

AT A REGULAR MEETING OF THE DEVELOPMENT REVIEW COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD IN THE BUILDING C CONFERENCE ROOM AT 4:00 P.M. ON THE 27th DAY OF OCTOBER, TWO THOUSAND FOUR.

ROLL CALL

Mr. Jack Fraley
Mr. Joe McCleary

ALSO PRESENT

Ms. Sarah Weisiger, Planner
Mr. Matthew Arcieri, Planner
Ms. Karen Drake, Senior Planner
Mr. Michael Drewry, Assistant County Attorney

MINUTES

Following a motion by Mr. Fraley, the DRC approved the amended minutes from the September 29th, 2004 meetings by a unanimous voice vote.

CASE NO. SP-110-04. Christian Life Center Expansion Phase 1

Ms. Sarah Weisiger presented the staff report stating that the site plan required DRC review because of a proposed second driveway. Ms. Weisiger stated that the driveway was not consistent with the SUP condition for the right-turn only exit and with the schematic plan for the SUP. Staff recommended preliminary approval with the condition that the exit design more closely match the schematic plan. Mr. Marc Bennett, speaking on behalf of the applicant, said that he had no problem with staff's comments with the exception of the exit. He said that VDOT had approved the exit design as safe and for that reason the applicant had proposed it. Ms. Weisiger stated that there had been a change in VDOT personnel and that based on preliminary discussions with VDOT, staff felt that a design could be made safe and more in keeping with the schematic plan. Mr. Bennett recommended approval subject to approval of VDOT for a safe design. Mr. Fraley pointed out that it was not only a safety question. Ms. Drake stated that she would be handling the case at a future meeting. Mr. Fraley moved to defer the case to give more time for staff and the applicant to come up with a design. Mr. McCleary seconded the move. The case was deferred.

CASE NO. C-127-04. Prime Outlets Expansion

Mr. Matthew Arcieri presented the staff report stating Prime Outlets had submitted a proposal for a 23,700 sq. foot expansion in Prime Outlets southwest corner which the DRC needed to review for consistency with the approved master

plan. The expansion includes new retail space and public restrooms. The approved master plan for Prime Outlets permits a gross building area 359,525 square feet. Approval of this master plan amendment would bring the total gross building area to 364,432 square feet - 4,907 square feet over the approved master plan. As the proposal did not require a commercial special use permit, staff believed the proposal did not alter the basic concept or character of the development and recommended the DRC find the proposal consistent with the Prime Outlets Master Plan. Mr. Paul Reed spoke on behalf of Prime Retail and noted the expansion would provide new retail space as well as new restrooms and a new James City County Police substation. Mr. McCleary clarified that the expansion would still allow for patrons to access the rear parking. Mr. Fraley stated his support for the proposal. There being no further discussion, on a motion by Mr. Fraley the DRC unanimously found the proposal consistent with the Prime Outlets Master Plan.

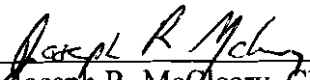
CASE NO. S-80-04. Winery Subdivision

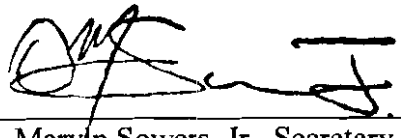
Mr. Matthew Arcieri presented the staff report stating Williamsburg Farms had submitted an application for a minor subdivision to create four single family lots on Williamsburg Winery property. The four lots would take access from Jockey's Neck Trail. While there are no significant agency comments on the case, DRC review was necessary due to unresolved issues between the property owner and adjacent property owners. Of concern to staff was that a portion of the frontage of the proposed lots (an approximate 100 foot variable width strip along Jockey's Neck Trail) was originally part of the Vineyards subdivision and, at the time of recordation, included a note on the plat stating this area was designated "open space - not for construction". This note required the applicant and adjacent property owners reach an agreement on access for these lots. If an agreement is reached then the subdivision can be approved. Staff recommended the DRC grant preliminary approval subject to the County Attorney's Office satisfaction that legal access to Jockey's Neck Trail has been obtained. Mr. Vernon Geddy, the applicant's attorney stated the owners were aware of the note and were working to reach an agreement with the Vineyards Homeowners Association (HOA). This agreement required the four lots to join the HOA and covered issues including construction traffic and architectural review. Mr. Mike Drewry noted that the note on the original plat was subject to interpretation and the attorney's office needed to see the agreement with the HOA before determining if the agreement satisfied staff's interpretation of the restrictions imposed by the note. Mr. Bob Develt, a member of the Vineyards HOA discussed their issues with the case. In general the property owners do not oppose the project; however, they did have some concerns and required more detailed information on the how the lots got access and utilities. Mr. Develt also noted that in order for the four lots to join the Vineyards HOA 80% of the existing homes had to approve. The DRC discussed with Mr. Develt the specifics of the case and provided him a copy of the construction plans. Mr. McCleary noted that the plans had to go through a full review by all County agencies. Mr. Geddy noted that Susan Tarley, the attorney

for the Vineyards HOA was drafting the agreement for the lots to join the HOA. Mr. W.E. Roberts, a Vineyards resident asked for the agreement to be in place before the DRC took action. Ms Sandra Carter, a Vineyards resident spoke to concerns of traffic on Lake Powell Road. Mr. Arcieri noted that Lake Powell concerns needed to be addressed through the County's secondary road plan. Mr. McCleary noted that the road operated at a Level of Service "A" but those concerns over safety should be forwarded to County staff and the Board of Supervisors for consideration with future road improvements. Mr. McCleary noted he had no major objections to the case but desired the legal agreement be worked out before the DRC took action. Mr. Fraley clarified that in order for an agreement to be reached both the Vineyards HOA and the owners of the lots on the original plat had to approve the agreement. Mr. Fraley agreed with the request to defer. There being no further discussion, the DRC deferred this case to its December 1, 2004 meeting.

Adjournment

There being no further business, the October 27, 2004, Development Review Committee meeting adjourned at 5:04 p.m.


Mr. Joseph R. McCleary, Chairman


O. Marvin Sowers, Jr., Secretary

Site Plan 121-04. Williamsburg Crossing, Parcel 23
Staff Report for the December 1, 2004, Development Review Committee Meeting

SUMMARY FACTS

Applicant: Mr. Wayne Powers, AES Consulting Engineers

Landowner: Mr. Calvin Davis, Williamsburg Crossing, LLC

Proposed Use: Retail/Office and Warehouse Buildings

Location: 5286 John Tyler Highway; Jamestown District

Tax Map/Parcel No.: (48-1)(22-23)

Primary Service Area: Inside

Parcel Size: ± 1.63 acres

Existing Zoning: B-1, General Business, with SUP Conditions

Comprehensive Plan: Mixed Use

Reason for DRC Review: Section 24-147 (a)(1)(a) states that a site plan which proposes a single building or group of buildings which contain a total floor area that exceeds 30,000 square feet shall be considered by the DRC. In addition, the DRC shall consider a waiver request for the yard regulations for this project.

Staff Contact: Christopher Johnson, Senior Planner Phone: 253-6685

STAFF RECOMMENDATION

Staff recommends that the Development Review Committee recommend preliminary approval for this project and grant a waiver of the yard regulations in accordance with Section 24-395 of the Zoning Ordinance.

The owner is proposing to develop a small portion of the project on an adjacent parcel that is under separate ownership. No documentation has been provided to date which grants the owner the authority to construct a portion of the project on the adjacent parcel; however, staff believes that an agreement exists between University Square Associates and Riverside Hospital which grants such authority.

Section 24-398 of the Zoning Ordinance limits building coverage to 25 percent of the total lot area. The Chesapeake Bay Preservation Ordinance states that impervious cover shall not exceed 60 percent of the site unless it can be demonstrated that the project will have the same effect on water quality as if the project site were 60% impervious. If both of these requirements are strictly applied to the 1.6 acres site, and not to the entire shopping center, the project would not be in compliance. Staff believes that calculations for building coverage and impervious cover should be applied to the shopping center as a whole given that the project site is part of a master planned shopping center. If viewed in this larger scale, the requirements would be consistent with ordinance requirements.

The Planning Commission may grant a waiver from any part of Section 24-394, Yard Regulations, upon finding that:

1. The overall development, if considered as a single unit, meets all of the requirements of Section 24-394 regarding building setbacks.
2. Adequate parking is provided on the site.
3. Adequate provisions are made to assure compliance with the sign ordinance.
4. The development is adequately designed and serviced from the standpoint of public safety.

Williamsburg Crossing is a master planned shopping center that is adequately served from a public safety standpoint, with adequate parking and signage.



Christopher Johnson

Attachments:

1. Agency Comments
2. Site Plan (separate cover)

AGENCY COMMENTS
FOR
SP-121-04. Williamsburg Crossing, Parcel 23

Planning:

1. The plans show a portion of the proposed development on property that is not owned by the applicant. The adjacent property, Parcel 22, is owned by Riverside Hospital, Inc. The site plan application does not include a signature from the owners of the adjacent parcel and no documentation was provided which grants authority to Williamsburg Crossing to construct on the adjacent property. Before staff can approve this project, the applicant must provide written authorization from the adjacent property owner granting the authority to construct a portion of this development on Parcel 22.
2. Section 24-398 states that building coverage shall not exceed 25 percent of the total lot area. The building coverage shown on the plans (32,482 square feet) represents 46 percent of the total lot area (70,867 square feet). Condition # 1 of Case No. SUP-32-92 states that no more than 535,065 square feet of commercial and/or office square footage shall be constructed on the Williamsburg Crossing site. Please provide calculations in the land use summary table on the Cover Sheet for the impervious area, building coverage, and open space for the shopping center as a whole in addition to the calculations currently provided for this site specifically.
3. Section 24-70 of the Zoning Ordinance states that one freestanding sign shall be permitted on each street frontage. The plans show two freestanding signs. Please revise the plans accordingly.
4. Yard requirements in accordance with Section 24-394 are not labeled on the plans. Please revise the plans accordingly.
5. A significant portion of the rear of the proposed building would be located within the required 20' rear yard setback. The project would be eligible for a waiver of the yard regulations identified in Section 24-394 of the Zoning Ordinance given that it satisfies the minimum requirements of Section 24-395.
6. Viburnum carlesii is a deciduous shrub. Section 24-90 of the Zoning Ordinance states that deciduous shrubs must be at least 22" in size at time of planting. Please revise the plans accordingly.
7. The shade trees in the south and east parking lot areas are spaced more than 75' apart. Section 24-97 (b)(4) states that required trees in parking lots shall be spaced no more than 75' apart throughout the parking lot. Please revise the plan accordingly.

Environmental:

1. See attached memorandum dated October 25, 2004.

JCSA:

1. See attached memorandum dated October 28, 2004.

Fire Dept.:

1. Add one additional fire hydrant to be located on the north side of "eight retail spaces."



MEMORANDUM



Date: October 28, 2004

To: Christopher Johnson, Senior Planner

From: Shawn A. Gordon, P.E. - Project Engineer

Subject: SP-121-04, Williamsburg Crossing, Parcel 23

James City Service Authority has reviewed these plans for general compliance with the JCSA Standards and Specifications, Water Distribution and Sanitary Sewer Systems and have the following comments for the above project you forwarded on October 14, 2004. Quality control and back checking of the plans and calculations for discrepancies, errors, omissions, and conflicts is the sole responsibility of the professional engineer and/or surveyor who has signed, sealed, and dated the plans and calculations. It is the responsibility of the engineer or surveyor to ensure the plans and calculations comply with all governing regulations, standards, and specifications. Before the JCSA can approve these plans for general compliance with the JCSA Standards and Specifications, the following comments must be addressed. We may have additional comments when a revised plan incorporating these comments is submitted.

General Comments:

1. The plans should be submitted to the James City County Fire Department for review and approval.
2. Provide call-outs on the plans for the items indicating HRPDC Regional Construction Standards or JCSA standards applicable detail references such as the "Typical Water Meter Installation, W-13.0" and "Pipe Bedding Details, EW_01".
3. The existing water and sanitary sewer facilities should be field located and verified in lieu of relying on county GIS information prior to construction to prevent conflicts.

Sheet 1:

1. Replace Note #7 with the following note "Any existing unused wells shall be abandoned in accordance with State Private Well Regulations and James City County Code."

2. Incorporate into Note #10 that the contractor shall notify JCSA 72 *hours* prior to excavation or demolition.

Sheet 3:

1. Show and label all existing JCSA Utility Easements.
2. Remove the existing 8-inch DIP sanitary sewer stub for the proposed sanitary sewer connection at the existing manhole and provide full joints of pipe for the proposed sewer extension. Provide the lateral invert at the manhole connection for verification the same energy gradient within the manhole has been maintained. In addition, add a note to the plan requiring this existing manhole to be vacuum tested in accordance with JCSA standards prior to JCSA acceptance.
3. A 6-inch sanitary sewer clean-out shall be provided on the JCSA Utility Easement line for the proposed sewer, show and label accordingly. This clean-out will signify the limits of JCSA operation and maintenance. The remaining sanitary sewer lateral beyond the clean-out shall be labeled as "private" on the plans.
4. The proposed water service line connection into the existing 8-inch water main stub dead end blow-off assembly is not acceptable. Revise the proposed service connection such that the tap is 24-inches from the pipe termination (joint) in accordance with AWWA standards.
5. Label the 1 ½-inch water service line beyond the proposed water meter as "private" on the plans.

Water Data Sheet:

1. Section 5: Complete this section in its entirety based on the fire flow test data collected October 15, 2004 and forwarded via fax to AES Consulting Engineers.

Sanitary Sewer Data Sheet:

1. Section 6: Revise the proposed pipe length quantities to include only the piping within JCSA Utility Easements or right-of-ways which will be owned and maintained by JCSA.

Please call me at 253-6679 if you have any questions or require any additional information.

WJD/WAC

C)

ENVIRONMENTAL DIVISION REVIEW COMMENTS

Williamsburg Crossing, Parcel 23
COUNTY PLAN NO. SP-121-04
October 25, 2004



The Environmental Division cannot recommend preliminary approval of the above mentioned project until the following comment pertaining to the site impervious area has been satisfactorily addressed.

- **Site Impervious Area.** The current site plan indicates that the site impervious area is estimated at 85%. This amount of impervious area will not only require that a waiver request be submitted to the Environmental Director for approval, but that additional information be submitted to support that the design is in compliance with Section 23-9(b)(1)(b) of the Chesapeake Bay Preservation Ordinance where it states that impervious cover shall not exceed 60 percent of the site unless it can be demonstrated that the project will have the same affect on water quality as if the project site were 60 percent impervious. Further, information on file for the existing stormwater management dry basin to the west (JCC BMP# MC040) and the wet ED facility in proximity to La Fontaine to the southwest of the site (JCC BMP# MC039) indicates these basins were originally designed for only 70% of the total contributing drainage area to be impervious. Therefore, modifications to both basins may be required as well to provide for the additional water quality and quantity requirements. Provide supporting documentation with routing computations and drainage area maps with curve numbers and/or runoff coefficients indicative of the proposed and existing impervious areas.

General:

1. A Land-Disturbing Permit and Siltation Agreement, with surety, are required for this project.
2. Water and sewer inspection fees, as applicable, must be paid in full prior to issuance of a Land-Disturbing Permit.
3. VPDES. It appears land disturbance for the project may exceed one (1) acre. Therefore, it is the owner's responsibility to register for a General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities, in accordance with current requirements of the Virginia Department of Environmental Quality and 9 VAC 25-180-10 et seq. Contact the Tidewater Regional Office of the DEQ at (757) 518-2000 or the Central Office at (804) 698-4000 for further information.
4. Plan Number. Please reference the assigned County plan number on all subsequent submissions.
5. Watershed. Provide a note on the cover sheet of the plans indicating that the site lies in the County watershed of Ware Creek.
6. General Notes. Revise General Note #6 to reference the Manual on Uniform Traffic Control Devices (MUTCD).
7. Plan Number. Please reference the assigned County plan number SP-121-04 on all subsequent submissions.

Chesapeake Bay Preservation.

8. Steep Slopes. In general, there is no distinction made between land-disturbing activities on a natural or man-made slope of 25 percent or greater. Therefore, a waiver request is required, in writing, to the Environmental Division for impacts to steep slopes.
9. Percent Impervious. Section 23-9(b)(1)(b) of the Chesapeake Bay Preservation Ordinance states that impervious cover shall not exceed 60 percent of the site unless it can be demonstrated that the project will have the same impact on water quality as the project would have if it were 60 percent impervious.

Erosion & Sediment Control Plan:

10. Erosion and sediment Control Plan. The erosion and sediment control plan may be adequate once grading is complete; however, due to current site grading and location, the contributing drainage area to the site is rather large. Once land disturbing activities commence, and realizing that it will take some time to get the site up to proposed grades, stormwater will be channeled through the center of the parcel and allowed to flow freely with little more than silt fence at the western side of the site. Because this will quickly inundate and overrun this measure, additional erosion and sediment controls will be required to control and redirect off-site drainage.
11. Grading Plan. The following items pertain to grading:
 - A) It appears that the control measures on the southwestern portion of the project could conflict with grade/fill operations, please revise to accommodate.
 - B) Proposed finished grades along the front and rear of the proposed buildings are above the proposed finished floor elevations. Grading may need to be revised to eliminate this situation.
 - C) Offsite Work. Either provide the James City County Environmental Division with written consent from the legal owner of the parcel immediately to the west of the site to perform construction operations on said parcel or revise the grading so that no off-site land disturbance is required outside of any easements.
12. Sequence of Construction. The current SOC provides for the majority of the site to be in a disturbed state for an extended period of time with the only erosion and sediment control provisions being temporary seeding, check dams, and silt fence. For the site to be in conformance with all applicable requirements and regulations pertaining to erosion and sediment control, additional items such as temporary slope drains in combination with temporary diversion dikes should also be installed. Temporary seeding along with silt fence will not be effective on the proposed 11% slopes at the southwestern corner of the site and rills will quickly form in the freshly graded material. The following items should also be addressed:
 - A) Provide for clearing and grubbing of the site prior to the grading and fill operations.
 - B) Include provisions for the minimal clearing required for the installation of the 15' of 36" culvert and additional rip rap.

