paved trail would be a wonderful asset not only to the immediate community, but also the region. This goes beyond cycling, other forms of physical activity can benefit from a paved path.
5	Round 1	Hi, Please include greenway links from Jamestown to Williamsburg. After we ride 52 miles on the Capital Trail, we're hungry, thirsty, and need a place to stay. All 3 of our needs contribute to the local economy. Thanks! Dave Connelly, Durham NC.
6 7	Round 1 Round 1	Expansion of the VA Capital Trail into Williamsburg and William & Mary  Would love to see the Virginia Capital Trail expand all the way to Williamsburg. We are frequent riders on the trail. You just
,	NOUIIU I	can't beat all the sunshine, exercise, beautiful views of all the history along the trail, etc. Please give us even more wonderful cycling trail. Thank you for your consideration. G. Talbot
8	Round 1	Please provide - better detached bike ways that are separated from the road. Having an elevated fly over over Route 60 somewhere would be prudent money spent. In addition having a separated bike path from Jamestown to the colonial Williamsburg would be great .Also having a separated bike path along Riverview Road in the upper county area headed to York "state park would be a great amenity. And doing all this planning please try to connect to existing pass they're already developed there seems to be a lot of disjointed areas better cohesive connectivity would make logical sense
9	Round 1	Any and all bike trails must be able to connect in to the VA capital trail. Make james city county a place where LGBTQA++ folks are free to be themselves and are welcome
10	Round 1	The county should prioritize protecting and enhancing the natural and historic elements of the area. Despite what some of our political representatives may think, after the constant residential building over the past decades, the majority of people enjoying this area year=round are actually residents and not tourists. Several areas enjoyed by the people who pay taxes here have fallen into disrepair, such as the JCC marina. It is very encouraging to hear that there is a plan to revitalize the marina this year and I hope the county continues to make worthwhile efforts like this. Other beautification efforts would be welcomed, as it is sad to see the litter brought in by tourists. Colonial Williamsburg is also a huge asset to our area, and while many people feel they do not deserve our financial help, we shouldn't be so naive as to think the area would be so nice if they weren't here. Besides, I would prefer the type of tourists who come for Colonial Williamsburg over Busch Gardens or Great Wolf Lodge any day! Finally, quality education should be emphasized, as more and more families with children come to the area. Raising good citizens who can give back to our community is always a smart move. I don't think there needs to be as much emphasis on driving business in the area anymore as there are new stores and restaurants opening almost monthly. Businesses are coming here because people with disposable incomes are moving here. So focus on the reasons why people are moving here - the natural and historic beauty of the county.
11	Round 1	Many roads need widening so that non-motorized vehicles can travel safely along with cars and trucks. Some examples include Route 612, Longholl Road, west of Humelsime Parkway, and News Road.
12	Round 1	JCC (Williamsburg) is a wonderful place to live. This is not by accident. It is through planning. One area I don't see mentioned and I believe is a significant planning oversight in a 25 year plan is the future if transportation, autonomous vehicles, the need for BEV charging facilities, the significant reduction in the need for parking lots. JCC has done nothing in this area and there is enormous potential advantage of included in your future planning.
13	Round 1	Please don't make us into another Newport News Denbigh area. We love the rural charm and beauty of JCC. You are already over building and have more home construction going on then our roads can support. We also have an abundance of empty buildings for our size community. You are destroying what brought folks here to begin with. Soon we will be way over populated and folks will be moving on to New Kent or somewhere else for the rural charm they've lost here.
14	Round 1	Preserve our rural farmland. Stop allowing developers to build giant housing developments on every square inch of the county!!! our schools are already crowded- Building am elementary school will not address crowding at the high schools.
		Our county is desirable because of its rural nature.

#	Engagement Round	Share Your Thoughts
		Too many empty shopping/retail centers already. Instead of allowing new retail areas, how about we fill up the ones we have that sit empty!?!!
15	Round 1	I moved here from Northern Virginia. Northern Virginia would be a nice place if it weren't for all the traffic! I enjoy the Williamsburg area very much, but I am afraid that there is too much sprawl and this will lead to bad traffic and high infrastructure costs in the future. I would like the comprehensive plan to focus on creating communities that are walkable and have lots of space for people to meet and mingle. I would especially like to see affordable passenger rail service to Richmond and Washington and to Virginia Beach. I love all the parks and recreational opportunities here and I hope the county will continue to support those. Thanks for the opportunity to provide input.
16	Round 1	Over-development is a huge threat to the tranquility of our area. I would like to see priorities that include limiting development, and preservation of green space. We love the small town feel of our community and do not want it to become like northern Virginia (i.e., traffic, congestion).
17	Round 1	please sign me up for emails
18	Round 1	I am writing to advocate against building on the area of land On Monticello Avenue across from Wendys and adjacent to the shopping center with the Duck Donuts. With so many commercial storefronts that are empty currently, I do not understand why more greenspace needs to be destroyed, especially in an area where traffic can at time be precarious. The merge from 199 to Monticello towards News Road can be horrendous, especially mid morning and early evening. If there is to be more retail space erected, please consider infrastructure modifications to accommodate for the increased vehicular traffic.  Thank you,
		Adam Otstot
19	Round 1	WATER QUAILITY AND ACCESS TO THE JAMES RIVER AND ITS TRIBUTARIES  My name is Barry Marten. My wife and I live in Powhatan Shores with access to the James River from our back yard via Powhatan Creek. Good water quality and public access to the James River and its tributaries provide recreational
		opportunities that have a positive impact on the quality of life of County citizens as well as the county's economy.  I think that any future decisions on environmental and land use issues in the updated comprehensive plan must include efforts to improve water quality and increase public access to this important local natural resource.
20	Round 1	Why we need a new Library My name is Barry Marten. I am a 40-year plus resident of the county and have had a library card for many years. I see the Williamsburg Regional Library as a valuable resource on which the intellectual and economic health of our community has depended and will continue to depend on going forward.  The Williamsburg and James City County library buildings just do not offer sufficient open, flexible public spaces to accommodate 21st century library functions that are expected to provide greater access to more programs, services and hands-on learning experiences for ever increasing numbers of diverse users in all age groups.
		That is why I think a new library must be an integral part of the County's updated Comprehensive Plan.
21	Round 1	STOP the retail shopping centers. There are so many vacant storefronts as it is. We moved here for the quiet, smaller town feel and it's losing that charm. More parks and green space!
22	Round 1	Retail Development - Current, ongoing construction and future retail infrastructure growth exceeds supportable needs.  Vacant store fronts is excessive. Retail per square foot rental rates appear to be excessive for small town USA. While it's impractical to pause new retail space expansion under construction or contracted to be constructed, there should be a multi-year pause on approving additional construction. Let population growth continue and reduce retail vacancies for several years before considering new retail space approvals. Supply exceeds supportable demand.
23	Round 1	I share the concerns of other County residents about the preservation of rural land. While some growth and construction are inevitable and desirable, it is important that it not be runaway growth that harms the beauty and rural character of James City County. I very much appreciate the extensive farmland and forest in James City County and I believe we should conserve them.
24	Round 1	Hello. Thanks for listening! I may be in the minority in not having a problem (or at least feeling ambivalent) about the recent quick growth in JCC. However, I do worry whether we have the infrastructure to continue to support this growth and additional growth! It seems like traffic is getting worse in many places (esp. Monticello Ave and parts of 199) and I'm especially worried about this given that there are no easy ways for most people to commute other ways such as by bike. For example, I live about five miles from campus (where I work) and I'd love to bike, but I don't feel there is any safe way to do so. I'd love to see greenways put along major roads (such as John Tyler and Ironbound between John Tyler and Monticello) and also a safe way for bikers and walkers to cross 199. (It feels like taking your life into your own hands to try to cross on the North side of Monticello even though there's technically a sidewalk there!!) I'm not sure what happened to the Greenways Master Plan, but I think we need to make it a priority to update and execute this plan ASAP. Ideally, we'd also be able to connect additional neighborhoods to existing parks and trails (such as Powhatan Creek trail and the Capital Trail) and consider the best places for crosswalks at intersections. I'd also love to see more resources going to parks and recreation more generally. I'm not sure what (if any) options we have given all of the private development in the area, but I'd love for citizens to have more access/walking trails along the rivers than we do now. And, given how hot it gets in the summer, I'd

#	Engagement	Share Your Thoughts
	Round	love for one of our parks or plazas to have a (free) splash fountain for kids to play in. Not all residents are able to live in neighborhoods with pools and trails, etc. and I think it should be a priority to ensure that all of our residents can have access to this type of recreation. Also, I'm not sure what we see as the central hub of JCC but I think we could beautify our area a bit by thinking more about public meeting places and fountains, flowers, etc. Again, I may be in the minority here but I'd be willing to pay a bit more in taxes to have more public amenities and to create more "community character" as you say. I frankly feel we're lacking in that when I compare JCC to other communities, say, Williamsburg proper or Yorktown. Finally, in terms of economic development, I'd like the county to find a way to encourage not only "big box stores" but also more small, independent businesses, including indepedent food vendors. Thank you for your time and efforts! Erin Hendrickson
25	Round 2 and 3	Reduce school central office staff. Put money into classrooms.
26	Round 2 and 3	I consider our Parks and the VA Capital Trail as two of the bigger assets in our community. Both promote enhanced quality of life for our residents and they promote JCC as a community that embraces Health & Wellness ideals.  Prior to the COVID 19 outbreak both our parks and the VA Capital Trail had been highly utilized and now in this new era usage/demand for outdoor recreational facilities in particular has skyrocketed. It has been reported that usage of the VA Capital Trail in has seen an increase of 65%.  Consequently - because of these factors, I recommend that we consider the construction of a spur/connector from the VA
		Capital Trail into Williamsburg City Limits and William & Mary's campus. It is my belief that this would be wise investment for the following reasons - 1. having such a spur/connector will capitalize on an already immensely popular trail which will encourage even more usage, 2. such a trail spur/connector will promote another means to accesses amenities/services that Williamsburg and William & Mary has without the use of car, 3. having such a spur/connector will likely spur more economic growth of our local businesses, 4. it will enhance the property values of homes and business that the trail runs near, 5. it will support the growth of recreation based tourism, and 6. it would further promote JCC as a community that embraces Health & Wellness.
27	Round 2 and 3	The Colonial Parkway, from Jamestown to Yorktown, is one of our region's primary cultural and recreational assets. But unfortunately, the Colonial Parkway is a deathtrap for walkers, joggers and bicyclists.  As an avid bicyclist, I urge the local jurisdictions to propose and work with the National Park Service and VDOT to design and
28	Round 2 and 3	build a paved walking/jogging/biking trail parallel to the Colonial Parkway, for its entire 23-mile length.  I would like to see the former CW Country Road to Carter's Grove be reopened as a bike/hike trail, and connected to the Colonial Parkway. I would also like to see a bike trail alongside the Colonial Parkway,  Also, in general, more bike trails.
29	Round 2 and 3	We need to reduce growth outside of the PSA as much as possible, and bring active transportation solutions within the PSA, such as bike lanes, multi-purpose paths/trails, and vertical (not horizontal) growth. The county's economy is not driven by franchised business, it's driven by tourists. Tourists come here and do not want to see over-development, they want to see the beautiful rural areas mixed with smartly planned urban areas. If we start to look like Anytown, USA, tourists will stop coming here. Active transportation growth and reduction of development outside the PSA will make our communities healthier, more attractive for tourists, and probably produce better economic results.
30	Round 2 and 3	interested esp in housing, transportation, environmental issues, population needs
31	Round 2 and 3	We need to stop cutting down so many trees. One of the things that makes JCC so great is how forested it still is.
32	Round 2 and 3	Need more affordable housing. Too many expensive developments exist and are being added. There should be homes available for individuals and small families that are less than \$1,000/month.  Also, we have a lot of green spaces, let's add more and connect them with bike lanes.
33	Round 2 and 3	Education, education and education. Provide students with rich spectrum of extracurricular activities. Attract experienced STEM teachers (school and College instructors with deep knowledge and passion for advancing science) to organize Math, Physics, Chemistry, Chess, and Robotics clubs. To make it more efficient, combine clubs from different schools into one, thus creating more populous, powerful and diverse communities. Revive passion for science. Collaborate with W&M, TNCC, etc. Prepare kids for serious national and international competitions. Turn it into town's signature, put WJCC schools on the national and world map.
34	Round 2 and 3	I attempted to fill out your citizen questionnaire but it will not let me proceed past affordable housing.
35	Round 2 and 3	Please reconsider the zoning designation for the WindsorMeade / Monticello Avenue area. As anyone who drives through that part of the county will tell you, there is a high volume of traffic and significant travel delay as it stands today. Adding more shops and creating a new flow of traffic that includes an altered stop light pattern to allow for entry into a new shopping area will be detrimental for those who travel that road daily. That area also boasts one of the highest incidents of car crashes in the county. The goal of the Comprehensive Plan was to keep Monticello Avenue a green corridor to the city. Keeping the small strip of residential land in its current state would be a perfect opportunity to do so while greatly improving the lives of those who have to travel there daily.

#	Engagement Round	Share Your Thoughts
36	Round 2 and 3	Keep the green space  More parks  No more hotels or restaurants!! No strip malls  We have enough retail
37	Round 2 and 3	Hello,  I live on Jamestown Road, and I've noticed there are no bus shelters at any of the bus stops west of the SR 199. Most of the incidents I've witnessed have mainly been on Jamestown road, there are many bus stops all over the county that have the same resemblance. While driving home one night, I watched a WATA bus drive past a women waiting at the stop. When the driver realized they missed someone, they slammed on the breaks so the woman could board the bus. Not only was it dark outside, it was raining too.  I've seen employees of the White Oaks assisted living facility waiting for the bus in inclement weather with no shelter, and a man using a flashlight to catch the attention of the bus.  In the city of Williamsburg, I've noticed there are far more bus shelters than in James City County.  I'm concerned about the message it sends to our residents who don't have a car or cannot drive. The message I perceive is that our county doesn't care about these people, especially when some bus stops are posted in the dirt.  I hope through this initiative that James City County will install lighted bus shelters at every bus stop for the safety of our residents who use public transportation.  Thanks for your consideration.  Nohea Lloyd
38	Round 2 and 3	My husband and I have lived on Forge Road in Toano for over 40 years. I continue to promote the importance of preserving the rural lands in the upper county for several reasons. The area has a rich historical heritage, with being the site of the Revolutionary War shipyard, and numerous Civil War skirmishes. The upper county also has a rich agricultural heritage which is still evidenced by the number of horse farms, commercial horse stables, and working crop farms. This area provides the ambience that many people seek when they move to JCC. Importantly, the rural lands are an economic driver for eco or agri-tourism. It is also an area where Little Creek Dam Park and Brickyard fit well with these RLs. Further with the designation of Toano as a historic site it is even more important to have the preservation of RLs complement this setting This area is a treasure for all JCC residents.
39	Round 2 and 3	The landowner should be the one making the decision regarding the usage of the land. Should the county want this land for other purposes, they should provide a fair compensation to the owner on par with what a private purchaser would offer.
40	Round 2 and 3	My wife and I are new residents to Williamsburg / James City County. we are building a home in Westport and currently renting off Longhill Road.  i just wanted to compliment the planning thus far regarding green space, water drainage, and care of the parks.  We lived in Sandbridge, Virginia Beach the last 13 years and in Ghent, Norfolk the prior 23 years.  I would just offer a warning re overdevelopment as we saw first hand the issue with taking over the marsh / wetlands with housing and changing the absorbing areas for drainage of water to concrete / asphalt / swimming pools in yards and the worsening of runoff and flooding as a result in both Norfolk and Virginia Beach.  Elevations higher here, but we need to beware of the future issues if open areas not maintained for beauty but also for practical issues. I completed the survey you sent.  Great job, Ed Robey

#	Topics (top 3 interests)	Why
1	Community character, Growth and	Growing and development of the community is vital in just that - growth and prosperity.
	development	Without that, none of the other topics listed can happen.
2	Growth and development, Community character, Public safety	These are more the proper role of a democratic government than providing housing and social services and other topics.
3	Growth and development, Other, Housing and neighborhoods	This community's growth is not being planned in a way that maintains its character and quality of life. The lack of planning is already obvious and abundant (empty store fronts, constant school rezoning, stagnant real estate while multiple massive apartments abound etc.). While there have been some obvious positive improvements, the aspects of Williamsburg that make it special and appealing are consistently being stripped away in favor of creating more lifestyle centers while others stagnate, adding apartments to bring in the lowest income transplants to drain services while providing the least resources, and basic common sense infrastructure planning (schools, roads, water services) are being neglected in favor of what I'm not sure. Growth should be organic, not forced and subsidized by the tax payers. Without the proper planning and funding for common services already in need (roadside care, police force for road/community safety, planning growth in existing school districts that can are not at/near full capacity without constant redistricting/busing of students) - this community is fated to lose everything that made it a special place to live. In short, less "growth" of population is more. It will reap the rewards that I believe are ultimately being sought - but organically, and for all, at a slower pace but surely lower cost and not to the detriment of the way of life of the people who have helped make this community the great place that it is. I look forward to these open meetings!
4	Growth and development, Community character, Other	As a fairly new (within five years) James City County resident, I love this community and have a great interest in supporting it while preserving its natural beauty. As a Dominion Energy employee, I am also curious to see if you would be interested in having a representative from the electric utility supplier to be a part of the Comprehensive Plan Team. If the plan is to grow the county, meaning adding additional housing and businesses, having the perspective of Dominion Energy would be important. We could share how we can best support your mission.
5	Growth and development, Rural area protection, Jobs and businesses	I have lived in regions that rural areas have just about disappeared, leaving the community with little to no outdoor natural space. Growth and development are important but let's start with remodeling what already exists as opposed to building new and taking over what little land and nature remains. Jobs and businesses are at the heart of any thriving community, without them, growth comes to a stand still.
6	Growth and development, Public safety, Jobs and businesses	To protect local businesses but also encourage new businesses to consider our community for jobs
7	Rural area protection, Community character	We moved here for the rural and relaxed feel and very much hope it can be preserved. We are particularly keen to see the area around I-64 exit 277 remain rural —- please don't overdevelop the area.
8	Rural area protection, Jobs and businesses, Water resources	James City County is a beautiful place and I want to see it retain it's beauty and rural areas while also offering opportunities for some small businesses and jobs.  In the next 20 years I would like to see James City County have it's own water resources and not rely on others.
9	Growth and development,Other,Housing and neighborhoods	Growth and Development: Over the last 20 years, the population of James City County has doubled. According to the previous county administrator, under existing zoning an additional 15,000 new homes can be constructed. This would generate at least another 20,000 cars on our roads. Is this the future we desire? Do we want to live in just another suburb with subdivision after subdivision filling in our farms, open spaces and woods? Housing and Neighborhoods: As stated above, I fear we will see one subdivision after another filing in every available space, first in the Primary Development Area and then in the more rural areas of the county. This is not the quality of life we desire. Runaway development does not create a quality community. Just look at Newport News and Hampton.  Other - Tourism - A large part of the charm of our community is the history, restaurants, shops and stores that contribute to our community. These are popular with tourists and it was this tourist environment that many residents enjoy or find their jobs and income source. I have spoken to dozens of tourists to the Williamsburg area, both here in town and while visiting other locations around the country. As soon as I mention where I am from, they weigh in with their opinions of our community, both pro and con. But the most frequent concern I hear is that the community is getting too overcrowded and is turning into a suburb. Several people have said something to the effect of "Why come here on vacation when I can visit a (suburb) where I live." So while Colonial Williamsburg and Merchants Square businesses are concerned with parking, marketing the area and ticket sales, tourists are disturbed by the surrounding community and its uninviting traffic and loss of tourist friendly facilities. Even Richmond Road, once reserved for tourist-oriented services, is now dotted with automobile-