C) Revise SOC step 10 to indicate that no erosion and sediment control devices are to be removed without authorization from the James City County Environmental Division or a representative thereof.

13. Temporary Construction Entrance. Due to the proximity of the existing facilities to the proposed location of the temporary construction entrance, it may be necessary to relocate the entrance to a point further to the west. Include on the Grading, Drainage and Erosion / Sediment Control Plan, sheet 4, a note that indicates that all ingress/egress will be limited to only the Construction Entrance until the site is stabilized.
14. Silt Fence. Remove the indication for silt fence to be installed long the centerline of the proposed ditch as this is not an adequate form of erosion and sediment control in that location.
15. Critical Soils. Per the information contained in the USDA Soil Conservation Service Soil Survey for James City County, soils to the south and to the west of types 15D and 11C maintain severe erosion potential with soil type 19B being moderate. As proposed slopes in these areas reach 11%, these areas should be included in the "Critical Areas" section of the E&S Narrative.
16. E&SC Narrative. The description of the offsite disturbed areas indicates that the adjacent parcel is proposed to be used for temporary stockpile. As this area is composed primarily of steep slopes and is currently well stabilized, this requirement cannot receive approval for this use. Therefore, remove this requirement from the plans.
17. Outlet Protections. The existing outlet protection as currently shown on the plans is not indicative of what is in the field. Additionally, as the outfall is currently being relocated 15' further into the basin, the end-section relocation will require additional fill as it is placing the invert of the end section above existing grade. For these reasons, the rip rap channel will require additional alteration and placement of stone to form a well defined adequate channel. Revise plans accordingly and provide a channel section for the rip rap below the relocated pipe end section.
18. Dust Control. Add dust control measures in accordance with Minimum Standard 3.39 of the VESCH to the erosion and sediment control plan for the site. Dust control may be warranted due to the proximity of work to Riverside Hospital and Williamsburg Crossing Shopping Center.
19. Downstream BMP Protection. Include provisions on the E&SC plan to monitor the existing offsite BMP's, both the dry basin to the west of the site (JCC BMP# MC040) and the wet ED facility in proximity to La Fontaine (JCC BMP# MC039) for signs of sedimentation, specifically during or as a result of construction on this site. As this facility is not to be used for sediment control, the contractor should be aware that additional onsite or offsite controls may be necessary to protect these BMP's from degradation. This may include additional E&SC measures, cleaning and sediment removal within the basin or connecting pipe systems and coordination with the owner, engineer or the County. Should any portions of these facilities require maintenance or repair as a result of construction operations, the associated work shall be accomplished at the contractor's expense.

Stormwater Management / Drainage:

20. Easements. All drainage easements designated on the plan shall remain private.

21. Drainage. Drainage easements of adequate width are necessary to ensure offsite drainage can be maintained through the existing storm drainage system. Refer to Item 7 of the *James City County Stormwater Conveyance Systems (Non BMP related) General Design and Construction Guidelines*.
22. Site Hydrology. Provide supporting information for the estimated runoff coefficient used in estimating the site runoff as the computations provided are inconsistent with the site impervious computations.
23. Channel Adequacy Computations. A channel slope of 4.3:1 (Horizontal to Vertical) was used in the channel computations for the proposed newly graded ditch section to the south of the site; however, the plans indicate that side slopes between 2:1 and 3:1 (Horizontal to Vertical) was are proposed. Revise the computations to reflect the proposed side slopes.
24. Pipe Capacity Computations. The computations provided indicate that a 12" RCP is to be installed at 3.9% at the southwest entrance to the site and is designed to pass 3.3 CFS. This flow will produce a velocity at the outfall that will be detrimental to the channel. Check the outfall velocities for all proposed culverts and provide channel armoring or outlet protection as needed.
25. Rip Rap. Provide channel adequacy computations for the section of channel to the southwest of the site located up-gradient of the existing dry BMP and provide channel armoring as necessary.
26. Slope Stabilization. The current site layout indicates that concrete wheel stops are to be used in lieu of curb and cutter on the outer portions of the parking area to west and south of the site. As these areas will receive the majority of the site runoff, the wheel stops will cause the flow to channelize promoting rills to form in the newly graded ditch side slopes. For this reason, curb and gutter should be installed with curb cuts and paved flumes leading an adequate outfall location, or all proposed slopes in these areas must be matted with a durable EC-3 type matting. Revise plans accordingly.

Subdivision 80-04

Williamsburg Winery Subdivision

Staff Report for the December 1, 2004, Development Review Committee Meeting

SUMMARY FACTS

Applicant: Kenny Jenkins, Land Tech Resources

Land Owner: Patrick Duffeler, Williamsburg Farms, Inc.

Proposed Use: Approval of 4 residential lots

Location: Jockey's Neck Trail

Tax Map/Parcel No.: (48-4)(1-10B)

Primary Service Area: Inside

Parcel Size: 12.46 acres

Existing Zoning: R-8, Rural Residential

Comprehensive Plan: Low Density Residential

Reason for DRC Review: Section 24-147 of the Zoning Ordinance specifies that projects with unresolved problems between the applicant and adjacent property owners shall be reviewed by the DRC.

Staff Contact: Matthew Arcieri Phone: 253-6685

STAFF RECOMMENDATION

This case was deferred at the October 27, 2004 DRC meeting in order for the applicant to complete the legal agreement with the Vineyards Homeowners Association that allows the four new lots to join the HOA and resolve issues related to the notation on the original plat for a portion of this property. As of the writing of this report staff has not received a copy of the agreement; however, due to the Thanksgiving holiday it is possible an agreement may be reached prior to the DRC meeting. Should this agreement be received staff will make a recommendation at the meeting.

In accordance with Section 19-22 of the subdivision ordinance, the DRC must either approve with conditions or deny the proposal within 90 days of submittal. The DRC must take action at its December 1st meeting unless the case is voluntarily deferred by the applicant.


Matthew D. Arcieri

**Conceptual Plan C-104-04
Greensprings Trailhead Parking
Staff Report for the December 1, 2004 Development Review Committee Meeting**

SUMMARY FACTS

Applicant: Mr. Paul Tubach, James City County Parks and Recreation

Landowner: Williamsburg - James City County Schools

Proposed Use: Parking facilities for Greensprings Trailhead

Location: 3751 John Tyler Highway

Tax Map/Parcel No.: (46-1)(1-2D)

Primary Service Area: Yes

Existing Zoning: R-1, Limited Residential

Comprehensive Plan: Federal, State & County Land

Reason for DRC Review: Section 15.2-2232 of the Virginia State Code requires Planning Commission review of any public area, facility or use not shown on the adopted Comprehensive Plan. This code states that no facility shall be allowed unless the commission determines that the location, character and extent of the facility are "substantially" in accord with the adopted Comprehensive Plan.

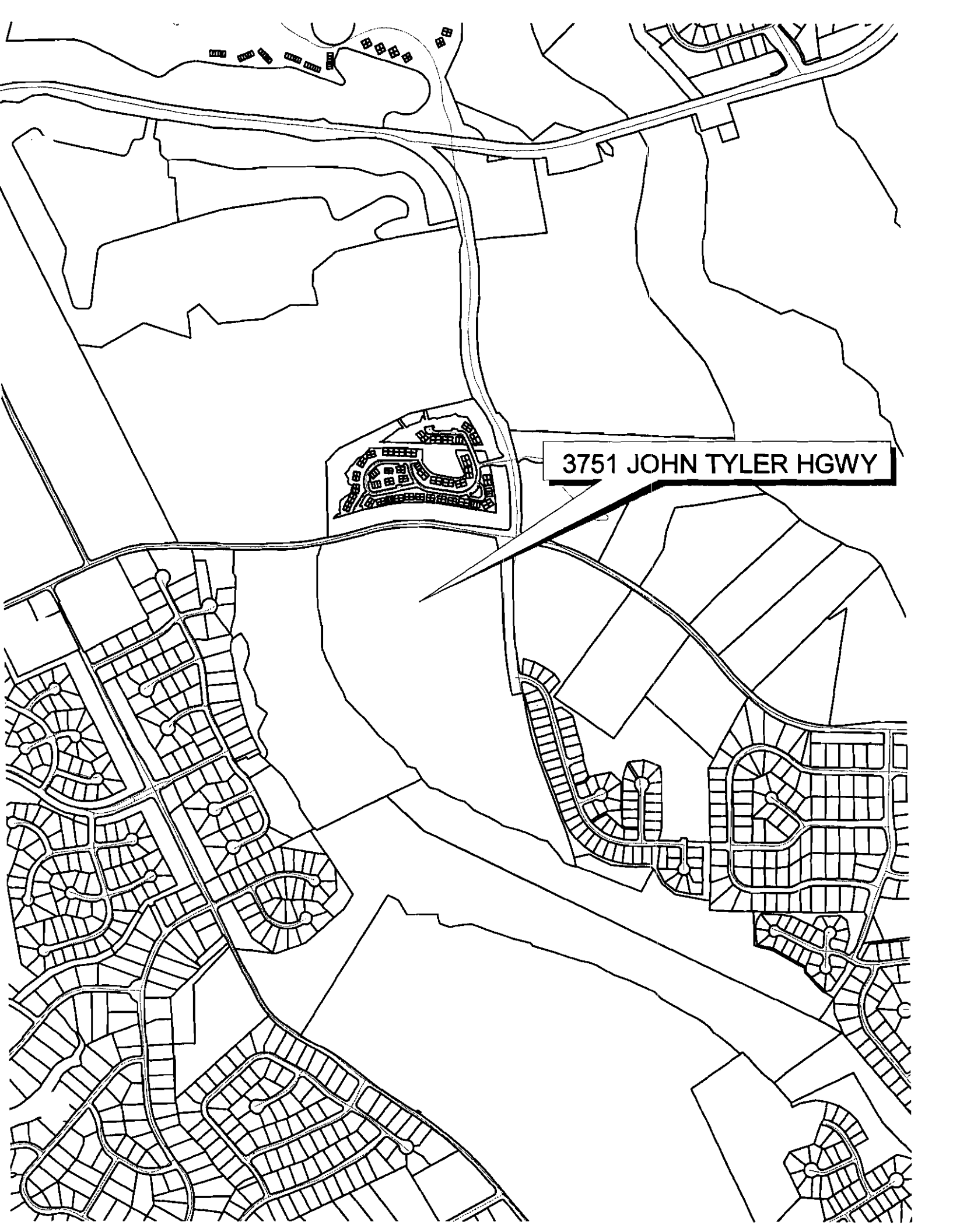
Staff Contact: Trey Davis, Planner Phone: 253-6685

STAFF RECOMMENDATION

Staff finds the proposal consistent with the Comprehensive Plan because the parking area will be a public facility owned and operated by James City County on land designated Federal, State & County Land on the Comprehensive Plan. Staff recommends the DRC find the Greensprings Trailhead parking facility consistent with the Comprehensive Plan.


Trey Davis

- Attachments:**
1. Location Map
 2. Conceptual Plan



3751 JOHN TYLER HWY

SUMMARY FACTS

Applicant: Mr. Bob Cosby, AES Consulting Engineers

Landowner: Developers Realty Corp.

Proposed Use: Retail and restaurant buildings

Location: 5206 Monticello Avenue

Tax Map/Parcel No.: (38-4)(1-50)

Primary Service Area: Inside

Existing Zoning: MU, Mixed Use with Proffers

Comprehensive Plan: Mixed Use


Reason for DRC Review: Section 24-147 (a)(1)(a) states that a site plan which proposes a single building or group of buildings which contain a total floor area that exceeds 30,000 square feet shall be considered by the DRC.

Staff Contact: Trey Davis, Planner Phone: 253-6685

STAFF RECOMMENDATION

The New Town DRB reviewed and approved the conceptual plans for these buildings on October 21, 2004. Agency comments, as attached, are minimal and there are no issues which warrant special attention by the DRC.

Staff recommends that the Development Review Committee recommend preliminary approval for this project subject to agency comments.


Trey Davis

Attachments:

1. Agency Comments
2. Site Plan

AGENCY COMMENTS
FOR
SP-127-04. New Town Retail Phase 1

Planning:

1. Please add a note to the cover sheet indicating the date of DRB approval for these plans.
2. Please indicate or explain where the deleted parking spaces, including the handicapped space, will be relocated.
3. Please verify where the dumpster and pad behind building 400 will be located.
4. Per the New Town proffers, once building permits have been issued for 25% of the non-residential density for Section 2, the developer has 90 days to complete the construction of the Civic Green and Court Square. The approval of building permits for the retail buildings included in this site plan will push past that 25% mark and trigger this proffer.

Environmental:

1. Approved. A land disturbing permit is required for this project.

JCSA:

1. See attached memorandum dated November 18, 2004.

Landscape Architect:

1. See attached memorandum dated 11/1/2004.



MEMORANDUM

Date: November 18, 2004

To: Trey Davis, Planner

From: Shawn A. Gordon, P.E. - Project Engineer

Subject: SP-127-04, New Town Retail Phase 1 (Construction Plans)

James City Service Authority has reviewed these plans for general compliance with the JCSA Standards and Specifications, Water Distribution and Sanitary Sewer Systems and have the following comments for the above project you forwarded on October 29, 2004. Quality control and back checking of the plans and calculations for discrepancies, errors, omissions, and conflicts is the sole responsibility of the professional engineer and/or surveyor who has signed, sealed, and dated the plans and calculations. It is the responsibility of the engineer or surveyor to ensure the plans and calculations comply with all governing regulations, standards, and specifications. Before the JCSA can approve these plans for general compliance with the JCSA Standards and Specifications, the following comments must be addressed. We may have additional comments when a revised plan incorporating these comments is submitted.

Sheet 4:

1. The proposed sanitary sewer lateral/clean-out on Courthouse Street at Sta. 22+30 (LT) is not acceptable. In summary of the meeting on November 16, 2004 with AES Consulting Engineers and JCSA the following will need to be provided:
 - A. The lateral east of the Theater Building should be replaced with an 8-inch sewer main and manholes in accordance with JCSA standards.
 - B. Relocate the proposed manhole currently at Sta. 22+02 north-east to serve the 8-inch sewer main in lieu of the proposed lateral and clean-out at Sta. 22+30±.
 - C. Show and label the corresponding JCSA Urban Easement.
 - D. Provide a sanitary sewer clean-out on the 6-inch sewer lateral from the grease trap to the new manhole on the JCSA Urban Easement line. Provide the clean-out invert and detail reference.
 - E. Adjust the "End JCSA Service" call-out limits accordingly.
2. Provide a profile of the sanitary sewer main north-east of the proposed Theater Building. (Refer to Comment #1 above)
3. The existing water and sanitary sewer facilities shown need to be clearly distinguished from the proposed facilities and for consistency with the other existing facilities shown in addition to the legend on Sheet 1.

4. Revise all call-outs stating "Proposed 6" DI Pipe Fire *Lane* "Private"" to "Proposed 6" DI Pipe Fire *Main* "Private"".
5. The proposed water service line abandonment along Courthouse Street for proposed Building 1100 shall be removed in lieu of abandonment in place along with the corporation stop. A full wrap around repair band will need to be provided on the water main. This abandonment shall be completed in the presence of the JCSA inspector. Revise accordingly.
6. The fire mains from the proposed buildings to the proposed fire department connections should be labeled as "private".
7. The fire mains from the proposed buildings to the proposed fire department will need to be a post indicator valve for the gate valves on the proposed stubs serving future buildings. Revise accordingly.
8. Label the easements shown on the south-side of Courthouse Street between the right-of-way and the proposed Buildings 400 and 500.
9. Provide the JCSA detail reference on the plan for the proposed 6-inch detector check valve and gate valve assembly for the fire suppression systems.

Sheet 5:

1. A fire hydrant assembly north of proposed Building 400 and connected to the water main along Main Street is shown contradicting Sheet 3. Verify and revise plans accordingly.
2. The water meter shown along Courthouse Street, Sta. 18+39, 29' LT, is not shown on Sheet 3. If this meter box is existing it shall be removed. Verify and revise plans accordingly.

Sanitary Sewer Data Sheet:

1. Section 6: Refer to comments above, revise accordingly.

Water Data Sheet:

1. For clarity and future reference, indicate on the Water Data Sheet the water model nodal point(s) for which the flowrates and pressures were obtained.
2. Section 5h: Clarify the "multiple" designation for the Available Fire Flow hydrant number. Are multiple hydrants producing this flow rate at 20 psi simultaneously?

Please call me at 253-6679 if you have any questions or require any additional information.

INTEROFFICE MEMORANDUM

TO: TREY DAVIS, PLANNER
FROM: SCOTT WHYTE, LANDSCAPE PLANNER
SUBJECT: SP-127-04; NEW TOWN RETAIL PHASE 1
DATE: 11/1/2004

I have reviewed the plans for SP-127-04 New Town Retail Phase 1 and have the following comments;

1. Staff would like to have similar street trees through out this area to give it a continuity and style of its own.
2. Staff would like to have similar treatment of the parking lots through out this area, which provides screening of the parking areas from other areas, and shade with in the parking areas.
3. Staff would like to see a special effort to protect the Pecan trees in Pecan Square.

Agency Review Comments
for
Case No. SP-110-04. Christian Life Center Expansion, Phase 1

Planning:

1. SUP 19-03 Condition #1, Master Plan, requires that the 5,000 sq ft/floor building for Phase 1 be constructed at least 10 feet from the RPA buffer. Please clearly label the RPA buffer as it runs along the building so that staff can better evaluate the development plan.
2. SUP Condition #2 is not met with this design. The current proposal would do little to discourage vehicle turning movements that are not allowed under the SUP. The angle of the exit and the width of the drive aisle do not sufficiently match the SUP's schematic plan. Staff believes that the exit can be designed to meet requirements under SUP conditions and meet VDOT standards.
3. SUP Condition #3, Architecture, requires that prior to final site plan approval for Phase 1, the Planning Director shall review and approve the final architectural design for the new building and the expansion of the existing building. Please keep this in mind in future resubmittals.
4. SUP Condition #5, Lighting, requires that prior to final site plan approval for Phase 1, a lighting plan shall be submitted to the Planning Director for review and approval. Lighting for the fellowship hall building exterior will need to be submitted; staff acknowledges that parking lot lighting is shown.
5. Water conservation standards must be submitted for review and approval in accordance with SUP Condition #6.
6. Please add a note to the cover sheet, in accordance with SUP Condition #8: --- Hours of Construction: All construction activity on the Christian Life Center expansion, Phase I and Phase II, shall occur between 7:00 a.m. and 6:00 p.m., Monday through Saturday.
7. As the fellowship hall and church assembly building will be using shared parking, please provide a letter to the Planning Director in accordance with Section 24-59(e) of the Zoning Ordinance. A legal instrument as described in paragraph (4) will not be necessary given that the owner of both buildings will be the same.
8. The fellowship hall does not have a handicap parking space. Given the size of the hall, at least one handicap parking space should be located near the hall.
9. The site plan shows handicap parking spaces in locations different from the actual existing spaces. Currently, two handicap spaces are located to the east and two to the west. Please revise the site plan to show current conditions.
10. Please include tax map parcel number on the cover sheet.
11. Sheet #8 shows limits of clearing into the conservation easement to the east of the new parking spaces. This is not shown on Sheet #6. Please clarify.

Environmental:

1. Please see attached memorandum dated October 1, 2004. *These comments replace Environmental comments that were forwarded to you on September 29th.*

Fire:

1. Approved.

County Engineer:

1. Approved.

Virginia Department of Transportation:

1. See attached memorandum dated September 27, 2004.

Landscape Planner:

1. See attached memorandum dated September 16, 2004.

James City Service Authority:

1. See attached memorandum dated October 8, 2004.

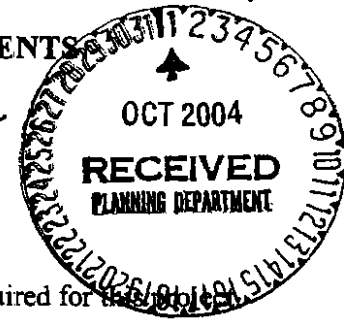
ENVIRONMENTAL DIVISION REVIEW COMMENTS

Christian Life Center Expansion

SP-110-04

October 1, 2004

These comments replace those of 9/29/04. SW



General Comments:

1. A Land Disturbing Permit and Siltation Agreement, with surety, are required for this project.
2. An Inspection/Maintenance Agreement shall be executed with the county for the BMP facility for this project.
3. Record Drawing and Construction Certification. The stormwater management/BMP facility will require submission, review, and approval of a record drawing (as-built) and construction certification prior to release of the posted bond/surety after completion of the proposed improvements. Provide notes on the plan accordingly to ensure this activity is adequately coordinated and performed before, during, and following construction in accordance with current County guidelines.
4. Wetlands. Prior to initiating grading or other on-site activities on any portion of a lot or parcel, all wetland permits required by federal, state and county laws and regulations shall be obtained and evidence of such submitted to the Environmental Division. Refer to Section 23-9(b)(8) and 23-10(7)(d) of the Chapter 23 Chesapeake Bay Preservation ordinance. *(Note: This includes securing necessary wetland permits through the U.S. Army Corps of Engineers Norfolk District and under the Virginia Department of Environmental Quality nontidal wetlands programs, which became effective October 1st 2001.)*
5. VPDES. It appears land disturbance for the project may exceed one (1) acre. Therefore, it is the owners responsibility to register for a General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities, in accordance with current requirements of the Virginia Department of Environmental Quality and 9 VAC 25-180-10 et seq. Contact the Tidewater Regional Office of the DEQ at (757) 518-2000 or the Central Office at (804) 698-4000 for further information.
6. Plan Number. Please reference the assigned County plan number SP-110-04 on all subsequent submissions.
7. Watershed. Provide a note on the cover sheet of the plans indicating that the site lies in the County watershed of Powhatan Creek.
8. Powhatan Creek. Please note that effective February 26th 2002, the James City County Board of Supervisors adopted, in concept, the draft Powhatan Creek Watershed Management Plan. Be advised that plans of development situated in that watershed may be subject to the contents of the watershed management plan.
9. Water Quality Impact Assessment. Provide a water quality impact assessment (WQIA) due to the proposed BMP improvements within the limits of the Resource Protection Area. Refer to Sections 23-7(b) and 23-11 of the Chesapeake Bay Preservation ordinance.

Erosion and Sediment Control:

10. Silt Fence. To decrease the potential for large amounts of sediment from being deposited in the existing pond, provide silt fence around the proposed building to the south of the parking lot. Additional erosion control measures may be required should sediment migrate through the BMP.
11. Provide a copy of the VDOT CE-7 permit for the proposed additional access off of Route 612 (Longhill Road).
12. The erosion and sediment controls in proximity to the proposed entrance may be adequate once construction in that area is complete; however, during the initial stages of clearing and grading, and until pavement has been placed in this area, stormwater will drain in a channeled manner across this area potentially leading to severe erosion problems. To combat this, additional measures may be required or a culvert may be needed beneath the access with adequate inlet and outlet protection.

Stormwater Management and Drainage:

13. Hydraulic Grade Line Computations. The HGL computations indicate the water surface elevation exceeds the rim elevations at structures SS#3, SS#4, SS#6A, and SS#6B, with the 10-year water surface elevation within the BMP exceeding the rim elevations of manhole SS#6 and SS#6B. additionally, the HGL is shown to drop by 1.41 through SS#3 where additional flow is being introduced from the existing 15" pipe. From the information provided, it appears that the effects of the proposed stormwater system improvements are detrimental to the operation not only of the proposed system, but to the existing system as well. Revisions are needed to assure the 10-year water surface elevations do not exceed the rim elevations of the proposed and existing inlets.
14. Stormwater Inlet Computations. It does not appear that the inlet computations take inlet surcharging, as shown in the HGL computations, into consideration. Revise as necessary.
15. Emergency Spillway. Provide a level control section of at least 20' at the beginning of the spillway. Additionally, the velocity over the spillway through the control section may be low enough to prevent scouring of the channel; however, a trapezoidal channel with the given dimensions indicated creates erosive velocities at minimum depths. Therefore, provide an appropriate armor to the channel section indicated for installation at 10.6%.
16. Riser Structure. The modifications proposed for the riser structure indicate that a concrete skirt is proposed for installation atop the existing DI-7. this type of configuration will promote debris to settle on the grate and clog the inlet requiring more maintenance. A combination of raising and lessening the overall tilt of the top unit may be a better alternative. Revise the currently proposed configuration to lessen the potential for clogging and maintenance requirement.
17. In the modifications to the BMP, include removal of the existing 6" perforated PVC pond drain pipe and associated Class AI rip rap filter, and provide an open inlet orifice with the establishment of a micro pool at pond drain orifice. This will provide for a more reliable drawdown of the BMP while requiring less maintenance. Additionally, provide information in either tabulated or graphical format to show that the 24-hour attenuation of the 1-year 24-hour storm has been achieved.

18. The plans proposed the placement of fill material in a FEMA flood area. To do this, all required information must be provided in accordance with the requirements of Chapter 24, Article VI, Division 3 of the James City County Code and Title 44, chapter 1, part 50 under the Code of Federal Regulations.
19. BMP/Water Quality Points. The area established as a conservation easement has not been re-established after associated impacts due to construction of the existing facility. Therefore, provide a restoration plan for these areas with the next submittal.
20. Maintenance Easement. Provide a minimum 20 ft. wide maintenance easement and a minimum 15 ft. wide access easement around the BMP facility. The easement shall extend to the parking area and should extend to and around the facility, encompassing the embankment, graded side slopes, emergency spillway, forebay, benches, riser and outlet structures and extend sufficiently outward (25 ft. recommended) from the 100-year design high water elevation.
21. Pond Buffers. A pond buffer should be provided that extends 25 feet outward (landward or upland) from the 100-year design high water surface elevation of the pond.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4451 IRONBOUND ROAD
WILLIAMSBURG, VA 23188

PHILIP SHUCET
COMMISSIONER

David A. Steele, P.E.
Interim Resident Engineer
TEL (757) 253-4832
FAX (757) 253-5148

September 27, 2004

Sarah Weisiger
James City County Planning
Post Office Box 8784
Williamsburg, Virginia 23187

Ref: Christian Life Center Expansion, Phase I
County Plan Number SP-110-04
Longhill Road (Route 612), James City County

Dear Ms. Drake:

We have completed our review of the above mentioned site plan and offer the following comments:

- 1) Provide the posted speed limit for Longhill Road (Route 612) on the plans.
- 2) Review the sight distance available and revise as necessary. Based on VDOT's latest *Minimum Standards of Entrances to State Highways*, the required sight distance for a 45-mph design speed is 500 ft. Since this is a right out only, adequate sight distance will only be required to the left.
- 3) Address drainage across the proposed entrance. We are concerned that there may be ponding on the western side of the proposed entrance. Either note to grade to drain across the exit or explore the need for an entrance culvert, whichever is appropriate.
- 4) The note on Sheet 6 refers to Sheet 10 for the pavement section. This should be revised to Sheet 11.
- 5) It appears that an existing sign may need to be relocated at the eastern taper of the proposed entrance, revise as necessary.

Christian Life Center Expansion, Phase I
September 27, 2004
Page Two

When the above comments have been addressed, please submit two sets of revised plans to this office for further review. Also, attach a letter noting what action was taken to correct the above comments and any revisions that may impact the right-of-way.

Should you have any questions please contact me at 253-4832.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad A. Weidenhammer". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Bradley A. Weidenhammer, EIT
Transportation Engineer

DATE: 9-16-04

TO: Sarah Weisiger, Planner

FROM: Scott Whyte, Landscape Planner

SUBJECT: SP-110-04, Christian Life Center Expansion

I have reviewed the landscape plan for SP-110-04, Christian Life Center Expansion and have the following comments:

1. Trees in the parking lot exceed the 75' limit required by landscape ordinance 24-97 B,4.
2. The shrub requirements for parking lots have not been met for landscape ordinance 24-97 (2). The Wax Myrtles at the north end of the parking lot are fulfilling requirements for parking lot screening, and can't be used to meet another requirement. Existing shrubs may be used but must be indicated on the plan.
3. The requirements for amount of evergreen trees in the parking lot, has not been met. Ordinance 24-97(3) requires that 35% of the trees be evergreen. Existing trees may be used to fulfill this requirement, but must be shown on plan.
4. The requirements for evergreen trees on the street buffer are not shown on the plan. Existing trees may be used, but must be shown on the plan.
5. Landscaping for the BMP not shown on plan, refer to ordinance 24-98 (D). A naturalistic planting is required to screen the BMP.

MEMORANDUM



Date: October 8, 2004

To: Sarah Weisiger, Planner

From: Timothy O. Fortune, P.E. *TO* Civil Engineer

Subject: SP-110-04, Christian Life Center Expansion, Phase I (Construction Plan)

James City Service Authority has reviewed these plans for general compliance with the JCSA Standards and Specifications, Water Distribution and Sanitary Sewer Systems and have the following comments for the above project you forwarded on September 15, 2004. Quality control and back checking of the plans and calculations for discrepancies, errors, omissions, and conflicts is the sole responsibility of the professional engineer and/or surveyor who has signed, sealed, and dated the plans and calculations. It is the responsibility of the engineer or surveyor to ensure the plans and calculations comply with all governing regulations, standards, and specifications. Before the JCSA can approve these plans for general compliance with the JCSA Standards and Specifications, the following comments must be addressed. We may have additional comments when a revised plan incorporating these comments is submitted.

General:

1. The site plan shall be reviewed and approved by the James City County Fire Department.
2. Clearly label all private sanitary sewer and waterline locations as such (comment previously issued as part of JCC Case #SUP-019-03 for this development).
3. Add a note to the plans stating "Only JCSA personnel are authorized to operate valves on the existing main."
4. Add the following note to the plans: "The proposed grease trap must be inspected by John Wilson, JCSA Utility Special Projects Coordinator, at (757) 259-4138".
5. Show and label the existing JCSA water main and meter sizes on the plan.

Water Meter Data Sheet and Meter Sizing Calculations:

1. Section 7: The existing 3-inch meter size noted contradicts JCSA billing records which shows a 1-1/2" meter as currently serving the site. Verify and revise accordingly.
2. Meter sizing Calculations:
 - a. It is unclear if the calculations provided are solely for the Fellowship Hall or if the existing building is included. Since the plan shows both facilities as being served by the existing water meter, the meter sizing calculations shall include

fixture counts for both facilities and shall be clearly identified for each facility.

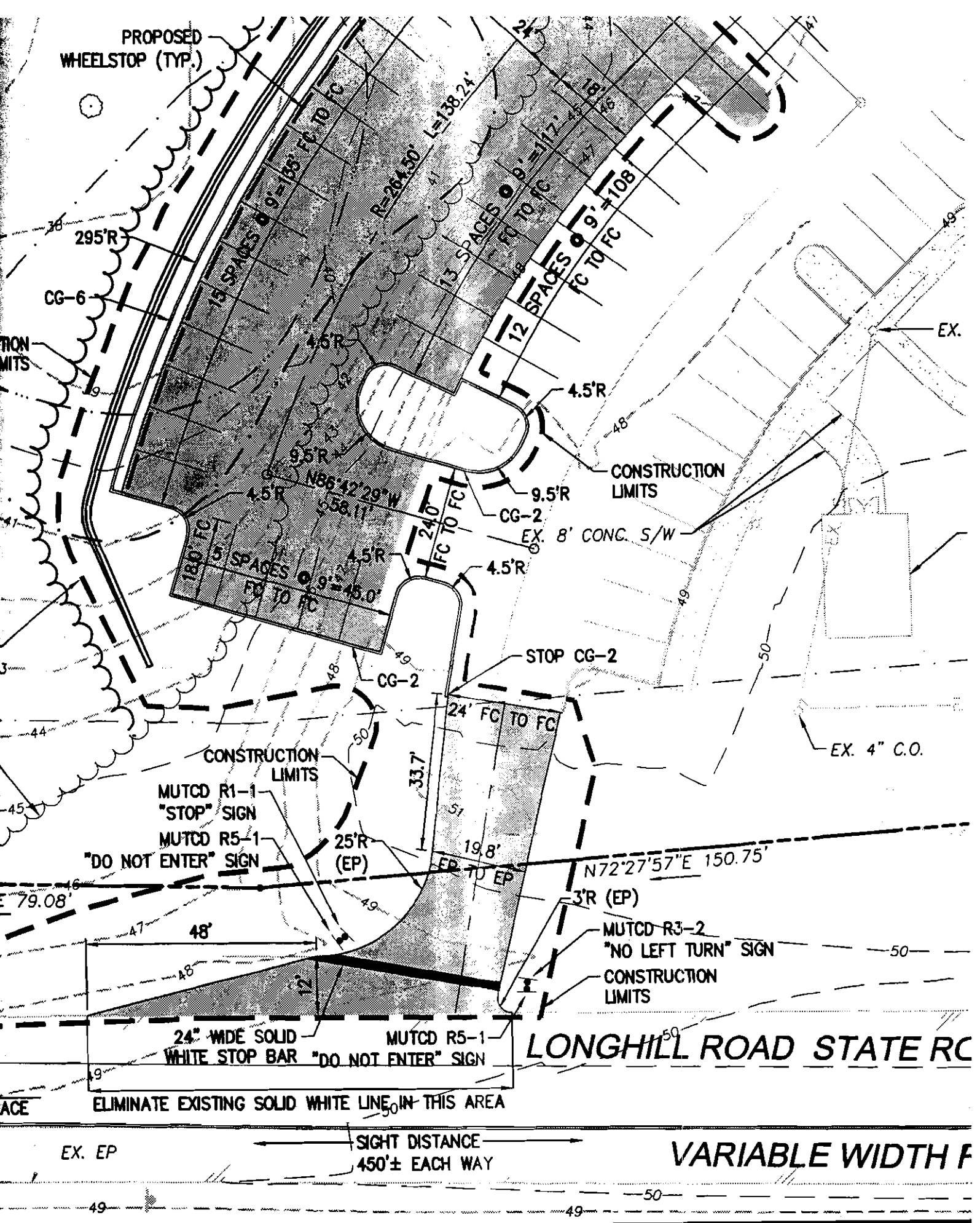
- b. Estimate Demand Based on Fixture Counts: It appears the fixture unit value shown for Lavatory (public) contradicts the value listed in Table E101B of the IPC. Verify and revise accordingly.