#	Topics (top 3 interests)	Why
		oriented services. Some may say that is a concern of the City of Williamsburg. But James City County is not an island. We are part of a market area that includes three different municipalities. And we are all tied together as one community that is historic, attractive and popular to visitors from around the country.
10	Parks, recreation and greenways, Transportation, Growth and development	I would love to see more bike routes in James City County. At a minimum, there should be an extension of the Virginia Capital Trail that currently dead ends at Jamestown Settlment to both Williamsburg & Yorktown. I have ridden on the Colonial Parkway several times and on weekends it can be very dangerous. There is also no easy or safe way to cycle to the train station in Williamsburg. That is a huge problem as far as getting to or from the Historic Triangle area by bike. Thank you!
11	Parks, recreation and greenways, Water resources, Transportation	I have seen many positive outcomes of the VA Capital Trail for our community. It has increased my quality of life and has brought vitality to our region. I know once it is connected to Williamsburg via the Birthplace of America Trail it will benefit business (and future) businesses along the Monticello Corridor. Amenities like trail systems also support concepts of Recreation Destination Tourism & Wellness Based Communities which makes it more desirable in JCC
12	Growth and development, Housing and neighborhoods, Jobs and businesses	Because I believe there's been so much growth here in the past 8 years that schools arent keeping up, businesses are shutting down yet more buildings get built. With tons of stores already empty, why tear down trees & make traffic worse when stores already sit empty? Maybe make tax & rent more affordable for businesses to actually stick around? Tons of apartments & housing communities have been built also, yet only 1 new school, a middle school. Crowding is becoming a problem, especially in the elementary schools. Just one of the reasons I now homeschool my youngest child. I still have one in high school though
13	Growth and development, Parks, recreation and greenways, Housing and neighborhoods	The area will grow and there should be a comprehensive plan in place to manage it, including housing and recreational green spaces.
14	Housing and neighborhoods	The county should plan to expand options for special needs populations, affordable housing, and those who are homeless.
15	Growth and development, Housing and neighborhoods, Water resources	The topics above are important to me because I want to see JCC continue to grow and be a welcoming and exciting place to live. I want this to be a place that young families can come to and thrive. I am definitely pro-development and growth, I want to see JCC use more common sense development. I also want to see JCC take control of their water supply in the future. Without necessary water there will not be any growth.
16	Rural area protection, Parks, recreation and greenways, Other	We moved to JCC for the rural and natural land. We like the small town feel. We don't want it overdeveloped or to become a long barren, strip mall. I also want special emphasis placed on increasing the quality of the public schools and libraries, which oddly wasn't a choice.
17	Growth and development, Water resources, Jobs and businesses	I believe we need to continue to grow and not go stagnant. We just need to manage that growth
18	Community character, Water resources, Rural area protection	JCC is rapidly succumbing to for profit development and too much concrete. Water has become frightfully expensive and is not regarded as the precious resource that it is. Once the rural greenways are lost to yet more development, there is a high ecological price to pay. We are not taking the needs of future generations into account in the decision making.
19	Rural area protection, Water resources, Housing and neighborhoods	Protecting and securing water resources can be important to growth. Since so many people come here from higher population areas, protecting rural areas, the reason many people come here is important. It can also go back to protecting water resources since ground water in areas that are rural are important to protect!  Safe clean AFFORDABLE housing will help keep the character of the community as well as help with the safety of the community. By affordable, I believe we need housing for people and families who earn only \$20,000-\$30,000. a year. These people work in fast food, clean our hotels, and may work with landscapers, etc.  If we want a safe healthy community, where the current character of the area is preserved, we need to have housing that will allow low income people to have dignity without taking all of their pay to live.
20	Growth and development, Community character, Rural area protection	While basic services will always be important, they also tend to receive steady policy and financial support. Preservation of community character and open space/ rural lands preservation can too easily be neglected unless steady community and organizational support is put in place and maintained. Once community character and open spaces are lost, they cannot be recovered. The County organisation needs to assign steady and consistent funding and staff support to drive programs to address these issues. Inconsistent, on and off support is not effective.
21	Rural area protection, Jobs and businesses, Housing and neighborhoods	New businesses and thus jobs should be created, especially in Upper James City County, before government starts approving new housing. Without the businesses, you just have workers commuting to Newport News or Richmond,

#	Topics (top 3 interests)	Why
		When rezoning and approving new housing; rural lands should be protected as much as possible. Too much quick development approved for eager landowners should coincide with the development of new businesses and job creation.
		The recycling debacle is proof of poor government foresight. Will our taxes decrease because recycling is no longer in the budget?
		Less government is always better. Stop approving tax hikes for poorly run enterprises and let's get input from the public in the future.
22	Growth and development, Rural area protection, Water resources	Growth and development in our area has taken precedence over wise use of land and natural habitat. We are loosing pollinators, wildflowers, trees, and not protecting the watershed.
23	Growth and development,Community character,Parks, recreation and greenways	growth should be regulated in order to preserve the charming character of williamsburg.
24	Rural area protection, Transportation, Water resources	One of the reasons we were attracted to James City County was the rural lands close to a small town. I am concerned that there is too much development of lands for retail businesses when there are plenty of commercial vacancies. Perhaps a tax incentive to encourage developers to repurpose existing commercial buildings can help preserve the green space that is important to quality of living.
25	Growth and development, Social services, Housing and neighborhoods	I think you've chosen eleven really significant topics. Supporting our seniors with high quality residential facilities and outstanding medical facilities is key to our continued growth. The aging population will help drive out local economy.
		Connections with the leadership and expertise of our local military installations and connecting W&M with the military and vice versa is key to our local success.
		CW will have a hard time being viable without new programs that attract visitors. They'll need to develop large annual events to bolster the revenue loss from lagging ticket sales. They need to bring in international conferences, tap into the \$8 billion kids travel sports, the recreation vacations that include road races, and they need to re-invent themselves as young adults no longer admire the story of the Colonial life.
		Our K-12 public schools are average. They do not offer to specialties, opportunities, tracks that are offered in Richmond and Northern Virginia. This deters talented professionals from living in Williamsburg and keeps tech companies from investing. We have to invest in the content in our schools. We cannot afford a 4th high school or new middle and elementary schools. Brick and mortar will continue to be a big price ticket as building costs skyrocket. Spend money on hybrid classes, online classes, experiences beyond Williamsburg.
		JCC is a microcosm of America's widening income gap between working poor and upper class. Where some own multiple million dollar homes, others just a mile away struggle to pay to keep the heat on in a 100 sq foot home. Local tax incentives for improvements to homes under 2000 sq feet would boost economy, build equity in a similar way that wealthy citizens do.
		W&M will be the largest driver of success unless CW makes major changes as described or a new business moves in. W&M needs to grow with more students taking hybrid and online classes, studying away from campus but paying tuition to main campus.
26	Water resources, Rural area protection, Community character	to maintain what is the character of Williamsburg and James city county that made us move here plus water is important to life
27	Growth and development, Community character, Water resources	These are all important and should be addressed, but overall growth could threaten what's special about JCC, and protecting community character is one good way to control growth. Water resources especially need to be planned for, far into the future, or everything else becomes irrelevant.
28	Growth and development, Housing and neighborhoods, Jobs and businesses	The three I chose impact each other. With growth and development housing has to be considered specifically affordable housing. One barrier to each is job opportunities in the area.
29	Growth and development	If you look at the passed uncontrolled growth in the Hampton Roads area you will see one immediate impact: TRAFFIC everywhere!! The uncontrolled, irresponsible spread of housing developments with little regard to the impact on infrastructure, traffic, schools, crime, and general enjoyment of those given areas has been irreparably changed. Is that what we want for Williamsburg??! This type of urban sprawl will lead to an 'ants on a hill' community which will set in motion the destruction of Williamsburg's charm and beauty.