Water Conservation Standards:

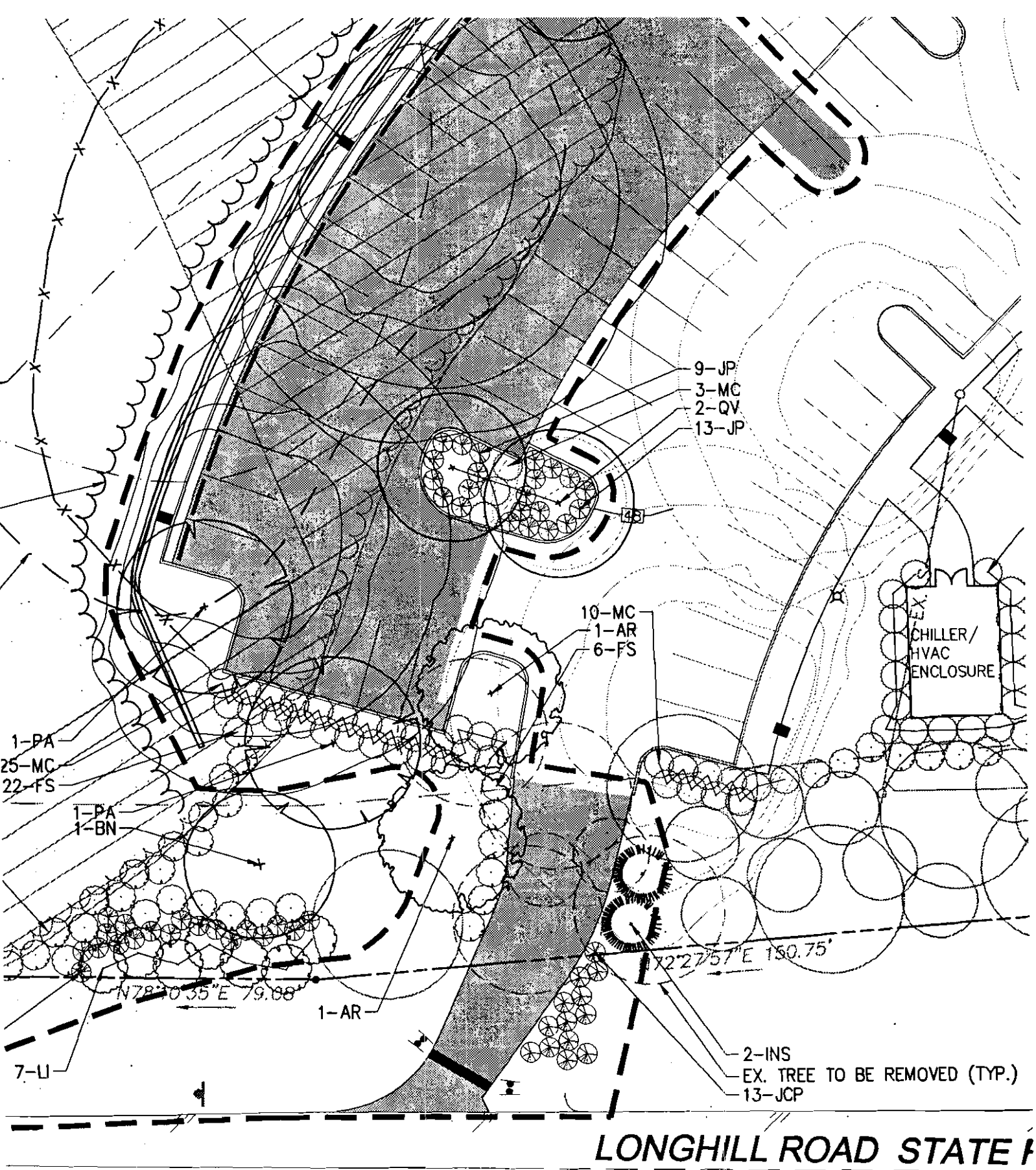
1. Per previous comment and SUP conditions, the applicant shall develop water conservation standards to be submitted to and approved by the James City Service Authority. The applicant shall be responsible for enforcing these standards. The standards shall address such water conservation measures as limitations on the installation and use of approved landscaping design and materials to promote water conservation and minimize the use of public water resources. The James City Service Authority shall approve the standards prior to final site plan approval. Should the Applicant have any questions or require additional information regarding water conservation standards or guidelines for new developments, please contact Mrs. Beth Davis, JCSA Environmental Education Coordinator at (757) 253-6859 as early in the landscape design process as possible.

Please call me at 253-6836 if you have any questions or require any additional information.

PROPOSED
WHEELSTOP (TYP.)



Christian Life Center 2nd Proposed Exit : Original Site Plan Configuration Not Approved.



VARIABLE WIDTH

Christian Life Center 2nd Proposed Exit: Landscape Plan for Revised Entrance

SUMMARY FACTS

Applicant: Jason Grimes, AES Consulting Engineers

Land Owner: Centex Homes

Proposed Use: Approval of 115 lots

Location: Property adjacent Kingswood and Druid Hills neighborhoods

Tax Map/Parcel No.: (47-2)(1-47)

Primary Service Area: Inside

Parcel Size: 115.27 acres

Existing Zoning: R-1, Limited Residential

Comprehensive Plan: Low Density Residential

Reason for DRC Review:

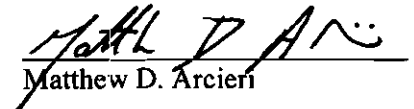
- 1) The development proposes more than 50 lots
- 2) Cul-de-sac waiver: The cul-de-sac for Marywood Drive exceeds 1,000 feet
- 3) Sidewalk waiver: A sidewalk is required by ordinance along Spring and Braddock Road (see Planning comment 3)
- 4) Open Space: Section 24-242 of the Zoning Ordinance requires the DRC to find that proposed open space meets the requirements for conservation and recreation (see Planning comment 4)

Staff Contact: Matthew Arcieri Phone: 253-6685

STAFF RECOMMENDATION

Staff recommends the DRC defer this case until January 5, 2005 in order to resolve outstanding issues. Of primary concern to staff are environmental and traffic issues, which are further detailed in attached agency comments.

On November 11, 2004 representatives of the developer for this project met with approximately 70 residents of the Kingswood and Druid Hills neighborhoods. A summary of that meeting as well as concerns raised by neighbors is attached.


Matthew D. Arcieri

Attachments:

1. Plan (separate)
2. Agency Comments
3. Summary from 11/11/2004 meeting
4. "Marywood Development Concerns" prepared by residents of the Kingswood neighborhood

AGENCY COMMENTS

Planning:

1. This plan proposes more than 50 lots and will be reviewed by the Development Review Committee on December 1, 2004 at 4PM. In addition, the DRC must grant a waiver to Section 19-52 (cul-de-sac streets) of the JCC Subdivision Ordinance for Marywood Drive.
2. Street names have been reviewed and approved.
3. Sidewalks are required along one side of parts of Braddock Road and Spring Road in accordance with Section 24-35 of the JCC Zoning Ordinance. Please provide a written request if you wish to have the DRC consider waiving or modifying this requirement. Given the absence of sidewalks along the existing streets, staff will support this request provided access is provided to abutting properties. Staff believes this can be accomplished by providing:
 - a. A five foot paved connection between lots 111 and 112 extending to John Tyler Highway;
 - b. A five foot paved connection to La Fontaine at the end of Queens Crossing (connecting to the portion on La Fontaine property that has been constructed); and
 - c. A paved connection to the Kingswood recreation area.
4. In accordance with Section 24-242 of the JCC Zoning Ordinance a minimum of ten percent of the net developable area must be set aside for recreation and conservation purposes. Up to fifty percent of this requirement may be satisfied through perimeter buffers. Please provide a calculation of recreation open space and a narrative explaining how the ordinance requirement is satisfied.

Please note that the recreation features must be approved by the DRC. Staff believes that, at a minimum, this project must include some meaningful passive recreation features such as walking trails, benches, gazebos or picnic tables.
5. Corner lots are required to have a 35 foot setback from the side street. Please correct the setbacks for lots 14 and 50.
6. Please provide landscape plans for all BMPs in accordance with Sections 24-244 and 24-98 of the JCC Zoning Ordinance.
7. On sheet one, please list the JCC Case Number: S-91-04.
8. Is a separate subdivision entrance feature proposed for this section? If so, the Planning Director must review and approve per Section 19-69 of the Subdivision Ordinance.

County Engineer:

1. On sheets 6, 7 and 8 for private natural open space easements show monumentation and JCC approved signs.

Fire:

1. One additional fire hydrant is required at the intersection of Braddock and Oxford Road.
2. Please remove the "fire department access road" as it is not approved and not wanted by the JCC Fire Department.

VDOT:

1. Please see the attached comments dated October 8, 2004.

JCSA:

1. Please see the attached comments dated October 22, 2004.

Environmental:

1. Please see the attached comments dated November 1, 2004.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4451 IRONBOUND ROAD
WILLIAMSBURG, VA 23188

PHILIP SHUCET
COMMISSIONER

David A. Steele, P.E.
Interim Resident Engineer
TEL (757) 253-4832
FAX (757) 253-5148

October 8, 2004

Matthew Arcieri
James City County Planning
Post Office Box 8784
Williamsburg, Virginia 23187

Ref: Marywood Subdivision
County Plan Number S-091-04
James City County

Dear Mr. Arcieri,

We have completed our review of the referenced plan and offer the following comments:

- 1) A Traffic Impact Study will be required to determine necessary roadway improvements at the intersections with Jamestown Road (Route 31) that provide access to the subdivision.
- 2) On the preliminary plat, provide the horizontal curve data for the reverse curve on Oxford Road from Station 18+00 to the cul-de-sac.
- 3) The preliminary plat shows an existing 10' permanent easement for a sewer line within the proposed right of way at the beginning stations of Oxford Road. No easements shall encroach upon the proposed right of way; any easements located within the proposed right of way must be removed from the plat prior to the recordation of the plat. A Deed of Quit Claim will be required on any easements located within the proposed right of way prior to the acceptance of the streets into the State Secondary Road system.
- 4) Every effort should be made to locate utilities outside of the roadway, provide justifications as to why the utilities will remain in the roadway if this is the result of your findings. If the utilities remain in the roadway, they shall be located at the $\frac{1}{4}$ point of the roadway, and a schedule for additional density testing shall be devised.

- 5) The minimum radius for cul-de-sacs serving more than 25 units is 45-feet. The Marywood Drive cul-de-sac should be revised to meet this requirement, all others may remain at 37-feet.
- 6) Clearly identify the limits of the existing right of way, as well as the proposed right of way, for Spring Road, Oxford Road, and Braddock Road.
- 7) Address how access will be maintained to the residences off of Spring Road during construction of the waterline and roadway.
- 8) Additional detail will be necessary if the emergency access from the James City County building is pursued.
- 9) The drainage calculations must be stamped and signed by a Virginia Licensed Professional Engineer.
- 10) Cross drainpipes should be analyzed to determine effect the of the 100-year storm event. This applies to the crosspipe located at Station 12+50 and Station 16+50 on Oxford Road. Provide SCS drainage calculations to reflect this.
- 11) It does not appear that the existing 48" culvert located at Station 12+50 on Oxford Road will be able to be reused with the addition of the two drop inlets. Either show this as proposed pipe, or address how this will be constructed.
- 12) Specify the grate type to be used with the DI-7 at SS#2-5.
- 13) Drainage structures greater than 8-feet in depth require the double letter series drop inlets. Revise structure SS#2-12 to reflect this.
- 14) Several discrepancies were identified between the plans and the drainage calculations with regards to structure types: SS#1-14, SS#1-11, SS#1-2, SS#2-8, SS#3-12, and SS#3-21. Revise as necessary.
- 15) The throat length for SS#1-7 differs between the plans and the calculations. Revise as necessary.
- 16) The drainage calculations show an 18" pipe required from SS#3-12 to SS#3-11, however the plans show a 15" pipe. Revise as necessary.

Marywood Subdivision

October 8, 2004

Page Three

- 17) As per 2002 VDOT Drainage Manual (Chapter 9.3.5, Conduit Design), "A minimum velocity of 3 feet per second for the design storm is desirable in the storm drain in order to prevent sedimentation from occurring". While we realize that due to topography this is not always possible, there are several locations within the storm drain system where the velocity is below 2 feet per second. The engineer should review this and take appropriate actions necessary to remedy this situation.
- 18) Specify the type of HDPE pipe that is to be used. Type S and Type D are currently approved for use as storm sewer pipes.
- 19) Provide an additional drainage easement at the intersection of Oxford Road and Collington Court to provide sufficient room for the maintenance of the pipe adjacent to the right of way line.
- 20) Provide a typical road section for the sections of the subdivision where guardrail is proposed.
- 21) Provide an updated version of VDOT's General Notes (Rev. 08/04). An electronic version of the updated notes can be requested from this office.

When the above comments have been addressed, please submit two sets of revised plans to this office for further review. Also, attach a letter noting what action was taken to correct the above comments and any revisions that may impact the right-of-way.

Should you have questions please contact me at 253-4832.

Sincerely,

A handwritten signature in black ink, appearing to read "Bradley A. Weidenhammer".

Bradley A. Weidenhammer, EIT
Transportation Engineer

MEMORANDUM

Date: October 22, 2004

To: Matthew Arcieri, Planner

From: Timothy O. Fortune, P.E. - Civil Engineer

Subject: S-091-04, Marywood Subdivision (Construction Plans)



James City Service Authority has reviewed these plans for general compliance with the JCSA Standards and Specifications, Water Distribution and Sanitary Sewer Systems and have the following comments for the above project you forwarded on September 23, 2004. Quality control and back checking of the plans and calculations for discrepancies, errors, omissions, and conflicts is the sole responsibility of the professional engineer and/or surveyor who has signed, sealed, and dated the plans and calculations. It is the responsibility of the engineer or surveyor to ensure the plans and calculations comply with all governing regulations, standards, and specifications. Before the JCSA can approve these plans for general compliance with the JCSA Standards and Specifications, the following comments must be addressed. We may have additional comments when a revised plan incorporating these comments is submitted.

General Comments:

1. Revise plan sheet matchlines such that they are easily discernable.
2. Since this project involves more than 100 Lots and a proposed force main, the site plan shall be submitted to the Department of Environmental Quality for review and approval. The plan will not receive JCSA final approval until approval has been received from the Department of Environmental Quality. The Applicant shall provide JCSA a copy of the transmittal to VDH once submitted.
3. Clearly label the required waterline pipe material (PVC or DIP) on all profile sheets.
4. The plans shall be reviewed and approved by the James City County Fire Department.

Sheet 4:

1. Show and label the proposed fire hydrant on Spring Road for consistency among the plan.

Sheet 6:

1. Braddock Road Sta 35+00 (+/-): The proposed JCSA Utility Easement shown across Parcel CA-1 contradicts the sanitary sewer layout shown on Sheet 18. Verify and revise accordingly.

Sheet 8:

1. Clearly indicate the extinguishment limits of the existing 20' force main easement along Braddock and Spring Road. The easement across Lot 1 shall remain.

Sheet 18:

1. Provide dual sanitary sewer cleanouts for the following Lots: 27/28, 35/36 and 38/39.
2. Provide minimum 10' horizontal separation at the following locations:
 - a. Between water service connection for Lot 42 and sewer main MH #1-8 to MH#1-7.
 - b. Between water service connection for Lot 40 and sewer service connections for Lots 27 and 28.
3. Show and label the proposed air release valve at Sta 24+18 Marywood Drive as indicated on the profile.
4. Provide a gate valve at Sta 24+52 (+/-) Marywood Drive to meet JCSA's 800' separation requirement (refer to JCSA standards Section 2.26 C).
5. The applicant shall provide the Timber Pile Sewer Bridge detail on the plan as JCSA has not formally adopted the detail as part of its standards. Detail can be provided electronically by contacting Mrs. Dion Walsh, JCSA Engineering Technician, at 253-6820.
6. The JCSA Utility Easement shown at MH #1-4 to MH #1-3 does not reflect the proposed sewer layout. Verify and revise accordingly.
7. Revise the pipe material between MH #1-7 to MH #1-6 from "PVC" to "DIP" as the depth exceeds 16-feet. Refer to the profile on Sheet 28.

Sheet 19:

1. Provide gate valves at Sta 17+25 (+/-) Marywood Drive and Sta 33+12 (+/-) Braddock Road to meet JCSA's 800' separation requirement (refer to JCSA standards Section 2.26 C).
2. Provide dual sanitary sewer cleanouts for the following Lots: 62/63 and 64/65.
3. It appears that a JCSA Utility Easement is required across the front of Lot 49. Easement shall be 20' width centered on the sanitary sewer main.
4. Sanitary sewer pipe material shown between MH#1-22 to MH#1-21 contradicts the profile (should be DIP). Verify and revise accordingly.
5. Relocate the fire hydrant shown at Sta 26+26 Braddock Road to the radius return.
6. It appears that a minimum vertical clearance of 18-inches is not maintained between Lot 74 sanitary sewer cleanout and storm sewer segment SS#3-21 to SS#3-20. Verify and revise accordingly.

7. The sanitary sewer cleanout inverts shown for Lots 55 and 62 thru 65 are lower than the downstream manhole. The Applicant shall verify and revise accordingly.
8. The sewer cleanout invert elevations noted for Lots 16 thru 20 either conflict with the proposed storm sewer and waterline as designed or do not maintain a minimum vertical separation of 18-inches. The Applicant shall verify these and all other locations on the site plan to make sure proper clearances are maintained.

Sheet 20:

1. Provide a gate valve at Sta 20+25 (+/-) Braddock Road.
2. Provide dual sanitary sewer cleanouts for Lot 77/78.
3. Provide minimum 10' horizontal separation at the following locations:
 - a. Between water service connection for Lot 78 and sanitary sewer connection for Lot 8.
 - b. Between water service connection for Lot 84 and sanitary sewer connection for Lot 2.
 - c. Between water service connection for Lot 85 and sanitary sewer connection for Lot 1.
4. Relocate the fire hydrant shown at Sta 15+40 Braddock Road to the radius return at Sta 14+40 (+/-). Provide a JCSA Utility Easement around the fire hydrant if necessary.
5. The sanitary sewer pipe material shown between MH#2-3 to MH#2-2 contradicts the profile (should be DIP). Verify and revise accordingly.
6. Sewer cleanout invert elevations noted for Lots 1, 2, and 75 either conflict with the proposed storm sewer as designed or do not maintain a minimum vertical separation of 18-inches. The Applicant shall verify these and all other locations on the site plan to make sure proper clearances are maintained.
7. It is recommended that water meters shown for Lots 11 and 12 not be centered on the entrance. This will reduce the potential for conflict with future placement of driveways.
8. Spring Road Sta 12+83: The graphical location of the air release valve and fire hydrant appear to contradict the proposed stationing. Verify and revise accordingly.
9. It appears that additional easement will be required along the sanitary sewer lateral serving Lot 3. Verify and provide accordingly.
10. Per JCSA as-builts, the existing waterline between Oxford Road, along Braddock Road, to West Kingswood Drive is 6-inch. As a minimum, the Applicant shall replace the existing waterline along Spring Road to West Kingswood Drive with

an 8-inch line. Clearly define how the existing waterline is to be isolated for removal once the proposed wet taps are performed (locations for valving, etc).