#	Topics (top 3 interests)	Why
		Please take steps to ensure this does not happen. Once the damage is done, there will be no going back.
30	Community character, Parks, recreation and greenways, Water resources	Williamsburg is a beautiful relaxing fun place to live and has character. It is time to slow down development, if I wanted over crowding, traffic congestion, unengaged neighbors and community I would have stayed in Northern Virginia.
31	Growth and development,Public safety,Jobs and businesses	We need controlled growth. The roads cannot handle the trffic now. Safety of residents is always important. And folks need jobs to earn money and feed their families.
32	Growth and development, Rural area protection, Parks, recreation and greenways	We need to preserve our farm lands and encourage more local growers. The Williamsburg Farmers Market is such an amazing event in our town. It would be a shame to see that disappear due to the over development of our rural areas.
33	Community character, Parks, recreation and greenways, Rural area protection	Because in my life time (b. 2002) the place I call home has been overly developed where the county thinks has the most potential, designating places like Grove and Norge to either fall apart or be torn down and rebuilt. We don't want more cookie-cutter shopping centers, we don't have the capacity in our already entirely huge school system to accommodate more pop-up instant neighborhoods. Just fight to make what we already have nicer. Renovate the old Brass shop shopping center. (Also, somebody at the top should have offered to help the old lady who owns the place after it burned down.)
34	Rural area protection, Parks, recreation and greenways, Water resources	Nature is the best medicine for our mental and physical well-being. Our county has already approved too many developments and when we are built out, the traffic will be more insufferable than it already is. Our water table is dangerously low. We should buy more development rights before it is too late.
35	Rural area protection, Water resources, Transportation	I live right at the edge of Norge and Toano. I enjoy having the rural areas like the Forge Road corridor readily available, but also be fairly close to the more built up areas of the county for shopping and entertainment, yet I find it always difficult to bring myself to go "further into town" than the Lightfoot area since the New Town/Settler's Market area is so overwhelmed with traffic. Water resources are hugely important as this area's depletion of the aquifer puts us in imminent danger of exhausting this precious and very necessary resource. As such, I believe we need to start moving away from allowing additional housing to be built in the further Western parts of the county. While these areas are now mostly not within the PSA, as we've continued to build out West, we have continued to add these more rural areas to the PSA. Having said this though, the one thing I'd like to advocate for in terms of additional building/attraction is for a movie theater in the Western part of the county. As I said, I find it frustrating to go down to the current theaters, even though they're not that far. Public transport is also quite terrible. I was shocked when I came to live in this area almost 15 years ago and discovered the bus lines only run in one direction, most lines take at least an hour to run the circuit, and transfers can only occur in very limited locations. As far as I can tell, this has hardly improved in all that time. Additionally, this would have to be a serious regional approach, but a high-speed commuter train line, much like The Pulse rapid transit line in Richmond or The Tide light rail system in Norfolk, running from Hampton up the Peninsula through Richmond and on to Charlottesville would be so helpful for traffic on 64. I work in downtown Richmond, with people who come from all over the state, and this would be such a boon, considering most cooperative commuter traffic into Richmond is designed for the 95 corridor. JCC also has so many residents than work to the east in Newport News and
36	Parks, recreation and greenways, Transportation	I consider the best amenities of JCC is having access our quality parks and bike trails. The VA Capital Trail in particular enhances the quality of life of our residents and promotes James City County as a Health & Wellness community and destination. I urge for further trail enhancements and the development of a spur/connector of the VA Capital Trail into Williamsburg City limits in particular. Having such spur/connector into Williamsburg will undoubtedly benefit out local business, foster tourism, increase property values, and promote alternative forms of transportation.
37	Parks, recreation and greenways, Water resources, Jobs and businesses	Provides local communities with nearby activities without having to travel distances. Creates a possibility of more family friendly opportunities to gather and connect. Job and business are important for retaining existing residents and variety for a diverse community.
38	Parks, recreation and greenways, Transportation, Jobs and businesses	I'd like to first addressthat I think James City County should be planning for a future that is not dependent on automobiles for transportation. A great addition would be planning for building more trails, sidewalks, bike lanes, and transit accessibility. The COVID-19 crisis has highlighted the need and desire for residents in JCC to be able to spend more time out of doors. Since March, the use of existing Capital Trail segments has increased by over 65%. In James City County specifically, that usage increase is close to 80%. Given the community's connection with existing trails, James City County has an opportunity to become a leader in the state and nation in regards to public transit alternatives. It will also provide opportunities for jobs and

#	Topics (top 3 interests)	Why
		economic development as businesses continue to spring up around the trail and cater to the cycling community.
		Currently I live 5 miles from my place of employment and, as an avid cyclist, I would love to bike there. However, no safe/car-free route exists. After almost two accidents, I have determined it would be unsafe for me to continue to attempt to bike until a separate path is built.
39	Parks, recreation and greenways, Transportation, Social services	I believe that William and Mary students could best benefit from increased connectivity through sidewalks, greenways and trails. Most students do not have cars, so connecting them to the Virginia Capital Trail would provide an incredible opportunity for improved mental and physical health and recreation outdoors. The benefits would not just extend to students however, because trails bring economic development in the form of bike tourism and trail related businesses. James City County is poised to take advantage of this if they better connect Williamsburg/the College of W&M to the VA Capital Trail.
40	Growth and development, Community character, Parks, recreation and greenways	I think james county should work to update and expand the development of road and walkways designed for pedestrian use in order to encourage interest in sustainability and the outdoors.
41	Parks, recreation and greenways, Rural area protection, Water resources	Open space is good. Green space is great. Watershed protection by keeping rural areas undeveloped is important. As a biker, I like the Capital Trail but hesitate to bike there on JCC roads. A bike trail spur into W'burg would be dandy, or continuous bike lanes leading from W'burg to Capital Trail.
42	Transportation,Parks, recreation and greenways	I think having the availability of non-car transportation would be excellent for both the county and the environment. As a student at William and Mary, I know new trails would come to great use. A future where people can use sustainable transportation is one we definitely should work towards as it will benefit both people's body's and our environment.
43	Transportation, Social services	I wanted to let you know that I think James City County should be planning for a future that is not dependent on the automobile for transportation and should begin the process of planning and building more trails, sidewalks, bike lanes, and transit accessibility. This is in the best interest of the residents of the county.
44	Parks, recreation and greenways, Growth and development	I wanted to let you know that I think James City County should be planning for a future that is not dependent on the automobile for transportation and should begin the process of planning and building more trails, sidewalks, bike lanes, and transit accessibility. This is in the best interest of the residents of the county.
45	Parks, recreation and greenways, Transportation, Growth and development	As a student at William and Mary, I often wished there were more accessible bike trails going to and from the campus to the rest of the Williamsburg area. Lacking a car and wanting to support sustainable ways of transportation, I would have used the trails very frequently. I believe if you expand your trails to include the college campus, you would not only help the environment by encouraging biking over driving but also bring more student business to the outer Williamsburg area.
46	Parks, recreation and greenways,Other,Rural area protection	we need areas that are safe, beautiful, environmentally friendly, and encourage exercise I wanted to let you know that I think James City County should be planning for a future that is not dependent on the automobile for transportation and should begin the process of planning and building more trails, sidewalks, bike lanes, and transit accessibility. This is in the best interest of the residents of the county."  Thank you for helping to advocate for Trail expansion and connection in James City County!  With much gratitude,
47	Public safety, Transportation, Parks, recreation and greenways	I would love to access the area by bike now that the Cap Trail is part of us, but there aren't places I feel that I can safely access in the towns that the trail connects.  We often speak of riding to Williamsburg and spending the night, but I wouldn't know how to safely navigate around Williamsburg on a bike.
48	Growth and development, Housing and neighborhoods, Rural area protection	These are the areas that, if not managed carefully, will lead to over development. We see this beginning already, with many large housing projects already approved.
49	Growth and development,Rural area protection,Community character	James City county is a special place because of its history, natural beauty and rural lands. My greatest concern is the uncontrolled growth in both residential and retail development which has caused crowded roads, loss of green space and endless empty retail locations. Without a better plan that considers the additive growth vs an eye on only individual projects we will end up with the same issues we are now experiencing on Monticello, Longhill Road and soon Lightfoot Road/Richmond Road intersection.
50	Transportation, Housing and neighborhoods, Growth and development	We need to integrate WJCC into the greater Coastal Virginia area. The entire metro area needs to start working together with a unified vision. There is no reason we shouldn't have mass transit that goes from the ocean front to Busch Gardens