Sheet 21:

1. Relocate sanitary sewer pipe segment MH#5-3 to MH#5-5 such that the main is located within the roadway. Installation of sewer main behind the proposed guardrail is not acceptable.
2. Provide dual sanitary sewer cleanouts for the following Lots: 95/96 and 114/115.
3. Provide a gate valve at Sta 20+66 (+/-) Oxford Road.
4. Verify if the sanitary sewer lateral shown between Lots 112 and 113 is required. If not, delete it from the plan.
5. Relocate Lot 115 water meter such that it is not behind the guardrail. Revise the plan accordingly.
6. The sanitary sewer pipe material shown between MH#5-3 to MH#5-10 contradicts the profile (should be DIP). Verify and revise accordingly.
7. Revise the proposed waterline tap to require a 8x6 tapping sleeve and valve with a 6x8 increaser thereafter. Show and label a thrust block at the proposed tap.
8. Show and label the existing 12-inch waterline and 10' permanent easement along the La Fontaine Condominiums common property line.
9. Refer to Sheet 20 Comment #10 above concerning the existing waterline size along Braddock Road. Revise plan accordingly.
10. Since a looped waterline system can occur from the Oxford Road cul-de-sac, the Applicant shall revise the Oxford Road waterline layout to connect to the existing 12-inch waterline behind La Fontaine. It is recommended the waterline alignment follow the proposed Emergency Access Road for connection.

Sheet 26:

1. Marywood Drive Profile:
 - a. Sta 17+50 (+/-) and Sta 27+67 (+/-): It appears the 15" RCP crossings shown are vertically incorrect and may actually conflict with the proposed waterline. The Applicant shall verify and revise accordingly to provide a minimum 18-inch vertical separation.
 - b. San MH #1-12: List the proposed force main invert "in" elevation as part of the description.
 - c. Provide stationing reference for all force main fittings including the end of line.
2. Spring Road Profile:
 - a. Sta 10+50: Verify graphical location of the 18" RCP as it appears to contradict design data on the grading plan. Revise accordingly.

- b. Show and label Lot 3 sanitary sewer lateral crossing as part of the profile. A minimum vertical clearance of 18-inches shall be maintained between the lateral and the proposed waterline.

Sheet 27:

1. Sta 10+50 (+/-): Deflection of the waterline as shown appears to exceed the maximum deflection allowed by HRPDC ($\frac{1}{2}$ of the manufacturer's recommendation). Verify and revise the profile accordingly.
2. Sta 17+50 (+/-): Verify graphical location of the 15" RCP as it appears to contradict design data on the grading plan. Revise accordingly.
3. Provide hatching of San MH #1-15 to San MH #1-6 pipe segment (DIP) for consistency among the plans.
4. Sta 10+90 (+/-): Provide 18-inches minimum vertical clearance between Lot 1 sewer lateral and the proposed waterline.
5. Sta 24+77 (+/-): Provide 18-inches minimum vertical clearance between Lot 13 sewer lateral and the proposed waterline.

Sheet 28:

1. Sanitary Sewer from Marywood Drive to LS 3-6 Profile:
 - a. Sta 10+00 (+/-): The sanitary manhole structure label provided contradicts the plan. Verify and revise accordingly.
 - b. Revise the pipe material of segment San MH# 1-13(?) to San MH #1-7 from "PVC" to "DIP" due to depth exceeding 16-feet.
 - c. Pipe slope shown for pipe segment San MH#1-7 to San MH#1-6 contradicts the plan. Verify and revise accordingly.
 - d. Sta 22+12 (+/-): Show and label the existing force main crossing as part of the profile.
 - e. San MH#1-0: An internal drop connection will be required based on the layout shown. Revise structure description to indicate a drop manhole.
 - f. Rim and "Inv In" elevation shown for San MH #1-0 contradicts the plan. Verify and revise accordingly.
2. San Sewer off of Braddock Road Profile:
 - a. Sta 10+17 (+/-): Show and label the waterline crossing.
 - b. San MH #2-2: Structure rim elevation and depth contradicts the plan. Verify and revise accordingly.

Sheet 29:

1. Collington Court Profile:
 - a. Deflection of the waterline alignment as shown appears to exceed the maximum deflection allowed by HRPDC ($\frac{1}{2}$ of the manufacturer's recommendation). Verify and revise the profile accordingly.
 - b. Sta 10+80 (+/-): Provide 18-inches minimum vertical clearance between Lot 13 sewer lateral and the proposed waterline.

2. Oxford Road Profile:
 - a. Slope indicated for pipe segment San MH # 5-1 to San MH #5-2 contradicts the plan. Verify and revise accordingly.
 - b. Sta 23+50 (+/-): Deflection of the waterline as shown appears to exceed the maximum deflection allowed by HRPDC ($\frac{1}{2}$ of the manufacturer's recommendation). Verify and revise the profile accordingly.

Sheet 34:

1. Revise the grinder pump assembly detail in the upper right hand corner of the plan to require ball valves in lieu of gate valves at the property line and the jumbo box. An acceptable manufacturer of the ball valve is Ford Model B11 or equal.

Water Data Sheet:

1. Section 5D: Line item references Node J-9 which is not included in the water model provided. Verify and revise accordingly.
2. Section 5E thru 5H: Data presented in this section does not correlate to the water model as submitted. Verify and revise accordingly.
3. Section 6: Verify the total 6-inch pipe length shown (plans show approximately 125'). Verify and revise accordingly.
4. Section 8: Plans show a total of 8 proposed fire hydrants. Verify and revise accordingly.

Sanitary Sewer Data Sheet:

1. Section 6: Verify the 8-inch PVC and 8-inch DIP pipe lengths (JCSA estimates 3447' PVC and 3325' DIP). Verify and revise accordingly.

Water Distribution Hydraulic Analysis:

1. Node Layout Map: The proposed subdivision layout indicated in the Oxford Road area does not match the plan layout. Verify and revise the map accordingly.
2. Per JCSA records, the existing line size for pipe segment P-19 is 6-inch verses the 8-inch line size shown. Revise the water model to reflect these conditions. The Applicant shall confirm the existing system will provide the required fire flow and duration and that head and velocity conditions are not exceeded through the existing 6-inch waterline. It will be the Developer's responsibility to make any necessary improvements to the existing system to meet JCSA standards.

Please call me at 253-6836 if you have any questions or require any additional information.

ENVIRONMENTAL DIVISION REVIEW COMMENTS
MARYWOOD SUBDIVISION
COUNTY PLAN NO. S - 91 - 04
November 1, 2004



General:

1. A Land-Disturbing Permit and Siltation Agreement, with surety, are required for this project.
2. A Subdivision Agreement, with surety, shall be executed with the County prior to recording of lots.
3. Water and sewer inspection fees, as applicable, must be paid in full prior to issuance of a Land-Disturbing Permit.
4. A Standard Inspection / Maintenance agreement is required to be executed with the County due to the proposed stormwater conveyance systems and Stormwater Management/BMP facilities associated with this project.
5. Wetlands. Prior to initiating grading or other on-site activities on any portion of a lot or parcel, all wetland permits required by federal, state and county laws and regulations shall be obtained and evidence of such submitted to the Environmental Division. Refer to Section 23-9(b)(9) and 23-10(7)(d) of the Chapter 23 Chesapeake Bay Preservation ordinance. *(Note: This includes securing necessary wetland permits through the U.S. Army Corps of Engineers Norfolk District and under the Virginia Department of Environmental Quality non-tidal wetlands programs, which became effective October 1st 2001.)*
6. Dam Permit. Based on the height of dam and storage volumes as presented for proposed BMP # 1 on the plans/design report, it appears the impounding structure may be subject to the provisions of Virginia Dam Safety Program and 4 VAC 50-20 Impounding Structure Regulations. Evidence of a construction permit from the Virginia Soil and Water Conservation Board will be required prior to final approval of the plan of development by the Environmental Division, unless the impounding is specifically excluded from the regulations. *(Note: A Land-Disturbing permit may not be issued for the project until approval of the project concept is verified from the DCR Division of Dam Safety.)*
7. Streetlights. It appears a streetlight rental fee for 22 lights must be paid prior to the recordation of the subdivision plat. In addition, the following comments pertain to the streetlight plan as presented in the plan set.
 - 7a. It is difficult to assess the overall adequacy of the proposed streetlight plan without information about the location of nearest existing (current) streetlights at the following locations: near the intersection of existing Oxford Road and existing Braddock Court (Druid Hills); at the intersection of existing Spring Road and Kingswood Drive (Kingswood); and existing Braddock Court (Druid Hills). *(Note: It is unclear if existing streetlights are present at connecting locations with Oxford Road, Braddock Road and Spring Road.)*

- 7b. Although streetlight symbols are shown on the "Final Erosion and Sediment Control Plan", the "Road and Utility Plan" and "Grading and Drainage Plan" sheets, the symbol is not labeled or shown in a legend as streetlight (typical) anywhere within the entire plan set. It is recommended that the "Road and Utility Plan" be utilized to present streetlight plan information.
- 7c. No streetlight information was provided for the east end of the proposed project at Oxford Road extension and Collington Court.
- 7d. The proposed streetlight at proposed Lot 40/41 should be moved upstation along Marywood Drive so that placement splits the difference in horizontal distance between the previous streetlight (Lot 25/26) and the last streetlight at the cul-de-sac. Currently it is too close to the previous streetlight. Also, the proposed streetlight at Braddock Road Sta. 24+00 should be moved to the outside radius of the road alignment and the proposed streetlight at Spring Road Sta. 11+60 should be moved closer to the intersection (if possible) to provide for better illumination of the intersection area.
- 7e. An additional streetlight may be necessary at proposed Braddock Road Sta. 10+00 to 11+00 if no existing streetlight is present (on existing Braddock) within about 400 feet of the intersection of proposed Spring and Braddock Roads.
- 7f. Provide a detail on the plans showing the type of street light to be installed with lumen information.
8. Offsite Work. Revise the clearing limits pertaining to the installation of the proposed sanitary sewer bridge and gravity main to include only those areas that lie within the proposed and existing easements.
9. Record Drawing and Construction Certification. The stormwater management/BMP facility as proposed for this project will require submission, review and approval of a record drawing (as-built) and construction certification prior to release of the posted bond/surety. Provide notes on the plan accordingly to ensure this activity is adequately coordinated and performed before, during and following construction in accordance with current County guidelines.
10. Interim Certification. Due to the characteristics and dual purpose function of Temporary Sediment Basin # 2/BMP # 1, interim construction certification will be required. Refer to current County guidelines for requirements. *(Note: Currently plan Sheet 10 indicates that BMP # 2 will not be utilized for as a temporary sediment trap. If in the future it is decided to utilize BMP # 2 as a temporary sediment basin for the project, then interim certification would apply to that basin also.)*
11. Due to the size of the drainage area, excessive height of fill and dual use nature of the dam fill as a primary roadway into the back (west) section of the subdivision, a geotechnical report, prepared by a professional engineer, is required to be submitted for the design of Temporary Sediment Basin # 2/BMP # 1 prior to issuance of a Land-Disturbing permit for the project.
12. VPDES. As land disturbance for the project will exceed one (1) acre, it is the owner's responsibility to register for a General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities, in accordance with current requirements of the Virginia Department of Environmental Quality and 9 VAC 25-180-10 et seq.

Contact the Tidewater Regional Office of the DEQ at (757) 518-2000 or the Central Office at (804) 698-4000 for further information.

13. VDOT. It appears VDOT CE-7 (temporary construction entrance) permits may be required. Contact the Williamsburg Residency, Permits and Subdivisions at 757-253-4832 for further information.
14. Watershed. Provide a note on the cover sheet of the plans indicating that the site is situated in the Mill Creek (Lake Powell) watershed of the County.
15. Plan Information. Label existing Spring Road on plan Sheets 12, 16, 20 and 24. Label existing Braddock Road on plan sheets 12, 16, 17, 20, 21, 24 and 25. Label existing Oxford Road on plan Sheets 2, 13, 17, 21 and 25. Label Lake Powell on Sheets 10 and indicate surveyed normal pool elevation of Lake Powell on all plan sheets as applicable (Sheets 2, 10, etc.). Lastly, preliminary plat Sheet 6 needs to show property information for the small tract of land at existing lift station 3-6 where the 8-inch gravity sewer from the sewer bridge connects.

Preliminary Subdivision Plats:

16. RPA. Revise Note # 11 on the cover sheet to reference Section 23-7(c)(1) of County's Chesapeake Bay Preservation ordinance, not 23-9(c)(1).
17. Open Spaces. Provide a note on the plan cover sheet and plat sheets indicating that areas within natural open space easements and conservation easements shall remain in a natural undisturbed state except for those activities referenced on the deed of easement.
18. Drainage Easements. Provide a note on the plat indicating unless otherwise noted all drainage easements designated on this plat shall remain private.
19. It should be noted that review of this plat is in advance of final site plan approval by the Environmental Division. Any changes to the road, lot, utility or drainage control configurations as a result of outstanding comments on the plan of development could necessitate the need for further review and or comments on this plat.

Chesapeake Bay Preservation:

20. Environmental Inventory. Sheet 3 is at a scale of 1 inch = 200 feet. The current scale results in a loss of clarity and definition to properly assess many of the features needed for review such as RPA lines, wetland delineations, steep slope areas, existing contours (and contour labels) and existing site features. The inventory should be split into two – 1 inch = 100 ft. scale plans which are more easily read. It is recommended that the 100 scale plans be presented, one covering the west part of the site and one covering the east part of the site from Spring Road.
21. Steep Slopes. Section 23-5 of the Chesapeake Bay Preservation Ordinance does not allow land-disturbing activities to be performed on slopes 25 percent or greater. Although receipt of a request to impact steep slopes dated September 22, 2004 is acknowledged, there are many issues that must be evaluated prior to processing that request. These include:
 - 21a. Based on the comment above it is difficult to assess the extent of impacts to 25 percent slope areas within the limits of construction.

- 21b. Based on tabular information in the environmental inventory, it appears that 2.33 acres of steep slopes will be impact due to sitework and utility construction. This amount is quite excessive and not consistent with the provisions of the Chesapeake Bay Preservation ordinance. The land development plan should be evaluated to attempt to minimize disturbance of steep slope areas.
- 21c. It appears that steep slope areas are present on many of the proposed single-family lots. Due to the scale of the environmental inventory, it is difficult to assess whether adequate buildable area exists on these lots outside identified steep slope areas.
- 21d. It does not appear that the total impact area for steep slopes includes that associated with single-family lots. Lot lines should be rearranged to avoid steep slope areas during single-family construction. However, in instances where this is not possible, these impacts will need to be inventoried at the plan of development plan stage and included in with the exception request for the entire project. As Note #12 on the cover sheet indicates, steep slope areas will need to be identified at the time of single-family construction. The last line of Note 12 needs to indicate that the single-family building permit applicant will need to secure necessary approvals through the Environmental Division to disturb steep slopes.
- 21e. Refer to Section 24-242(b) of the Zoning Ordinance. For open space within major subdivisions (in R-1) the ordinance states "In addition, all nondevelopable area consisting of all stream beds, areas subject to flooding under the 100-year storm event and wetlands shall be maintained as open space. Areas with slopes of 25 percent or more which are contiguous to the above mentioned areas may be incorporated into individual lots provided that the sloped areas are placed in conservation easements approved by the county attorney." The plan of development must be examined for compliance against this provision of the ordinance.
- 21f. Buildable Area. Lots 1, 28, 30, 31, 42, 43, 73, 80, 83, 86, 90, 96, 103, and 108 contain large natural swales that convey stormwater through proposed single-family buildable areas. This will require an extensive amount of grading to create suitable house pad sites, yard area and suitable drainage. Please confirm if this situation is acceptable to accommodate the intended use.
- 22. Perennial Streams. The following information/modifications pertaining to perennial stream and RPA must be incorporated into the plans in accordance with a site field meeting conducted between County staff and representatives from Kerr Environmental Services Group.
 - 22a. The RPA delineation for the site needs to be consistent with perennial stream determinations as a result of the field meeting. Revised locations include at/near the natural stream features present at BMP #1 and BMP # 2.
 - 22b. Because the limit of the perennial stream is being permanently inundated by the normal water surface of BMP # 1, the revised limit for the RPA is at the proposed outfall of the BMP.

23. Water Quality Impact Analysis. Receipt of a WQIA dated September 2004 is acknowledged and review is in process. The assigned number will be WQIA-010-04 and it appears the exception request will contain both administrative and board reviews. Based on preliminary review, the following is offered as interim guidance for the WQIA. *(Official comments on the WQIA will be forwarded subsequently to issuance of the plan of development comments.)*
- 23a. The WQIA is incomplete as the assessment does not expand enough into how RPA impacts will be mitigated by the applicant and the site/construction plan must be consistent with provisions of the approved WQIA.
 - 23b. Total RPA impacts between the Environmental Inventory (3.72 acres) and WQIA (4.25 acres) are not in agreement.
 - 23c. As a condition of the RPA exception, provide a 25 foot setback for the rear building setback line and a 15 foot setback for the side building setback from the RPA on all lots.
 - 23d. Provide EC-3 type turf reinforcing matting on the downstream sides of BMP embankments.
 - 23e. Provide for the use of 'conservation seed mix' in the non-wetland areas that are to be disturbed within the RPA. This would be mainly for the sewer bridge area, BMP outfalls and storm drainage piping corridors within RPA area.
 - 23f. Specify replanting of the graded areas within RPAs, exclusive of the BMP embankment, conforming to the requirements set forth in the Riparian Buffers Modification and Mitigation Guidance Manual as provided by the Chesapeake Bay Local Assistance Department (CBLAD).
 - 23g. Provide for stilling basins at BMP outfalls to prevent turbulent flows and downstream channel erosion.
24. Mapping. The plan set has notes indicating that topographic data represented on the drawings is supplied by owner/developer. Provide an indication as to the source of topographic mapping for the project (field run, aerial, etc.)