#	Topics (top 3 interests)	Why
51	Public safety, Social services, Jobs and businesses	With the predicted rise in population size and increase in age, I am concerned with 1) public safety (more people will naturally correlate to more crime), 2) social services (instead of only increasing policing to combat item 1) I would like to see greater access to continuing education/vocational training, health care (especially for our aging population), and more community programs like youth and adult sports, clubs, etc.), and 3) Jobs and businesses (sufficiently compensated residents are happy, productive citizens - JCC must cultivate rewarding, healthy, and resilient business growth). Thank you to the county government for their transparency and openness to communal feedback
52	Transportation,Public safety,Parks, recreation and greenways	I think James City County should be planning for a future that is not dependent on the automobile for transportation and should begin the process of planning and building more trails, sidewalks, bike lanes, and transit accessibility. This is in the best interests of the residents of the county. Thank you for your consideration of my suggestions. Ms. Talbot
53	Growth and development, Parks, recreation and greenways, Water resources	The water has many contaminants that need to be dealt with, as soon as possible.  I think that the area has been stuck in a rut of the past and focused on tourism for too long of a time, and parks and new businesses are the surest way to fix that.
54	Social services, Water resources, Transportation	Support of low income people and their ability to live here and get to work affordably is very important.
55	Water resources, Rural area protection, Parks, recreation and greenways	We must protect our water and tree/open space resources in order to maintain life on earth.  Humans need an open and clean green environment in order to thrive.
56	Social services, Jobs and businesses, Water resources	As a mid-Atlantic transplant, the success of the area will be moving away from traditional sources of interest (W&M alum and CW) and toward more traditional and affordable midAtlantic tourism (boating, sailing, trails, relaxation, traditional craft building, bird sanctuary.) But as a homeowner, I am concerned about the longevity of structures and community sustainability.
57	Rural area protection, Growth and development, Parks, recreation and greenways	I am concerned in preserving green space in considering growth and development in the county. I see York County developing/ rezoning arable land to housing along the border with JCC, and am concerned that development in JCC be conducted in manner that preserves the existing rural/agricultural nature of the county.
58	Rural area protection, Growth and development, Community character	When we moved to the county 10 years ago, we were enticed by the gentle balance of respect for history, natural beauty and growth and development of housing and business. Our fear is that the natural areas have become prime locations for affluent suburban development, causing stress on roads, water run-off and natural spaces like parks and greenways to be absorbed. Our road, once "walkable" has become a speedway for new home owners and Amazon trucks, landscape trucks and all the people who are not sensitive to the impact of their living patterns on the environment beyond their subdivision. Our rural designation has been impacted by this change tremendously, and we have experienced a diminished quality of life (particularly wild life) on what was once a calmer road. We are not opposed to sensitive and thoughtful development. We'd like to be a part of the conversation about a balance between history, green space and development as it relates to the quality of life for more than just people of means who can afford to influence the decisions of development.
59	Community character, Jobs and businesses, Public safety	The way JCC grows will define its character and principles. That character should include, but not be limited to promoting an environment friendly to all business opportunities that promote financial stability and growth, with a tax structure and budget that is financially sound and attractive to new residents. This "character" should draw families who look to balance productivity, quiet home lives, and a confidence in public safety & services.
60	Growth and development, Parks, recreation and greenways, Community character	I am interested in contributing and supporting the continued growth and relevance of Williamsburg, VA.
61	Parks, recreation and greenways, Transportation	It is my opinion that James City County has the capacity to be recognized as one the top livable and wellness based communities in the State of Virginia and the Mid=Atlantic. To achieve this goal, I would love to see the county to continue to invest in infrastructure projects like the VA Capital Trail and the Birthplace of America Trail. With the adoption of such a philosophy to promote active living and alternative forms of transportation, it is my belief that JCC can rival communities such as Greenville, SC that have already capitalized on these concepts years ago.
62	Other, Parks, recreation and greenways, Community character	Art and public music making venues
63	Parks, recreation and greenways, Community character, Public safety	1. Character: I see this as the look and feel of a place. We need an image. Who are we? The way JCC/YC/Wbg intertwine we have a chance to build on that and be special. I feel that we should enhance JCC with a park-like feel of a planned community while allowing the "country-like" part stay green with development only if greenspace is set aside and made to enhance the space. We can build on the colonial area look without the restrictions that Williamsburg has. Make JCC the place people want to stay while visiting "Williamsburg." Being active is very

#	Topics (top 3 interests)	Why
		important and brings in people! Make JCC walkable/bikeable! Bring the idea of the Capitol Trail throughout! The lifespan of shopping might be short - but people will want ways to exercise and play sports even as we go to a very online world.  James City County is lucky to have continued to have a good image that make visitors and residents enjoy being here. I have seen the image of Hampton > Newport News > York Co change over the years and not be a place that people want to shop and live like they used to. JCC needs to get ahead of this and preserve what we have and look for ways to enhance the good! The walkways around the rec center carried throughout (as they have done on part of Longhill) would give a nice park-like feel. Our area of Richmond Road could have a park-like feel as well.
		Do not fall to the idea that more development is better! The playground changes have been great - Kidsburg and Kiwanis Park are wonderful. The Warhill Rec Area is also great for locals and guests - It is a shame we do not have good tracks for track/field event or an Olympic size pool. People spend money on sports events and then stay to go to Busch and shop at the outlets without putting strain on schools and such.  We should be seen as a great welcomers to visitors because we love living in a safe park-like freindly place with high standards of living quality.
		2. Parks, rec, greenways go hand-in-hand with the above. People see JCC as different because it is a County and not a city and we have trees and are not over built. It is worth it to really decide on an image and then carry it through. While doing that, a focus on these areas will also help increase the health and well-being of the citizens and encourage a high quality of living that will reflect outward towards visitors.
		3. Public Safety is of the utmost importance! We need to support our police officers and give them the respect they deserve to ensure that our streets and homes are safe. We need to have a culture that helps make the area safe. Good lighting and nice walkways would help as well. The downfall of other areas has been when people stop feeling as safe because that is when others start having a negative feeling towards a place.
64	Rural area protection	The rural character is why many of us love this county. From Croaker Rd to Anderson's Corner should remain as rural as possible. We live in Oakland Subdivision and would love for the rural character to remain with the beautiful fields out front. If it cant be changed to Rural Land's outside the PSA we definitely rather low density than what it is zoned for now. Thank you for listening to the citizens of the county and allowing us to participate.
65	Transportation, Housing and neighborhoods, Growth and development	Forms of transportation and necessary infrastucture is determining the growth and development of a community and also define the quality of housing and neighborhoods (i.e. noise emittants, well designed bike paths).
66	Rural area protection, Transportation, Jobs and businesses	I moved to JCC for the best of both worlds: rural feeling and access to arts, culture, and history. I moved from NoVa to escape the horrible traffic and acres and acres of clear cut development and apartment buildings.

#### ITEM SUMMARY

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Stephen A. Rubino, Interim Chief of Police

SUBJECT: Acceptance of Funds - Distribution to Local Law Enforcement - \$68,585

House Bill 5005, passed during the December Special Session of the General Assembly, appropriated funds to qualifying police departments in Virginia. Included in the appropriation for this item is \$7,483,828 in the first year from the general fund, which shall be distributed by the Department of Criminal Justice Services to local police departments statewide. These funds shall be distributed among the localities based on the respective percentage shares of the most recent headcount of sworn law enforcement officers employed by each local police department. These funds shall be used for the purposes of attracting and retaining the most qualified local police department sworn personnel and support the costs associated with criminal justice reform.

James City County Police Department received \$68,585 from this special appropriation. The funds will be used to provide \$500 (total of \$51,000) to all sworn, full-time, certified officers employed as of May 1, 2021. The remaining \$17,585 will be used for additional recruitment and retention efforts, such as advertising, attendance at job fairs, buying out contracts of newly hired, certified officers (some police departments require officers to sign a contract to work for them for a certain number of years or they will be fined), etc. These funds for recruitment and retention will assist the Department in creating a diverse work force that is representative of our community.

Staff recommends that the Board of Supervisors authorize acceptance of these funds and adopt the attached resolution for the Special Projects/Grants Fund.

#### **ATTACHMENTS:**

	Description	Type
D	Memo	Cover Memo
D	Resolution	Resolution

#### **REVIEWERS:**

Department	Reviewer	Action	Date
Police	Rubino, Steve	Approved	5/12/2021 - 10:43 AM
Police	Rubino, Steve	Approved	5/13/2021 - 3:17 PM
Publication Management	Daniel, Martha	Approved	5/13/2021 - 3:21 PM
Legal Review	Hlavin, Maxwell	Approved	5/18/2021 - 9:49 AM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 10:30 AM
Board Secretary	Carnifax, John	Approved	5/18/2021 - 11:29 AM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 12:21 PM

#### MEMORANDUM

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: Stephen A. Rubino, Interim Chief of Police

SUBJECT: Acceptance of Funds - Distribution to Local Law Enforcement - \$68,585

House Bill 5005, passed during the December Special Session of the General Assembly, appropriated funds to qualifying police departments in Virginia. Included in the appropriation for this item is \$7,483,828 in the first year from the general fund, which shall be distributed by the Department of Criminal Justice Services to local police departments statewide. These funds shall be distributed among the localities based on the respective percentage shares of the most recent headcount of sworn law enforcement officers employed by each local police department. These funds shall be used for the purposes of attracting and retaining the most qualified local police department sworn personnel and support the costs associated with criminal justice reform.

James City County Police Department received \$68,585 from this special appropriation. The funds will be used to provide \$500 (total of \$51,000) to all sworn, full-time, certified officers employed as of May 1, 2021. The remaining \$17,585 will be used for additional recruitment and retention efforts, such as advertising, attendance at job fairs, buying out contracts of newly hired, certified officers (some police departments require officers to sign a contract to work for them for a certain number of years or they will be fined), etc. These funds for recruitment and retention will assist the Department in creating a diverse work force that is representative of our community.

Staff recommends that the Board of Supervisors authorize acceptance of these funds and adopt the attached resolution for the Special Projects/Grants Fund.