Grading Plan:

25. Proposed Grading. Proposed grading indicates that low points are being created in the following areas along side of the following proposed streets: Stations 22+50 (L), 21+00 (L), and 15+00 (R) along Marywood Drive; Stations 11+00 (L), 29+00(L), and 32+50 (L) along Braddock Road; Station 20+25 (R) on Oxford Road. Revise grading to allow all areas to drain into the proposed stormwater system.

Erosion & Sediment Control Plan:

26. The title block on Sheets 10 through 13 indicate "preliminary" erosion and sediment control plans for the project. The title should be corrected to indicate "initial" or "Phase I" erosion and sediment control plan.

27. Phase I E&S. The following comments pertain to the Phase I (Preliminary) erosion and sediment control plan as presented on Sheets 10, 11, 12 and 13. In general the comments correspond from the west part of the site to the east.
- 27a. Due to close proximity to adjacent neighborhoods, add dust control as a measure to the E&S control plan for the site.
 - 27b. Provide a single rock check dam across the natural waterway on the downstream embankment of BMP # 2 to handle initial clearing, grubbing and embankment grading activities for BMP # 2. This check dam is temporary and can be removed once basin construction is complete and the dam slope stabilized.
 - 27c. Provide outlet protection or slope stabilization where diversion dikes enter into temporary sediment traps or basins.
 - 27d. Check computations in the design report for Sediment Trap # 1. The elevation for top of diversion dike elevation appears incorrect. Also, the drainage area to the basin appears incorrect.
 - 27e. Use a single right-of-way diversion (RWD) measure across the BMP access road on Lot 60.
 - 27f. The drainage area to temporary sediment trap # 2 appears incorrect.
 - 27g. Provide computations for the stormwater conveyance channel (diversion) which conveys drainage from the low point along Marywood Drive Sta. 14+00 to Sediment Basin # 2. A temporary slope drain may be more feasible for this temporary situation.
 - 27h. Provide a single rock check dam across the natural waterway on the downstream embankment of BMP # 1 to handle initial clearing, grubbing and embankment grading activities for BMP # 1. This check dam is temporary and can be removed once basin construction is complete and the dam slope stabilized.
 - 27i. Provide details for how BMP # 1 will function as a temporary sediment basin. Show the required dewatering orifice and that the low flow (6-inch) orifice is temporary blocked.
 - 27j. Label the 25-year design water surface elevation for Sediment Basin # 2 on Sheet 11. Ensure high water elevations for the basin are contained onsite. Provide a hydraulic model run for the final configuration of the basin while in temporary sediment basin mode for the 2-, 25-year and 100-year events.
 - 27k. Diversion dikes on the downstream road fill at Braddock Road Sta. 22+00 must discharge into sediment trapping devices.
 - 27l. The Temporary Sediment Basin Design Data Sheet for TSB # 2 (ie. BMP # 1) shows an emergency spillway design using a discharge Q of 141.8 cfs. There is no emergency spillway for the basin based on the current design plan.
 - 27m. Provide a schematic detail for TSB # 1 similar to that shown on Sheet 10 for TSB # 2. Also, the schematic for TSB # 2 on Sheet 10 should be on Sheet 11.

- 27n. Add keys and symbols and implement stream crossing measures in accordance with Minimum Standard & Spec. 3.24 of the VESCH for the crossing at Braddock Road, approximate Sta. 22+00.
- 27o. Limit clearing and disturbance for the proposed 8-inch gravity sewer to JCSA Pump Sta. 4-3 to within the limits of the 30 ft. easement and provide right-of-way diversions along the proposed sewer alignment between Braddock Road and the pump station, directed toward the BMP.
- 27p. Provide a properly sized and designed stormwater conveyance channel (SCC) at the northwest corner of BMP # 1, near to Braddock Road, to handle concentrated drainage from Braddock Road 18+00 left to 21+00 left to safely enter the BMP without slope erosion.
- 27q. Remove the offsite diversion dike shown on existing Braddock Road on Sheet 12.
- 27r. It appears a temporary or permanent roadway cross-culvert is necessary at Braddock Road, approximate Sta. 11+00.
- 27s. Provide a single rock check dam across the natural waterway on the downstream road fill for Oxford Road Sta. 16+50 to handle initial clearing, grubbing and road grading. This check dam is temporary and can be removed once the road fill/crossing is complete and the slope stabilized.
- 27t. Diversion dikes on the upstream and downstream road fill at Oxford Road Sta. 16+50 must discharge into sediment trapping devices.
- 27u. Add keys and symbols and implement stream crossing measures in accordance with Minimum Standard & Spec. 3.24 of the VESCH for the crossing at Oxford Road, approximate Sta. 16+50.
- 28. Phase II E&S. The following comments pertain to the Phase II (Final) erosion and sediment control plan as presented on Sheets 14, 15, 16 and 17.
 - 28a. Create a small berm along the top of the graded slope of BMP # 1 to direct drainage to SS # 1-A. Runoff from the graded area between the basin and Marywood Drive should go to the inlet and not be directed down the slope of the basin.
- 29. Sequence of Construction. The following comments pertain to the Sequence of construction as presented on Sheet 10:
 - 29a. It should be clear and specific in the sequence of construction that all perimeter erosion and sediment controls in the Phase I (preliminary) plan are to be installed and functional before mass clearing and road grading begins. This is in accordance with Minimum Standard # 4 of the Virginia Erosion and Sediment Control regulations. This includes perimeter silt fence, diversions all temporary sediment traps and basin and stream (road) crossings. There should also be specific mention to "begin mass clearing of road corridors" in an appropriate step of the sequence.

- 29b. The sequence should specifically state that all stream (road) crossings shall follow the provisions of the approved plan, Minimum Standard & Spec. 3.24 of the VESCH and any general/special wetland permit conditions.
- 29c. It would appear that Steps # 5 and Steps # 6 should be in the final phase portion of the sequence of construction, not the initial phase. The initial phase is intended to install all perimeter E&S controls in advance of mass clearing and grading of the road corridors and other areas.
30. Road Section. Label the typical road fill slope (3H:1V, etc.) on the road sections presented on Sheet 32.
31. Limits of Work. Correct all discrepancies and disconnections in the designated limit of work and ensure all erosion and sediment control plan sheets have the limit of clearing and grading. For example, Sheet 17 has an incorrect limit of work at sediment trap # 7; and an offsite limit of work on existing Braddock Road on Sheet 12.
32. Perimeter Diversion Dikes. Revise the location of the temporary diversion dikes so that the clearing requirements are minimized throughout the site. Sediment traps # 2, # 3 and # 4 show the diversions entering the front of the facility rather than the rear and the diversions outfalling near station 22+00(R) on Marywood Drive can be pulled up to where the proposed contours are reflected on sheet 22. These modifications could decrease the required area to be cleared by more than 2 acres.
33. Basins. Show the riser structure and barrel pipe for the stormwater basins on plan view sheets as applicable.
34. Slope Labels. Label all graded cut and fill slopes with slope indicators as intended (i.e. 3H:1V, 2H:1V, etc.), especially for the road crossing fills and BMP embankments.
35. Outlet Protections. Provide for Class I riprap outlet protection for all pipe, culverts, and storm drain outfalls proposed throughout the site and at the outfall of BMP facilities. Provide information on plans stating riprap class (Class I minimum.) and provide all dimensions in accordance with requirements of the VESCH, Minimum Standards 3.18 and 3.19.
36. Outlet Velocities. It appears that the outfall velocities reflected in the Storm Sewer Tabulation reflect the velocities at the pipe inlets and not at the pipe outfalls. These velocities may require the use of energy dissipaters. Please make the necessary revisions or provide information that reflects the use of HEC-14 energy dissipaters is not required.
37. Downstream Lake Protection. Include provisions on the E&SC plan to monitor Lake Powell for signs of sedimentation, specifically during or as a result of construction on this site. As this facility is not to be used for sediment or stormwater control, the contractor should be aware that additional onsite or offsite controls may be required should sediment be transported to the lake and proper coordination with the onsite or offsite owners, engineers or the County may be necessary. *(Note: One such example may be implementation of turbidity curtains on the lake to reduce turbidity.)*

38. Label existing information for the 48-inch pipe (size, type, inverts, length, slope, etc.) at Oxford Road Sta. 12+50 on grading and drainage plan Sheet 25. Pipe and material must be in good working order and in good condition if to be reused.

Stormwater Management / Drainage:

39. General. Even though all drainage from this development site is conveyed to Lake Powell, it should be clear that this project will receive no credit for use of Lake Powell for stormwater quality or quantity control purposes. Similarly, as the size of this site is very small in comparison to the total drainage area to Lake Powell (about 4 percent), no further analyses is necessary to show adequacy of Lake Powell as a receiving drainage facility, as long as current County stormwater management criteria is adhered to for onsite design.
40. Sheet Labels. Label BMP # 1 and # 2 on the 1"=200' scale BMP Point Display Map. Label the existing upland BMPs for Riverside and LaFontaine as MC 038 and MC 039, respectively on plan Sheet 25 and the BMP point display map.
41. Drainage Map. Sheet 5 is a drainage map for the two onsite BMPs and other major points of analyses. Provide a drainage map to correspond to the onsite storm drainage system design. The map should show drainage areas and runoff coefficients corresponding to inlet and storm sewer computations in the design report.
42. BMP Points. The BMP Point Display inset map (1"=200 ft.) as provided in the design report is not consistent with preliminary plat sheets and the design plan. The following general discrepancies, from west to east, are noted:
- 42a. Lots 31 through 34 (Marywood Drive) show hatching for extra 0.15 point credit; however, the preliminary plat shows this area to be RPA. Extra BMP point credit for open space cannot be taken for RPA areas.
- 42b. The BMP Point map shows 0.15 point credit area on Lots 36, 37 and 38; however, the preliminary plat shows no dedicated area on the lots.
- 42c. The layout for Lots 62 to 65 on the BMP display map are not consistent with the preliminary plat. This is also true for Lots 69 and 70. Ensure overall road and lot arrangements on the BMP point display map are consistent with the current design plan.
- 42d. Based on hatching patterns on the "BMP Point Display" map, extra 0.15 point credit for natural open space is being taken for a long, narrow strip of area along the back of lots north of Braddock and Marywood roads, basically from Lot 74 clear around the Lot 31. This strip is somewhat parallel to the normal pool of Lake Powell. Based on the preliminary plat, most of this area is RPA. Therefore, extra 0.15 point credit cannot be taken for these areas.
- 42e. Similar to the above comment, extra BMP point credit is being taken for a long, narrow strip of area along the back of Lots 81 to 86 north of Braddock. Based on the preliminary plat, most of this area is RPA. Therefore, extra 0.15 point credit cannot be taken for these areas.

42f. All the natural open space BMP point comments offered will result in rework of the BMP worksheet and demonstration of compliance with the County's 10-point system.

43. BMP Points. Label the structural BMPs on the BMP Point Display map. Also, the Worksheet for BMP Point System as provided in the design report shows use of a County Type F-1 BMP. A type F-1 BMP is a timber crib wall. Plan sheets 22 and 30 show BMP # 2 as an earthen embankment type BMP; therefore, the BMP is a County type F-2 BMP.

44. Open Space Credit. Provide a conservation easement plat for all Natural Open Space areas as claimed in the BMP worksheet and as shown on the BMP Point Display map. Normally, a plat is required prior to issuance of a Land-Disturbing permit.

45. Lot-to-Lot Drainage. The provision for 5 ft. lot perimeter drainage easements may be adequate for small lots with minimal drainage areas; however, as lots average 1/2 acre in size and based on natural natural topography there are many areas where drainage across lots exceed 1 acre and several lots drain onto one single lot, many lot-to-lot drainage issues associated with this plan should be addressed at the site development phase. Address or provide a plan to prevent conveyance of increased or concentrated drainage due to lot development at the following locations: Lots 2 to Lot 1; Lot 3 to Lot 4, Lot 6 (Kingswood) to proposed Lot 7 and 8; Lot 7 (Kingswood) to proposed Lot 9; Lot 5 to Lot 6; Lot 6 to Lot 7; Lot 7 to Lot 8; Lot 71 to Lot 70; Lot 68 to Lot 67; Lot 65 to Lot 64; Lot 62 to Lot 63; Lot 18 to Lot 17; Lot 17 to Lot 16; Lots 27, 26, 29 and 30 onto Lots 28 and 27; Lot 35 to Lots 34 and 36; Lot 102 to Lot 103; Lot 101 to Lot 100 and 103; and Lots 107 through 111 onto existing parcels along John Tyler Highway (near the fire station).

(Note: It is extremely important to properly demonstrate by the drainage/grading plan and by Minimum Standard # 19 procedure that there are no lot-to-lot drainage issues from any of the existing subdivision lots (Druid Hills, Kingswood, parcels along John Tyler Highway, etc.) onto proposed Marywood lots or likewise, none from proposed Marywood onto existing residential subdivision lots which surround Marywood.)

46. BMP # 1. The following comments pertain to layout, design and the construction plan for BMP # 1 at Braddock Sta. 22+00, which is a 10-point type A-3 wet pond serving a total of about 62 acres of which about 40 acres is offsite in a previously uncontrolled area in Kingswood Subdivision.

46a. The "Worksheet for BMP Point System" in the design report shows at total of 62.59 acres of drainage area for BMP # 1, consisting of 23.43 acres onsite and 39.16 acres offsite. This conflicts with information in Tab "BMP 1 (Wet)" in the design report which shows drainage area to BMP # 1 as 61.77 acres. The worksheet shall be consistent with design computations.

46b. Clearly label the required aquatic and safety benches on the pond plan on Sheet 24 and detail Sheet 30. Aquatic and safety benches, meeting the full requirements of the County BMP manual must be provided for this BMP.

46c. In a natural state, fall from the property line with Section C Kingswood (near the existing pump station) along the natural waterway is about 3 percent. However, BMP # 1 will result in excavating from original ground El. 35 to El. 22 thus creating a much steeper slope from the property line to the BMP at about 11 percent. Firstly, as this is along a natural waterway, runoff must be safely conveyed down this slope in a non-erosive

manner. Therefore a storm drainage system or lined channel may be necessary. Secondly, due to the excessive vertical elevation difference (18 to 24 feet), it is recommended that a slope bench be incorporated on the slope to limit erosion and the slope be effectively reclaimed with matting, trees, shrubs and ground cover. *(Note: The County BMP manual also states that contours of ponds shall be managed to eliminate dropoffs and other safety hazards.)*

- 46d. Based on the design plan, it appears there is no emergency spillway for the BMP and the JB-1 principal spillway with a top EW-11 unit controls all design storm flows. Basic regulations would dictate that freeboard for this type of system (2 ft.) is achieved as the difference between design high water for the 100-year and the crest in the road is roughly 16 feet. However, upstream conditions dictate control of design high water for the BMP as to not exceed El. 40. Higher WSEL's above this elevation would cross into existing lots in Section C Kingswood and possibly affect existing properties and structures. As there are no assurances that the principal spillway device will not clog for the 100-year or smaller events, that larger storm events beyond the 100-year storm will not occur and in keeping the public's health, safety and welfare in mind, provide an overflow spillway mechanism for the BMP which limits ultimate design high water elevation to no higher than El. 39. Evaluate the feasibility for providing an overflow spillway mechanism which eliminates the potential for BMP high water ever to cross into the neighboring subdivision. *(The overflow mechanism must be in addition to the principal spillway control structure.)*
- 46e. Include provisions in the layout of the BMP to protect and provide for adequate screening, separation and buffer from adjoining properties or the general public's view. Refer to Chapter 24 Zoning, Section 24-98(d) and Chapter 19 Subdivisions, Section 19-70 for general criteria.
- 46f. Include steps in the JB-1 principal spillway structure.
- 46g. Slope of the 60-inch outlet barrel on the construction plan is shown at 1 percent; however, based on plan information fall is 1 foot over 200 feet which is 0.5 percent. Therefore, information on the detail on Sheet 30 is incorrect and the actual slope of the barrel does not match that in the hydraulic model in the design report (1 percent).
- 46h. The grate bars on the EW-11 trash rack structure should be parallel to the slope of the embankment (horizontal) and the long axis of the EW-11 box structure.
- 46i. Show headwall/endwall requirements for the 60-inch outlet barrel for the BMP. Page 41 of the County BMP manual requires fencing on endwalls for pipes greater than 48-inch diameter in size.
- 46j. Provide a pond drain and valve system that is capable of completely or partially draining the entire facility within 24 hours for future maintenance purposes. Include specifications for valve size, type and materials and supporting hardware.
- 46k. For the gabion forebay structure, place geotextile under the gabion forebay structure and specify type or thickness of stone to be used in the gabion structures. Specify whether gabion wiring is to be galvanized or PVC coated or provide ASTM reference. On plan Sheet 24, reference to Sheet 31 is labeled currently as "Sheet X".