SAR/md AccptFds-LawEnf-mem

Attachment

# **RESOLUTION**

# ACCEPTANCE OF FUNDS - DISTRIBUTION TO LOCAL LAW ENFORCEMENT - \$68,585

	Adopted by the Board of Supervisors	of James City Coun	ty, Virginia, this 25th day of		
Teresa J. Fello Deputy Clerk		ICENHOUR LARSON MCGLENNON HIPPLE			
ATTEST:		SADLER	AYE NAY ABSTAIN		
		Michael J. Hipp Chairman, Boar	le d of Supervisors VOTES		
	Local Police Distribution		\$ <u>68,585</u>		
	Expenditure:		A.C. T.O.T.		
	Revenue: State - DCJS Local Police Distribu	tion	\$ <u>68,585</u>		
NOW, THER	REFORE, BE IT RESOLVED that the Virginia, hereby accepts and approping Fund:				
WHEREAS,	the remaining \$17,585 will be used for additional recruitment and retention efforts, such as advertising, attendance at job fairs, buying out contracts of newly hired, certified officers, etc.				
WHEREAS,	\$51,000 will be used to provide a one-time $$500$ bonus to all sworn, full-time, certified officers employed as of May 1, 2021; and				
WHEREAS,	funds have been dispersed to the James City County Police Department in the amount of \$68,585; and				
WHEREAS,	the funds are to be used for recruitment and retention efforts to assist the Department in creating a diverse work force that is representative of our community; and				
WHEREAS,	the General Assembly of Virginia has appropriated funds to local police departments to be distributed through Virginia Department of Criminal Justice Services (DCJS) to local police departments statewide; and				

AccptFds-LawEnf-res

May, 2021.

## **AGENDA ITEM NO. E.4.**

## **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: James Hill, Solid Waste Superintendent

SUBJECT: Contract Award - Solid Waste Consolidation Study - \$129,780.28

## **ATTACHMENTS:**

Description Type

Memorandum Cover Memo
Resolution Resolution

### **REVIEWERS:**

Department	Reviewer	Action	Date
General Services	Ripley, Joanna	Approved	5/7/2021 - 2:52 PM
Publication Management	Daniel, Martha	Approved	5/7/2021 - 3:15 PM
Legal Review	Kinsman, Adam	Approved	5/11/2021 - 12:34 PM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 10:46 AM
Board Secretary	Rinehimer, Bradley	Approved	5/14/2021 - 10:55 AM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 11:29 AM

#### MEMORANDUM

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: James Hill, Solid Waste Superintendent

SUBJECT: Contract Award - Solid Waste Consolidation Study - \$129,780

Staff examined different options and determined the most efficient procurement method for this purchase is to use a cooperative purchasing contract issued by the City of Chesapeake to Gershman, Brickner, & Bratton, Inc. - Solid Waste Management Consultants (GBB) as a result of a competitive procurement process. The Chesapeake contract contains wording allowing other localities to purchase from the contract.

Cooperative procurement action is authorized by Chapter 1, Section 5 of the James City County Purchasing Policy and the Virginia Public Procurement Act.

After a thorough review of the written proposal, staff has determined that GBB has submitted a fair and reasonable proposal and recommends a contract be awarded to the firm.

Staff has determined that GBB is a reputable vendor with proven experience in the structuring of new and restructuring of existing curbside solid waste and recycling programs. They are best suited to provide the services required.

Staff recommends adoption of the attached resolution authorizing the contract award to GBB in the amount of \$129,780 for the Solid Waste Consolidation Study.

JH/md SolidWsteStdy-mem

Attachment

#### CONTRACT AWARD - SOLID WASTE CONSOLIDATION STUDY - \$129,780

- WHEREAS, staff has determined the use of the cooperative contract issued by the City of Chesapeake to Gershman, Brickner, & Bratton, Inc. Solid Waste Management Consultants.
- WHEREAS, upon evaluating the proposal, staff has determined that Gershman, Brickner, & Bratton, Inc. Solid Waste Management Consultants is a reputable vendor with extensive and proven experience with the structuring of new and restructuring of existing curbside solid waste and recycling collection programs. They have submitted a proposal that is best suited to provide the services detailed in the Request for Proposal. The costs of services required for this service is considered to be fair and reasonable.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby authorizes the County Administrator to execute a contract with Gershman, Brickner, & Bratton, Inc.

	Michael J. Hij	pple		
	Chairman, Bo	ard of Su	pervisors	
		VOTE	S	
ATTEST:		<b>AYE</b>	NAY	<b>ABSTAIN</b>
	SADLER			
	ICENHOUR			
	LARSON			
Teresa J. Fellows	MCGLENNON			
Deputy Clerk to the Board	HIPPLE			
Adopted by the Board of Supervisor May, 2021.	rs of James City Cou	ınty, Virg	ginia, this	s 25th day of

SolidWsteStdy-res

## **AGENDA ITEM NO. E.5.**

#### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Sharon B. Day, Director of Financial and Management Services

SUBJECT: Grant Award - American Rescue Plan Act

## **ATTACHMENTS:**

Description Type

Memorandum Cover Memo
Resolution Resolution

Department	Reviewer	Action	Date
Financial Management	Cochet, Cheryl	Approved	5/11/2021 - 1:05 PM
Publication Management	Daniel, Martha	Approved	5/11/2021 - 2:18 PM
Legal Review	Hlavin, Maxwell	Approved	5/18/2021 - 4:35 PM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 4:35 PM
Board Secretary	Carnifax, John	Approved	5/18/2021 - 4:49 PM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 4:50 PM
Legal Review Board Secretary Board Secretary	Hlavin, Maxwell Fellows, Teresa Carnifax, John	Approved Approved Approved	5/18/2021 - 4:35 5/18/2021 - 4:35 5/18/2021 - 4:49

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: Sharon B. Day, Director of Financial and Management Services

SUBJECT: Grant Award - American Rescue Plan Act

The American Rescue Plan Act (ARPA) of 2021 provides funding for programs to address the public health and economic impacts of the COVID-19 pandemic. A primary component of ARPA establishes the Coronavirus Local Fiscal Recovery Fund (CLFRF) to help local governments take action to decrease the spread of the virus, address the economic fallout of the pandemic, and lay the foundation for recovery.

Allocations of CLFRF funds are based on a county's population compared to the total population of all counties nationwide, using the 2019 population data from the U.S. Census Bureau. An upward adjustment is applied to urban counties, as identified by the Department of Housing and Urban Development, based on a Community Development Block Grant formula. Applying this methodology, James City County's total allocation under ARPA is estimated to be \$14,863,696, of which 50%, or \$7,431,848, is to be received as a first tranche in May 2021, and the balance will be delivered as a second tranche approximately 12 months later. Given that the final verification of the County's allocation amount has not yet been received, this resolution is requesting authorization for a flexible budget to appropriate the actual amount, once confirmed, for both revenue and expenditure.

Per guidance from the U.S. Department of Treasury, the CLFRF funds may be used:

- To respond to the public health emergency or its negative economic impacts, including assistance to households, small businesses, and nonprofits, or aid to impacted industries such as tourism, travel, and hospitality;
- To respond to workers performing essential work during the COVID-19 public health emergency by providing premium pay to eligible workers;
- For the provision of government services to the extent of the reduction in revenue due to the COVID-19 public health emergency relative to revenues collected in the most recent full fiscal year prior to the emergency; and
- To make necessary investments in water, sewer, or broadband infrastructure.

The CLFRF funds may be used to cover eligible costs incurred by a local government during the period beginning March 3, 2021 and ending December 31, 2024. As provided by the U.S. Department of Treasury, any funds not obligated by December 31, 2024 and any funds not expended to cover such obligations by December 31, 2026 must be returned.

It is stated the funding may not be used for a deposit into a pension fund or to offset, directly or indirectly, a reduction in net tax revenue resulting from a change in law, regulation, or administrative interpretation during the covered period that reduces any tax or delays the imposition of any tax or tax increase.

It is recommended that the Board of Supervisors adopt the attached resolution to authorize acceptance of these relief funds and appropriate the use of these funds for eligible uses under the ARPA.

SBD/md FMS-ARPA-mem

# GRANT AWARD - AMERICAN RESCUE PLAN ACT

WHEREAS,	James City County is a local government eligible for direct funding through the Coronavirus Local Fiscal Recovery Fund established by the American Rescue Plan Act (ARPA) of 2021; and					
WHEREAS,	the County has been allocated an estimated \$14,863,696 from the Coronavirus Local Fiscal Recovery Fund and agrees to abide by the stipulations as presented by the U.S. Department of Treasury regarding the eligible use of these funds; and					
WHEREAS,	no local match is required.					
NOW, THEF	REFORE, BE IT RESOLVED that Virginia, hereby authorizes accepta to Special Projects/Grants Fund a Administrator to execute the docum	nce of this funding and s shown below and	d appropriates a flexible budget further authorizes the County			
	Revenue:					
	Federal - ARPA Coronavirus Re	ecovery <u>\$14,863,696</u>	6 (or actual amount received)			
	Expenditure:					
	ARPA Coronavirus Recovery	\$14,863,690	6 (or actual amount received)			
		Michael J. Hij Chairman, Bo	pple pard of Supervisors			
ATTEST:		SADLER ICENHOUR LARSON	VOTES           AYE         NAY         ABSTAIN           —         —         —			
Teresa J. Fell Deputy Clerk		MCGLENNON HIPPLE				

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

FMS-ARPA-res

May, 2021.