- 46l. Outlet protection from the outfall barrel shall be sized for discharge from the pond for the 25-year storm event. Refer to Minimum Standard # 6 of the Virginia Erosion and Sediment Control regulations.
 - 46m. Similar to that provided for BMP # 2, provide buoyancy computations for the riser structure for BMP # 1.
 - 46n. Unless specifically authorized by the JCSA, water mains and appurtenances shall not be placed within a BMP or its associated embankment.
 - 46o. Provide a landscaping plan for the periphery around BMP # 1.
 - 46p. Lot 15 (Marywood Drive) will be subject to the pond buffer/setback.
 - 46q. Ensure use of BMP # 1 will not back-up or affect existing stormwater drainage out of or through Kingswood Section C.
47. BMP # 2. The following comments pertain to layout, design and the construction plan for BMP # 2 as situated between Braddock Court and Marywood Drives. The BMP is a 4-point type F-2 BMP total of about 62 acres of which about 40 acres is offsite in a previously uncontrolled area in Kingswood Subdivision.
- 47a. Provide a forebay as the BMP is a County type F-2 Dry Pond with forebay.
 - 47b. Provide water quality computations for the BMP.
 - 47c. Clearly label the lines for design high water and the pond buffer/setback for BMP # 2 on plan Sheet 22. Based on the current plan, the pond buffer/setback encroaches onto proposed Lots 38, 39, 57, 59 and 60. Unless removed, the pond buffer/setback should be clearly labeled on these lots on plat Sheet 6.
 - 47d. Plan Sheet 22 shows the BMP embankment and emergency spillway on proposed Lot 38. Stormwater management/BMP facilities (embankments, structures or design high water pools) should not be situated in or encroach into individual single-family attached lots and it is preferred that the BMP and related maintenance and setback buffers be situated within common area, rather than encroach into lot areas.
 - 47e. The variable width access easement to BMP # 2 is currently situated directly on Lot 60. This is not a desired situation. It is preferred that the access corridor from the paved roadway to the BMP be situated in common area. If not possible, the access should be situated within private access easement along a common lot line between two lots.
 - 47f. Provide invert elevations for the 4-inch low flow orifice (extended detention) pipe on the detail on Sheet 30.
 - 47g. On Sheet 30, the invert out elevation shown for the 24-inch BMP barrel through the dam is greater than the invert of the pipe at the riser. Negative slope is not allowed.

- 47h. Provide construction information for the emergency spillway (bottom width, side slopes, lining, etc.) on the plan and/or detail sheets. As design high water elevation is greater than the emergency spillway crest, the emergency spillway must be a designed section.
- 47i. Specify watertight reinforced concrete pipe meeting the requirements of ASTM C361 or ASTM C76 for the reinforced concrete pipe riser and outlet barrel. Indicate size and class of pipe and joint type required.
- 47j. Provide seepage control measures for the BMP barrel and impervious clay core for the dam.
- 47k. Show construction dimensions for the concrete riser base. Also, provide a headwall/endwall section for the outlet end of the barrel.
- 47l. Show construction information for the size and type/depth of stone required for the outlet protection required at the outlet end of the barrel.
- 47m. Provide a detail showing requirements for the BMP access road.
- 48. Maintenance Plans. Show specific long-term cleanout elevations (or depth) for both the wet and dry pond BMP in the maintenance plan on Sheet 30. The language in the maintenance plan also sounds as though it was for one BMP. The maintenance plan should apply to both BMPs and be adjusted accordingly. The maintenance plan for BMP # 1 needs to be very specific about inspection/observation as it pertains to the adjacent neighborhood. All perimeter conditions associated with the BMP must be inspected on a regular basis and corrective action taken immediately. This includes perimeter vegetation, buffer, inflow stormwater conveyances, etc.
- 49. Seep Collars. There are two anti-seep collar details, one on Sheet 30 and one on Sheet 31. For whichever is the final, provide a note that materials and construction shall conform with Minimum Standard & Spec. 3.02 of the VSMH.
- 50. MS-19. The plans and computations present an array of material to show compliance with current County stream channel protection and Minimum Standard # 19 of the Virginia Erosion and Sediment Control regulations. The project is partly subject to the provisions of MS-19 due to uncontrolled area being released into natural receiving channel systems without BMP control. The model set-up has multiple "points of concern" that were compared between pre-and postdevelopment conditions. The following comments pertain to the hydraulic model and drainage analyses for the site.
 - 50a. A POC (point of concern) should be established at Lake Powell at the most downstream location below all development areas for the project. In general, this would be southwest of Lot 32 on the lake. The model must clearly show that increased runoff from the entire site, with and without BMP control, does not increase the 2-year pre-development peak discharge under postdevelopment conditions. This would include all of the drainage subareas shown on Sheet 5 and the uncontrolled bypass area from proposed Lots 27, 28 and 31 through 37.

- 50b. Provide channel adequacy computations for channel sections immediately downstream of the outfalls of the existing and proposed 48-inch culverts along Oxford Road. Although POC # 1 was provided in the analyses, this is a considerable distance downstream of the culverts and within a wider, broader floodplain system.
51. Stormwater Conveyance Channel Computations. Provide calculations to support the design of all onsite stormwater conveyance channels and swales.
52. Culverts. Two roadway cross-culverts are present along extended Oxford Road (plan Sheet 25). One is an existing 48-inch at station 12+50 and the second is a proposed 48-inch at station 16+50. Based on narrative in the design report, there is no improvement proposed to the existing 48-inch culvert at 12+50 due to the presence of a petroleum pipeline. Based on culvert analyses in the design report, the 100-year WSEL for the culvert at 12+50 is El. 48.72. For the new culvert at Sta. 16+50, the 100-year WSEL is at El. 54.26. These 100-year WSEL's should be clearly shown on plan Sheet 25 and corresponding preliminary plats. To prevent lot flooding, single-family home construction should not encroach into or fill this 100-year level. *(Filling within the 100-year flood limit may push the extent of backwater flooding from the culvert(s) to another property within the subdivision or upstream.)*
53. Culverts. Provide headwalls/endwall for all roadway cross-culverts in accordance with VDOT and/or County drainage standards.
54. Storm Systems. The following comments pertain to design of the onsite storm drainage piping system and construction information as presented on the grading and drainage plan Sheets.
- 54a. Line ID's in the storm sewer design report for System 1 do not match labels on construction plan Sheet 23.
- 54b. Due to outfall at BMP # 1, tailwater must be a consideration in the design of Storm System # 1 (outfall SS # 1-1) and Storm System # 3 (outfall SS # 3-1).
- 54c. Construction information for the storm pipe segment between structure SS # 3-19 and SS # 3-3 on Sheet 24 is hidden with other sheet text.
- 54d. Construction plan information on Sheet 24 shows 15-inch for the pipe segment between storm drainage structure SS # 3-12 and SS # 3-11; however, the storm sewer design report shows the need for 18-inch.
- 54e. Most all of onsite storm drainage piping is specified as RCP except for five pipe segments around BMP # 1. Pipe segments from SS # 3-19 and SS # 3-6 to outfall SS # 3-1 are HDPE. To avoid confusion and consistency, use RCP for all onsite piping.
- 54f. Clarify the outfall of Storm System # 5. It is unclear if the system has a new outfall pipe across Oxford Road or if storm structure SS # 5-2 direct connects to the existing 48-inch culvert at. Additional details or information may be necessary on the plan to clarify the configuration. Also, tailwater due to depth of flow in the culvert may have a substantial effect on the hydraulic grade line for System 5. Ensure this is considered in the design of System 5.

55. Dambreak Analyses. A dam break analyses was performed during the design of the large BMP at Riverside Hospital MC 038. This analyses should be revisited to ensure that there are no resultant impacts to existing or proposed subdivision lots or structures at or around the proposed road fill/culvert crossing at Sta. 12+50. Similarly, the same should be looked at should a dam break occur at the LaFontaine BMP MC 039 as the road fill/culvert at Oxford Sta. 16+50 is now an obstruction across the natural waterway with proposed subdivision lots upstream.
56. Geotechnical. Provide information (preliminary soil evaluations, logs, test results, reports, etc.) as necessary to substantiate that existing soils beneath BMP # 1 are adequate to sustain a permanent pool as intended for water quality purposes.

Kingswood Neighborhood meeting 11/12/04

A meeting with residents and representatives of Centex Homes Inc and AES Consulting Engineers

Friday was a rainy night with a temperature of ~50°F. Attendance for the meeting was approximately 70 Kingswood residents.

- The desire to have alternative entrances into Marywood was mentioned often. Several residents wanted to know if other alternatives had been considered. An entrance onto Rt. 5 was mentioned several times.
- Residents wanted to know if clear cutting will be involved, they asked how the trees would be cared for.
- What kind of open space will be available to the new residents? Will the open space be assessable?
- Centex anticipates development to begin in 2006 and take 3yrs to complete.
- What about the safety of children during construction? (Residents are concerned that their children play on the roads that will be the main entry for construction traffic.
- Why not small lots (1/2 acre vs. 1/3 acre), residents feel smaller lots would reduce the overall footprint/impact of the new development.
- What affect will the development have on Lake Powell? Residents noted that Marywood will have 8 BMP ponds.
- The Average new house size will be 2200 sq/ft.
- Residents reported that they now smell what they believe to be raw sewage from the existing JCSA pump stations located in their neighborhood. The residents raising these concerns were particularly focused on waste impacting Lake Powell. They commented that they'd noticed what appeared to be more frequent presence of JCSA pumper trucks at the pump stations in the neighborhood.
- Residents stated that Spring road was not safe in its current condition. They wanted to know if the developer would widen the road as part of his development.
- The discussion around Spring road brought up the point that the developer was under no legal obligation to widen Spring road.
- Currently the developer has a contract on the Marywood property; he is awaiting final approval from the County to close on the property.
- Residents wondered what would happen to the wildlife on the property once it was cleared.
- There were several questions concerning the pedestrian access Marywood residents would have to the Williamsburg Shopping Center. There were questions raised as to whether this issue had been reviewed by JCC Emergency Services when considering alternative ways to allow emergency vehicles to access the new neighborhood.
- Mark Bennett pointed out that the development consisted of 115 acres, 51 of which would be reserved as open space.
- Residents asked if a nature path will be developed as part of the new development.
- Some attendees advocated an official path to the Williamsburg Shopping Center.
- The developer was asked if he would offer some amount of money to the Kingswood residents for improvements to their Recreation area.
- Residents expressed the desire that the look and feel of the existing community should be improved to tie the two neighborhoods together.
- Matthew Arcieri (JCC Planning) stated that VDOT has requested a traffic study.
- Marywood would have entrances onto Spring, Oxford and Braddock roads.

Kingswood Neighborhood meeting 11/12/04

A meeting with residents and representatives of Centex Homes Inc and AES Consulting Engineers

- John McGlennon (JCC BOS) suggested that the neighborhood select a representative to receive notice of when the various boards hearing cases concerning this development would meet so that the neighborhood could remain informed. Both the Bay Board and the Development Review Commission will review the development request.
- Residents stated that they were aware that Creek scouring had occurred along the creek leading to Lake Powell and that this environmental impact was due to the development of the Riverside Diagnostic Center parking lot, located at the headwaters of the creek.
- Some residents stated that Stream impact should be considered cumulatively.
- The developer was asked how the wood from the clearing would be removed. The neighborhood desired that no burning be allowed.
- Residents were concerned that construction would take place on weekends. The developer responded that he did not intend to work weekends and that expecting workers to show up on weekends in the current economic climate was difficult, however he reserved the right to do so if it were necessary to keep the project on schedule.

MARYWOOD DEVELOPMENT CONCERNS

Ingrid Jahn, 118 Dover Road (Kingswood)
(757) 229 - 8043

1. Only 12 lots are NOT on "Highly Erodable" soil - page 3
lot #'s 5 , 14 , 19 , 20 , 21 , 22 , 45 , 46 , 50 , 51 , 52 , & 53
2. There are 23 "Flag" lots (narrow right-of-ways with no street frontage)
lot #'s 10 , 11 , 12 , 16 , 27 , 28 , 36 , 37 , 38 , 62 , 63 , 64 , 65 , 69 , 70 , 77 , 78 , 81 ,
91 , 94 , 95 , 96 , 103 , 114 , 115
addressed in Mr. Stemann's letter
3. 20 - foot high, 250 foot long fill proposed to get Oxford Road across ravine/wetland
to gain 15 lots (page 13) - is this worth it ?
4. 30 - foot high, 500 foot long fill to get Braddock Road across ravine/wetland
5. Two 15 - foot high dams & extended dry detention pond to carry road drainage
to creek (page 14)
6. 310 - foot sewer line bridge across wetland across creek to Hickory Sign Post Road (page 18)
7. Huge sediment basin with steep slopes which can contain 15 feet of water
upstream of Braddock Road fill may constitute safety/mosquito hazard
(page 16)
8. Emergency access road to Fire Department ending on lot # 107 - people's concerns
that would give access to Rt. 5 , also effect on lot # 107
(page 21)
9. "Drainage easements & attenuation basins (BMP's) will be dedicated to the
homeowner's association" (page 21)
10. Where is Maintenance Plan for BMP's ? What are projected cost estimates ?
11. Who is responsible for BMP maintenance & where do they get the resources for
the task of maintaining the large BMP structures ? Is this likely to eventually
fall to the county ?
12. What are the implications of all these wetlands (& drainage into Lake Powell) being dedicated
to & becoming the responsibility of the county ?
13. The overriding concern is the preservation of the integrity of the creek & Lake Powell
The magnitude of the development is not in keeping with that objective.

MARYWOOD is not an integrated, contiguous subdivision,
but actually a "kludge" (pieced - together conglomeration of separate entities)
defined as (page 3 in red):

- Area "A" is separated from Area "B" by an extensive ravine/wetland,
& linked by a proposed 30-foot-high, 500-foot-long fill to gain
access to Braddock Road
- Area "B" is separated from Area "C" by approximately 1300 feet (1/4 mile)
of existing Braddock Road
- Area "C" is separated from Area "D" by a significant ravine/wetland,
& linked by a proposed 20-foot-high, 250-foot-long fill to gain
access to Oxford Road

These four areas are comprised of :

Area "A" : Lots 13 - 74 ; (62 lots), including:

- > 8 grinder pump installations
- > 14 "flag" lots (23 % of lots)
- > Two 15-foot-high dams, 400-foot-long dry detention pond;
approximately 2 acres cleared for drainage & access
- > A 310-foot long sewer bridge across the creek to
Hickory Sign Post Road
- > A 30-foot-high, 500 foot-long road fill to get Braddock Road
across a ravine/wetland; approximately 5 acres of steeply
sloped detention basin with a potential to store 15 foot-deep
water from heavy rain, producing safety/mosquito issues.
- > Estimated 620 trips/day traffic on Spring Road

Area "B" : Lots 1 - 12 & 75 - 86 , (24 lots), including :

- > 5 "flag" lots (22 % of lots)
- > Estimated 240 trips/day traffic on Spring Road
- > Sewer service from Spring Road

Area "C" : Lots 87 - 99 , (13 lots), including :

- > 4 "flag" lots (30 % of lots)
- > Estimated 130 trips/day on Oxford Road
- > Sewer service from Oxford Road

Area "D" : Lots 100 - 115 , (16 lots), including :

- > 3 "flag" lots (20 % of lots)
- > A 20-foot-high, 250-foot long road fill to get Oxford Road
across a ravine/wetland
- > Estimated 160 trips/day traffic on Oxford Road
- > Sewer service from Oxford Road

Separated by 1/4 mile of existing road and two deep ravines requiring deep (20 & 30 foot high) road fills, these 4 areas obviously represent four distinct entities which should be considered separately based on the costs and impacts of each :

Area "A" has much the most severe impact with its :

- > 30-foot-high, 500-foot long road fill
& huge (approx. 4 acre) detention basin
- > Two 15-foot-high detention dams & 400-foot-long dry detention pond
- > 310-foot sewer bridge across the creek to Hickory Sign Post Road
- > 8 grinder pump installations
- > 620 trips/day on Spring Road

This would seem to be a very expensive area to develop and would impose expensive maintenance burdens on a Homeowners Association or, ultimately, on James City County for the extensive drainage/stormwater management (BMP) structures required.

Development of this area is highly questionable in terms of the extensive measures required to deal with drainage/stormwater management in the wetlands and steep slopes, particularly in light of its location within the extremely sensitive Lake Powell watershed.

Traffic impact (620 estimated trips/day) on narrow Spring Road may create a dangerous safety problem at the Jamestown Road intersection

Area "D" also has a significant impact with its 20-foot-high, 250-foot-long road fill requiring approximate .85 acre erosion matting on its slopes
Is this justified for only 16 lots;

- > 4 lots (112 - 115) have an existing, cleared
Colonial pipeline easement right-of-way
through the middle of each lot
- > One lot (107), a "flag" lot, is potentially impaired
by the undefined Fire Company emergency access
which totally occupies its narrow driveway & sole
road frontage
- > Two lots (102 & 103) cleared for temporary sediment
trap/berm and soil stockpile area during development

This seems to be a lot of environmental disturbance for only 9 unimpaired, wooded lots

Areas "B" and "C" (37 lots) have relatively little environmental and traffic impacts compared with the other two areas, and are more consistent with the type of lots and terrain in the surrounding neighborhoods.

01 November 2004

Ms. Ingrid Jahn
118 Dover Road
Williamsburg, VA 23185

Dear Ingrid:

I have reviewed the plans for Marywood, the subdivision proposed by Centex Homes which will be accessed by Spring and Oxford Roads.

Initially, I should qualify that this type of development is uncharacteristic of my professional architectural and planning practice. As such, I do not submit my observations to challenge the validity of the design by AES Engineers. The James City County Planning division will make diligent reviews to ensure that checks and balances are applied to make this plan "compliant". Its appropriateness and the impact to its neighbors and established woodlands, however, are not guaranteed or protected by the process.

While the 115 lots is a decrease from earlier proposals for this property, the data and character of the plan suggests, in general, overdevelopment of the site.


The project information indicates 1.40 acres of wetland adverse impacts. Part of this impact is at station 22+50, where the Braddock Road extension crosses the established deep ravine and wetland. The RPA and non-RPA wetland impact is noted as .68 acres. The limits of grading to achieve this crossing are exaggerated by the required roadbed fill, which is 30 feet deep. The wetland disturbance does not reflect the scar on the landscape which approaches 5 acres. Similarly a 20-foot fill condition is proposed on the Oxford Road extension at station 16+50 resulting in similar impacts.

The plan indicates approximately 23 flaglots, which employ narrow right of ways to access parcels without street frontage. This arrangement is uncharacteristic of the existing neighborhood and is symptomatic of intensely developing the subject land, with its undulating topography and deep ravines. Several of the parcels accessed in this fashion exhibit steep slopes and present significant challenges to building design and placement thereon. At lots 62-65 four driveways will be constructed on adjacent 25 foot right of ways.