## **AGENDA ITEM NO. E.6.**

## **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Mona A. Foley, Clerk of Circuit Court

SUBJECT: Grant Award – Circuit Court Records Preservation Program – \$22,216

## **ATTACHMENTS:**

Description Type

Memorandum Cover Memo
Resolution Resolution

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 10:46 AM
Board Secretary	Rinehimer, Bradley	Approved	5/14/2021 - 10:53 AM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 11:29 AM
Publication Management	Daniel, Martha	Approved	5/14/2021 - 11:44 AM
Legal Review	Hlavin, Maxwell	Approved	5/18/2021 - 10:34 AM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 10:41 AM
Board Secretary	Carnifax, John	Approved	5/18/2021 - 11:27 AM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 12:21 PM

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: Mona A. Foley, Clerk of Circuit Court

SUBJECT: Grant Award – Circuit Court Records Preservation Program – \$22,216

The State Library of Virginia has awarded Williamsburg/James City Circuit Court a Circuit Court Records Preservation grant in the amount of \$22,216.

The grant will be used to repair and preserve marriage records from 1865 to 1910 for the City of Williamsburg and James City County for historical and genealogical purposes.

Staff recommends adoption of the attached resolution to appropriate these funds to the Special Projects/Grants Fund.

MAF/tlc GA-RecPresProg-mem

# <u>GRANT AWARD – CIRCUIT COURT RECORDS PRESERVATION PROGRAM – \$22,216</u>

WHEREAS,	the Williamsburg/James City County Circuit Court has been awarded a Circuit Court Records Preservation Program (CCRP) grant from the State Library of Virginia in the amount of \$22,216; and					
WHEREAS,	the funding will be used for preservation of James City County Marriage Records 1865-1871 and City of Williamsburg Marriage Records 1854-1910; and					
WHEREAS,	the grant requires no local match.					
NOW, THEF	REFORE, BE IT RESOLUTION Virginia, hereby authoristhe Special Projects/Gra	zes acceptance of				
	Revenue: State - CCRP Progra	am Grant		<u>\$22</u>	<u>2,216</u>	
	Expenditures:					
	CCRP Program Gra	nt		<u>\$22</u>	<u>2,216</u>	
			Michael J. Chairman,		Supervisors	
ATTEST:		SADLER	VOTES <u>AYE</u> ——	S <u>NAY</u> ——	ABSTAIN	ABSENT
Teresa J. Fell Deputy Clerk		ICENHOUR LARSON MCGLENNON HIPPLE				
	Adopted by the Board of	of Supervisors of J	ames City	County, \	Virginia, this	25th day of

GA-RecPresProg

May, 2021.

## **AGENDA ITEM NO. E.7.**

#### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Christopher Johnson, Director of Economic Development

SUBJECT: Grant Award - Southeast Recycling Development Council (SERDC) and O-I Glass,

Inc.

#### **ATTACHMENTS:**

Description Type

Glass recycling Memorandum Cover Memo
Glass recycling Resolution Resolution

5 PM
PM
4 AM
22 PM
PM
) PM

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: Christopher M. Johnson, Director of Economic Development

SUBJECT: Grant Award - Southeast Recycling Development Council and Owens-Illinois Glass, Inc.

- \$30,000

The James City County Office of Economic Development (OED) has engaged in glass recycling discussions with Owens-Illinois, Inc. (O-I), a glass container manufacturer in Toano, Virginia, over the past two years. During this time, O-I introduced OED staff to several parties within the recycling industry to assist with program development.

The mission of the Southeast Recycling Development Council (SERDC) is to unify government, industry, and non-governmental organizations around recycling. The goals of the organization include fostering communication among these groups, promoting sustainable recycling programs, and coordinating educational and public awareness activities related to recycling. SERDC is a 501(c)(3) organization serving 11 states: Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia.

SERDC, in partnership with O-I, has made funding available to James City County for the purpose of purchasing four roll-off bins for the collection of separated glass and recycling of glass bottles and jars at the James City County convenience center locations.

By accepting these funds, James City County agrees to purchase the four containers for glass collection and to share information regarding glass collections with SERDC for a period of one year. The purchase of the containers is the first step of implementing the Glass4Good program previously presented to the Board of Supervisors by O-I.

Staff recommends that the Board of Supervisors adopt the attached resolution to authorize acceptance of these funds and appropriate the use of these funds to purchase roll-off containers dedicated to the collection and recycling of glass bottles and jars.

CMJ/md GA-SERDC-OI-mem

#### GRANT AWARD - SOUTHEAST RECYCLING DEVELOPMENT COUNCIL AND

#### OWENS-ILLINOIS GLASS, INC. - \$30,000

- WHEREAS, Owens-Illinois Glass, Inc. (O-I) operates a glass container manufacturing facility in Toano, Virginia. O-I desires to increase the collection of used glass to be used in its manufacturing process and increase the recycled content of its product; and
- WHEREAS, James City County desires to maximize recycling efforts and efficiencies, both financial and logistical, in recycling operations; and
- WHEREAS, O-I has developed Glass4Good, a recycling effort including the collection, storage, transportation, processing, and use of recycled glass in the Toano facility; and
- WHEREAS, James City County, as expressed following an O-I presentation on April 27, 2021, wishes to partner with O-I to pilot the Glass4Good program by agreeing to transport collected glass at the convenience center locations to the O-I facility in Toano; and
- WHEREAS, Southeast Recycling Development Council (SERDC), in partnership with Owens-Illinois, has awarded James City County grant funding for the purpose of purchasing four roll-off bins for glass recycling at the James City County convenience center locations.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby accepts this award from SERDC and O-I Glass, Inc. funding, authorizes the County Administrator to execute those documents necessary to accept the grant and purchase the glass recycling bins, and authorizes the following appropriation to the Special Projects/Grants Fund:

#### Revenue:

Southeast Recycling Development Council \$30,000

**Expenditures:** 

Glass Recycling \$30,000

	Michael J. Hij Chairman, Bo		pervisors	
ATTEST:		S NAY	ABSTAIN	
	SADLER ICENHOUR	<u>AYE</u> 		
Teresa J. Fellows Deputy Clerk to the Board	- LARSON MCGLENNON HIPPLE			

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of May, 2021.

## **AGENDA ITEM NO. E.8.**

## **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Sharon B. Day, Director of Financial and Management Services

SUBJECT: Fiscal Year 2021 Budget Amendment for Sales Tax for Education

## **ATTACHMENTS:**

Description Type

Memorandum Cover Memo
Resolution Resolution

Department	Reviewer	Action	Date
Financial Management	Cochet, Cheryl	Approved	5/11/2021 - 1:05 PM
Publication Management	Daniel, Martha	Approved	5/11/2021 - 2:34 PM
Legal Review	Hlavin, Maxwell	Approved	5/18/2021 - 9:54 AM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 10:30 AM
Board Secretary	Carnifax, John	Approved	5/18/2021 - 11:26 AM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 12:21 PM

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: Sharon B. Day, Director of Financial and Management Services

SUBJECT: Fiscal Year 2021 Budget Amendment for Sales Tax for Education

In Fiscal Year (FY) 2021, General Fund Revenues and Expenditures were budgeted to include \$7,965,000 for Sales Tax for Education. The actual FY2021 Sales Tax funds received are remitted to the County from the Commonwealth of Virginia and then the County remits the same amount to the Williamsburg-James City County (WJCC) School System.

The Virginia Department of Education has recently provided the County with a revised estimate for the Sales Tax for Education for FY2021. The estimated amount has increased by \$5,071,302, from \$7,965,000 to \$13,036,302. Given that the funding is a pass-through item, this resolution is requesting authorization for a flexible budget to appropriate the actual amount, once determined, for both receipt (revenue) and payment (expenditure).

Commencing in FY2022, Sales Tax for Education will go directly from the Commonwealth to the WJCC School System, and the Adopted Budget for FY2022 reflects this change.

Staff recommends the adoption of the attached resolution.

SBD/md FY21SalesTaxEduc-mem

#### FISCAL YEAR 2021 BUDGET AMENDMENT FOR SALES TAX FOR EDUCATION

- WHEREAS, the revision of revenues and expenditures for the General Fund for the fiscal year ending June 30, 2021, is necessary due to the increase in estimated Sales Tax for Education for Fiscal Year (FY) 2021; and
- WHEREAS, the County will remit the actual amount received from the Commonwealth of Virginia to the Williamsburg-James City County (WJCC) School System in FY2021.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby amends the budget for the General Fund for the fiscal year ending June 30, 2021, and appropriates a flexible budget for the pass-through of Sales Tax for Education revenue to the WJCC School System, as indicated:

	Education revenue to the 11300	School System, as male	atou.		
	Revenue:				
	Sales Tax for Education	\$ <u>5,071,302</u> (	or actual	amount r	received)
	Expenditures:				
	Sales Tax for Education	\$ <u>5,071,302</u> (	or actual	amount r	received)
		Michael J. Hip	nle		
		Chairman, Bo		pervisors	
		,	VOTE	=	
ATTEST:			AYE	NAY	ABSTAIN
		SADLER			
		ICENHOUR			
Teresa J. Fel	lows	LARSON			
	k to the Board	MCGLENNON HIPPLE			
P 31.7 C 1011		HIFFLE			

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of May, 2021.