Access to Jamestown Road will be predominantly via Spring Road. It appears that the Spring Road corridor will be the most convenient route for fully 86 of the 115 new parcels. Using the County's longstanding measurement of ten trips per day, this equates to 860 additional trips per day on Spring Road. As I am, I expect our neighbors will be concerned with safety on this roadway, which is 20 feet wide south of Oak Road and is also the collector for bicycle and pedestrian circulation to the Kingswood Pool.

Thank you, Ingrid, for bringing this case to my attention. It is my understanding that this is a by-right development which will be heard before the DRC on December 1, 2004. Please contact me if I might clarify or elaborate on any of these observations.

Yours truly,



David

David M. Stemann, Architect AIA

23 November 2004

Development Review Committee Members
James City County
101 Mounts Bay Road
Williamsburg, VA 23185

Honorable Members of The Development Review Committee:

I have reviewed the plans for Marywood, the subdivision proposed by Centex Homes which will be accessed by Spring and Oxford Roads.

While I am confident the James City County Planning division will make diligent reviews to ensure that checks and balances are applied to make this plan "compliant"; its appropriateness and the impact to its neighbors and established woodlands, however, are not guaranteed or protected by the process.

The 115 lots is a decrease from earlier proposals for this property, but the data and character of the plan suggests, in general, overdevelopment of the site.

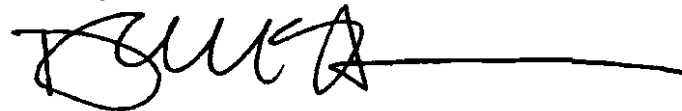
The project information indicates 1.40 acres of wetland adverse impacts. Part of this impact is at station 22+50, where the Braddock Road extension crosses the established deep ravine and wetland. The RPA and non-RPA wetland impact is noted as .68 acres. The limits of grading to achieve this crossing are exaggerated by the required roadbed fill, which is 30 feet deep. The wetland disturbance does not reflect the scar on the landscape which approaches 5 acres. Similarly a 20-foot fill condition is proposed on the Oxford Road extension at station 16+50 resulting in similar impacts.

The plan indicates approximately 23 flaglots, which employ narrow right of ways to access parcels without street frontage. This arrangement is uncharacteristic of the existing neighborhood and is symptomatic of intensely developing the subject land, with its undulating topography and deep ravines. Several of the parcels accessed in this fashion exhibit steep slopes and present significant challenges to building design and placement thereon. At lots 62-65 four driveways will be constructed on adjacent 25 foot right of ways.

Access to Jamestown Road will be predominantly via Spring Road. It appears that the Spring Road corridor will be the most convenient route for fully 86 of the 115 new parcels. Using the County's longstanding measurement of ten trips per day, this equates to 860 additional trips per day on Spring Road. As I am, I expect my neighbors will be concerned with safety on this roadway, which is 20 feet wide south of Oak Road and is also the collector for bicycle and pedestrian circulation to the Kingswood Pool.

It is my understanding that this is a by-right development which will be heard before the DRC on December 1, 2004. I trust the Commission will give due consideration to these concerns and others submitted by my Kingswood neighbors. Please contact me if I might clarify or elaborate on any of these observations.

Yours truly,

A handwritten signature in black ink, appearing to read 'D. Stemann', followed by a long horizontal line extending to the right.

David M. Stemann, AIA

DEVELOPMENT REVIEW COMMITTEE ACTION REPORT
December 1, 2004

Case No. SP-110-04

Christian Life Center Phase I

Mr. Wayne Powers of AES Consulting Engineers submitted a site plan on behalf of Christian Life Center proposing the addition of a fellowship hall. The proposed site is located at 4451 Longhill Road and is further identified as parcel (1-3) on James City County Tax Map (32-3). DRC review is required because the plan proposes a second driveway.

DRC Action: The DRC recommended approval for the case subject to agency comments and a pending agreement with VDOT.

Case No. SP-121-04

Williamsburg Crossing, Parcel 23

Mr. Wayne Powers of AES Consulting Engineers submitted a site plan proposing retail/office and warehouse buildings at 5286 John Tyler Highway in the Williamsburg Crossing shopping center. The property is further identified as parcel (22-23) on James City County Tax Map (48-1). DRC review is necessary for all plans requiring a total combined floor area of over 30,000 square feet. The DRC also considered a waiver request for the yard regulations.

DRC Action: The DRC recommended approval for the case subject to agency comments and approved a waiver of the rear setback requirement.

Case No. S-080-04

Williamsburg Winery Subdivision

Mr. Ken Jenkins, of LandTech Resources, submitted a subdivision plan to create four residential lots on Jockey's Neck Trail road. The property is further identified as parcel (1-10B) on James City County Tax Map (48-4). DRC review is necessary due to the existence of unresolved issues between the applicant and adjacent property owners.

DRC Action: The DRC recommended approval for the case subject to agency comments and approval by the County Attorney's office regarding legal access to Jockey's Neck Trail.

Case No. C-104-04

Greensprings Trailhead Parking

Mr. Paul Tubach of James City County Parks and Recreation submitted a conceptual plan proposing the location of parking facilities for Greensprings Trailhead. The site would be located at 3751 John Tyler Highway and the property is further identified as parcel (1-2D) on James City County Tax Map (46-1). DRC review is required of any public area, facility, or use not shown on the adopted Comprehensive Plan.

DRC Action: The DRC found the application consistent with the Comprehensive Plan.

Case No. S-091-04

Marywood Subdivision

Mr. Jason Grimes of AES Consulting Engineers submitted a subdivision plan proposing the creation of 115 lots on property adjacent to Kingswood and Druid Hills neighborhoods. The property is further identified as parcel (1-47) on James City County Tax Map (47-2). DRC review is required as the applicant proposes a development of more than 50 lots, a cul-de-sac waiver, and a sidewalk waiver. Further, the DRC considered proposed open space to determine if it meets the requirement for conservation and recreation.

DRC Action: The DRC deferred the case.

Case No. SP-127-04

New Town Retail Phase I

Mr. Bob Cosby of AES Consulting Engineers submitted a site plan proposing the first phase of commercial development in New Town. The site is located at 5206 Monticello Avenue and is further identified as parcel (1-50) on James City County Tax Map (38-4). DRC review is required as the plan proposes over 30,000 square feet in total floor area.

DRC Action: The DRC recommended approval for the case.

**JAMES CITY COUNTY
DEVELOPMENT REVIEW COMMITTEE REPORT**

FROM: 11/1/2004

THROUGH: 11/30/2004

I. SITE PLANS

A. PENDING PRELIMINARY APPROVAL

| | |
|-----------|--|
| SP-052-03 | Kingsmill Access Ramp for Pool Access Bldg. |
| SP-063-03 | District Park Sports Complex Parking Lot Expansion |
| SP-132-03 | Windy Hill Market Gas Pumps & Canopy SP Amend. |
| SP-006-04 | Williamsburg Christian Retreat Center Amend. |
| SP-016-04 | Richardson Office & Warehouse |
| SP-025-04 | Carter's Cove Campground |
| SP-047-04 | Villages at Westminster Drainage Improvements |
| SP-067-04 | Treyburn Drive Courtesy Review |
| SP-077-04 | George Nice Adjacent Lot SP Amend. |
| SP-082-04 | New Town - Sec. 2 & 4 Roadway Improvements |
| SP-093-04 | Powhatan Plantation Ph. 9 |
| SP-104-04 | Williamsburg Community Chapel Second Entrance |
| SP-107-04 | Noah's Ark Vet Hospital Conference Room |
| SP-108-04 | Williamsburg Office Complex |
| SP-110-04 | Christian Life Center Expansion Ph. 1 |
| SP-113-04 | Williamsburg Landing SP Amend. |
| SP-116-04 | The Station at Norge |
| SP-121-04 | Williamsburg Crossing - Parcel 23 |
| SP-124-04 | J.W. Crossing, Ph. 2 |
| SP-125-04 | GreenMount Industrial Park Road Ph. 2 |
| SP-126-04 | New Town, Block 3 |
| SP-127-04 | New Town, Retail Ph. 1 |
| SP-129-04 | ADA Handicap Ramp to KM Resort & Spa Pool |
| SP-130-04 | New Town - Court Square |
| SP-131-04 | New Town - Towne Bank |
| SP-132-04 | St. Bede Catholic Church, Rectory Building |
| SP-133-04 | Haynes Distribution Center |
| SP-134-04 | Oktoberfest Expansion Ph. 2 Amendment |
| SP-135-04 | Williamsburg Landing Parking Addition |
| SP-136-04 | Fieldstone Glen Townhomes |

B. PENDING FINAL APPROVAL

EXPIRE DATE

| | | |
|-----------|--|------------|
| SP-056-03 | Shell Building - James River Commerce Center | 3 /4 /2005 |
| SP-091-03 | Colonial Heritage Ph. 1, Sec. 5 | 8 /4 /2005 |
| SP-108-03 | Fieldstone Parkway Extension | 2 /26/2005 |
| SP-131-03 | Colonial Heritage Ph. 2, Sec. 1 | 12/8 /2004 |
| SP-136-03 | GreenMount Industrial Park Road Ext. Ph. 1 | 3 /15/2005 |
| SP-141-03 | Colonial Heritage - Ph. 2, Sec. 3 | 1 /12/2005 |

Wednesday, December 01, 2004

Page 1 of 4

| | | |
|-----------|---|------------|
| SP-003-04 | WindsorMeade Villas | 3 /1 /2005 |
| SP-004-04 | WindsorMeade - Windsor Hall | 3 /1 /2005 |
| SP-005-04 | WindsorMeade - Villa Entrance & Sewer Const. | 3 /3 /2005 |
| SP-023-04 | Williamsburg Landing SP Amend. | 4 /2 /2005 |
| SP-027-04 | Greensprings Condos SP Amend. (Braemar Creek) | 6 /7 /2005 |
| SP-050-04 | AJC Woodworks | 10/13/2005 |
| SP-056-04 | Michelle Point | 7 /12/2005 |
| SP-057-04 | The Archaearium at Historic Jamestowne | 6 /15/2005 |
| SP-059-04 | Norge Neighborhood | 8 /16/2005 |
| SP-079-04 | Norge Railway Station | 7 /23/2005 |
| SP-088-04 | Wal-Mart Distribution Center - Ph. 3 | 7 /29/2005 |
| SP-092-04 | Columbia Drive Waterline Extension | 8 /18/2005 |
| SP-096-04 | First Colony Subdivision Clubhouse | 9 /2 /2005 |
| SP-098-04 | Warhill Green | 10/4 /2005 |
| SP-106-04 | Anderson's Corner Sewer + Water Ext. | 10/15/2005 |
| SP-112-04 | Wythe-Will Distribution Center Landscaping Amend. | 10/21/2005 |
| SP-114-04 | Busch Gardens - Wolf/Eagle Exhibit | 10/19/2005 |

C. FINAL APPROVAL

DATE

| | | |
|-----------|---|------------|
| SP-086-03 | Colonial Heritage Golf Course | 11/5 /2004 |
| SP-140-03 | Pocahontas Square | 11/5 /2004 |
| SP-145-03 | Williamsburg National 13 Course Expansion | 11/9 /2004 |
| SP-150-03 | WindsorMeade Marketplace | 11/12/2004 |
| SP-064-04 | Eckerd's at Powhatan Secondary | 11/4 /2004 |
| SP-070-04 | Godspeed Animal Care | 11/23/2004 |
| SP-090-04 | Colonial Heritage Mass Grading | 11/4 /2004 |
| SP-123-04 | Lake Powell Telecommunications Tower Site | 11/15/2004 |
| SP-128-04 | Prime Outlets SP Amend. | 11/19/2004 |

II. SUBDIVISION PLANS

A. PENDING PRELIMINARY APPROVAL

| | |
|----------|--|
| S-104-98 | Skiffes Creek Indus. Park, VA Trusses, Lots 1,2,4 |
| S-013-99 | JCSA Mission Bank ROW Acquisition |
| S-074-99 | Longhill Station, Sec. 2B |
| S-110-99 | George White & City of Newport News BLA |
| S-091-00 | Greensprings West, Plat of Subdv Parcel A&B |
| S-086-02 | The Vineyards, Ph. 3, Lots 1, 5-9, 52 BLA |
| S-062-03 | Hicks Island - Hazelwood Subdivision |
| S-066-03 | Stonehouse, BLA & BLE Parcel B1 and Lot 1, Sec. 1A |
| S-067-03 | Ford's Colony Sec. 33, Lots 1-49 |
| S-108-03 | Leighton-Herrmann Family Subdivision |
| S-116-03 | Stonehouse Glen, Sec. 2 |
| S-034-04 | Warhill Tract BLE / Subdivision |
| S-046-04 | ARGO Ph. 2 |
| S-047-04 | ARGO Ph. 3 |
| S-048-04 | Colonial Heritage - Open Space Easement |
| S-063-04 | 123 Welstead Street BLE |
| S-066-04 | Hickory Landing Ph. 1 |
| S-067-04 | Hickory Landing Ph. 2 |
| S-074-04 | 4571 Ware Creek Road (Nice Family Subdivision) |
| S-078-04 | Hogge Land Exchange |
| S-080-04 | Williamsburg Winery Subdivision |
| S-087-04 | Dudley S. Waltrip Family Subdivision |
| S-089-04 | Norge Neighborhood Easements |
| S-091-04 | Marywood Subdivision |
| S-098-04 | Gilley Family Subdivision |
| S-099-04 | New Town Block 2 Parcel C |
| S-100-04 | Williamsburg National Golf Course BLA |
| S-102-04 | New Town, Block 5, Parcel F, Lots 21-24 |
| S-103-04 | Windsormeade Marketplace, Parcel 1 Resubdivision |
| S-104-04 | Kingsmill Rivers Edge Ph. 4 |
| S-105-04 | Gross Family Subdivision |
| S-106-04 | 8721 Pocahontas Trail Subdivision |
| S-107-04 | James River Commerce Center, Parcel 4 |
| S-108-04 | 208 Curry Drive Subdivision |
| S-110-04 | New Town, Blocks 8B & 5F, Lots 1-20 & 25-34 |

B. PENDING FINAL APPROVAL

| | | EXPIRE DATE |
|----------|----------------------------|-------------|
| S-037-02 | The Vineyards, Ph. 3 | 5 /4 /2005 |
| S-094-02 | Powhatan Secondary Ph. 7-C | 12/30/2004 |
| S-108-02 | Scott's Pond, Sec. 3 | 1 /13/2005 |
| S-044-03 | Fenwick Hills, Sec. 3 | 6 /25/2005 |
| S-049-03 | Peleg's Point, Sec. 5 | 7 /3 /2005 |

| | | |
|----------|--|------------|
| S-055-03 | Colonial Heritage Ph. 1, Sec. 5 | 8 /4 /2005 |
| S-056-03 | Colonial Heritage Ph. 1, Sec. 4 | 9 /8 /2005 |
| S-076-03 | Wellington, Sec. 4 | 11/3 /2005 |
| S-098-03 | Stonehouse Glen, Sec. 1 | 4 /5 /2005 |
| S-099-03 | Wellington, Sec. 5 | 2 /3 /2005 |
| S-100-03 | Colonial Heritage Ph. 2, Sec. 1 | 12/8 /2005 |
| S-101-03 | Ford's Colony - Sec. 35 | 2 /2 /2005 |
| S-106-03 | Colonial Heritage Ph. 2, Sec. 3 | 1 /12/2005 |
| S-002-04 | The Settlement at Monticello (Hiden) | 3 /1 /2005 |
| S-009-04 | Colonial Heritage Public Use Site B | 3 /18/2005 |
| S-033-04 | 2011 Bush Neck Subdivision | 5 /4 /2005 |
| S-035-04 | Colonial Heritage Blvd. Ph. 2 Plat | 4 /28/2005 |
| S-036-04 | Subdivision at 4 Foxcroft Road | 6 /15/2005 |
| S-037-04 | Michelle Point | 7 /12/2005 |
| S-038-04 | Greensprings West Ph. 4B & 5 | 6 /9 /2005 |
| S-045-04 | ARGO Ph. 1 | 6 /28/2005 |
| S-059-04 | Greensprings West Ph. 6 | 9 /13/2005 |
| S-062-04 | 2400 Little Creek Dam Road | 11/1 /2005 |
| S-065-04 | 133 Magruder Avenue - Sadie Lee Taylor Prop. | 8 /4 /2005 |
| S-071-04 | Cowles Subdivision -163 Howard Drive | 9 /3 /2005 |
| S-075-04 | Pocahontas Square | 9 /16/2005 |
| S-077-04 | James River Commerce Center | 10/4 /2005 |
| S-081-04 | Subdivision for Lot 3 Norge Neighborhood | 10/11/2005 |
| S-090-04 | Minichiello Villa | 10/21/2005 |
| S-095-04 | 3338 Racefield Drive (Leonituk Family Subdivision) | 10/26/2005 |
| S-097-04 | Cowles Estate BLA | 11/4 /2005 |
| S-109-04 | Scott's Pond, Sec. 3B | 1 /13/2005 |

C. FINAL APPROVAL

| | | DATE |
|----------|-----------------------------|-------------|
| S-078-03 | Monticello Woods - Ph. 2 | 11/23/2004 |
| S-055-04 | 117 Winston Terrace | 11/14/2004 |
| S-084-04 | Greensprings Condominiums | 11/5 /2004 |
| S-094-04 | Armistead Point - Kingsmill | 11/9 /2004 |

AGENDA

DEVELOPMENT REVIEW COMMITTEE MEETING

October 27, 2004

4:00 p.m.

JAMES CITY COUNTY GOVERNMENT COMPLEX

Conference Room, Building C

1. Minutes
2. Cases
 - A. SP-110-04 Christian Life Center Phase I
 - B. C-127-04 Prime Outlets Master Plan Amendment
 - C. S-080-04 Williamsburg Winery Subdivision
3. Adjournment