FY21SalesTaxEduc-res

## **AGENDA ITEM NO. E.9.**

#### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Liz Parman, Assistant County Attorney

SUBJECT: Reappointment and Authorization of Police Powers and Fire Prevention Powers for

Assistant Fire Marshal Jared Randall

#### **ATTACHMENTS:**

Description Type

Memo Cover Memo
Resolution Resolution

Department	Reviewer	Action	Date
Attorney	Kinsman, Adam	Approved	5/6/2021 - 2:18 PM
Publication Management	Daniel, Martha	Approved	5/6/2021 - 2:26 PM
Legal Review	Kinsman, Adam	Approved	5/7/2021 - 8:58 AM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 10:46 AM
Board Secretary	Rinehimer, Bradley	Approved	5/14/2021 - 10:55 AM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 11:29 AM

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: Kenny Lamm, Fire Marshal

Elizabeth Parman, Assistant County Attorney

SUBJECT: Reappointment and Authorization of Police Powers and Fire Prevention Powers for

Assistant Fire Marshal Jared Randall

Virginia Code § 27-36, et seq. allow the Board of Supervisors to appoint Assistant Fire Marshals and to authorize Assistant Fire Marshals to have the same police powers as local law enforcement and to have the powers of the Fire Marshal in his absence.

Assistant Fire Marshal Randall was appointed on December 8, 2020 and has since completed the training and certification requirements of the Department of Fire Programs in addition to the training and certification requirements of the Department of Criminal Justice Services.

Fire Marshal Kenny Lamm requests that the Board reappoint and authorize Mr. Jared Randall as Assistant Fire Marshal to have all police and fire prevention powers provided in Virginia Code § 27-30, et seq.

Therefore, staff recommends approval of the attached resolution.

KL/EP/md PolicePwr-AFMRandall-mem

#### REAPPOINTMENT AND AUTHORIZATION OF POLICE POWERS AND FIRE PREVENTION

#### POWERS FOR ASSISTANT FIRE MARSHAL JARED RANDALL

- WHEREAS, Section 27-36 of the Code of Virginia, 1950, as amended (the "Virginia Code"), provides that the Board of Supervisors may appoint one or more assistants, who, in the absence of the fire marshal, shall have the powers and perform the duties of the fire marshal; and
- WHEREAS, Section 27-34.2 of the Virginia Code provides that the County may authorize the fire marshal and his assistants to have the authority to arrest, to procure and serve warrants of arrest, and to issue summons in the manner authorized by general law for violation of fire prevention and fire safety laws and related Ordinances; and
- WHEREAS, Section 27-34.2:1 of the Virginia Code provides that the County may authorize the local fire marshal and his assistants to have the same police powers as a sheriff, police officer, or law enforcement officer; and
- WHEREAS, Section 27-34.3 of the Virginia Code provides that the County may authorize the local fire marshal to exercise the powers authorized by the Fire Prevention Code; and
- WHEREAS, Jared Randall has completed the minimum training and certification requirements of the Department of Criminal Justice Services and Department of Fire Programs.
- NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, does hereby reappoint Jared Randall as an assistant fire marshal and authorizes Assistant Fire Marshal Jared Randall to have all police and fire prevention powers provided in Virginia Code Sections 27-30, et seq., and, without limitation, those contained in 27-34.2, 27-34.2:1, and 27-34.3.

	Michael J. Hipple				
	Chairman, Bo	ard of Su	pervisors		
	VOTES				
ATTEST:		<u>AYE</u>	<u>NAY</u>	<b>ABSTAIN</b>	
	SADLER				
	ICENHOUR				
Teresa J. Fellows	LARSON MCGLENNON				
Deputy Clerk to the Board	MCGLENNON HIPPLE				
Deputy creative une Deute	ПІГГС				

Adopted by the Board of Supervisors of James City County, Virginia, this 25th day of May, 2021.

## **AGENDA ITEM NO. E.10.**

## **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Jennifer D. Tomes, Treasurer

SUBJECT: Suspension of Convenience Fees

## **ATTACHMENTS:**

Description Type

Memorandum Cover Memo
Resolution Resolution

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 10:46 AM
Board Secretary	Rinehimer, Bradley	Approved	5/14/2021 - 10:54 AM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 11:29 AM
Publication Management	Daniel, Martha	Approved	5/14/2021 - 11:50 AM
Legal Review	Hlavin, Maxwell	Approved	5/18/2021 - 1:24 PM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 1:27 PM
Board Secretary	Rinehimer, Bradley	Approved	5/18/2021 - 2:49 PM
Board Secretary	Fellows, Teresa	Approved	5/18/2021 - 2:50 PM

DATE: May 25, 2021

TO: The Board of Supervisors

FROM: Jennifer D. Tomes, Treasurer

SUBJECT: Suspension of Convenience Fees

In June 2020, and as a result of the COVID-19 Pandemic, the Board of Supervisors authorized the County to begin waiving and absorbing convenience fees on payment transactions. This action has helped maintain steady tax collections as compared to the previous fiscal year.

The estimated cost to continue the waiver and absorption of fees from July 1-December 31, 2021, is \$350,000 to \$400,000. The Coronavirus Aid, Relief, and Economic Security Act funding has been, and would continue to be, the funding source through December 31, 2021.

Attached for your consideration is a resolution authorizing the suspension of convenience fees through the end of calendar year 2021.

Staff recommends adoption of the attached resolution.

JDT/md SuspCFeesDec21-mem

#### SUSPENSION OF CONVENIENCE FEES

- WHEREAS, on January 31, 2020, the Secretary of Health and Human Resources declared a public health emergency in response to the spread of novel coronavirus, or COVID-19 (the "virus"); and
- WHEREAS, on March 12, 2020, the Governor of the Commonwealth of Virginia declared a state of emergency in the Commonwealth of Virginia in response to the spread of the virus; and
- WHEREAS, on March 13, 2020, the President of the United States declared a national emergency, beginning March 1, 2020, in response to the spread of the virus; and
- WHEREAS, at 11:30 a.m. on March 13, 2020, the James City County Director of Emergency Management declared a local state of emergency (the "declaration") in James City County (the "County") due to the outbreak of the virus in the County and the resulting danger to the public's health, safety, and welfare due to the transmission and contraction of the virus; and
- WHEREAS, on March 17, 2020, the Board of Supervisors of James City County (the "Board") convened in a special meeting, confirmed the declaration, and further found the emergency to be a "disaster" and amended the declaration accordingly; and
- WHEREAS, on April 14, 2020, the Board adopted a Continuity of Governance Ordinance to ensure the County could continue essential operations while dealing with the effects of the virus; and
- WHEREAS, on June 9, 2020, the Board adopted an Ordinance waiving all convenience fees for payments made to the County until August 5, 2020; and
- WHEREAS, on July 28, 2020, the Board adopted an Ordinance waiving all convenience fees for payments made to the County until December 30, 2020; and
- WHEREAS, on September 8, 2020, the Board re-adopted a Continuity of Governance Ordinance to ensure the County could continue essential operations while dealing with the continuing effects of the virus; and
- WHEREAS, on April 13, 2021, the Board re-adopted a Continuity of Governance Ordinance to ensure the County could continue essential operations while dealing with the continuing effects of the virus; and
- WHEREAS, the Board has found that continued emergency measures are necessary to mitigate the ongoing emergency and disaster that is occurring in the County; and
- WHEREAS, on January 26, 2021 the Board authorized the waiver of convenience fees from December 30, 2020 to June 30, 2021; and

WHEREAS, the Board desires to extend the waiver of convenience fees from June 30, 2021 through December 31, 2021.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of James City, Virginia, that convenience fees are waived for payments made to the County between June 30, 2021 and December 31, 2021, and the waiver of convenience fees during Fiscal Year 2021 is ratified and approved.

	Michael J. Hipple Chairman, Board of Supervisors				
ATTEST:		VOTES			
		<u>AYE</u>	NAY	<b>ABSTAIN</b>	<b>ABSENT</b>
Teresa J. Fellows Deputy Clerk to the Board	SADLER ICENHOUR LARSON MCGLENNON				
Adopted by the Board of May, 2021.	HIPPLE Supervisors of Jan	nes City	County,	Virginia, this	25th day of
SuspCFeesDec21-res					

## AGENDA ITEM NO. I.1.

## **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Christy H. Parrish, Zoning Administrator

SUBJECT: Appointment to the Board of Zoning Appeals

## **ATTACHMENTS:**

Description Type

Department	Reviewer	Action	Date
Zoning Enforcement	Parrish, Christy	Approved	4/27/2021 - 2:07 PM
Development Management	Holt, Paul	Approved	4/27/2021 - 4:27 PM
Publication Management	Daniel, Martha	Approved	4/27/2021 - 4:29 PM
Legal Review	Kinsman, Adam	Approved	4/28/2021 - 1:19 PM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 10:45 AM
Board Secretary	Rinehimer, Bradley	Approved	5/14/2021 - 10:54 AM
Board Secretary	Fellows, Teresa	Approved	5/14/2021 - 11:17 AM

## **AGENDA ITEM NO. I.2.**

#### **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Christopher Johnson, Director of Economic Development

SUBJECT: Appointments - Economic Development Authority

**ATTACHMENTS:** 

Description Type

**REVIEWERS:** 

Department Reviewer Action Date

Board Secretary Fellows, Teresa Approved 5/14/2021 - 11:17 AM Board Secretary Fellows, Teresa Approved 5/18/2021 - 8:59 AM

## **AGENDA ITEM NO. J.1.**

## **ITEM SUMMARY**

DATE: 5/25/2021

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Deputy Clerk

SUBJECT: Adjourn until 5 p.m. on June 8, 2021 for the Regular Meeting

**REVIEWERS:** 

Department Reviewer Action Date

Board Secretary Fellows, Teresa Approved 5/14/2021 - 10:51 AM