

AGENDA
JAMES CITY COUNTY PLANNING COMMISSION
January 9, 2013 – 7:00 p.m.

1. ROLL CALL
2. PUBLIC COMMENT
3. MINUTES
 - A. November 7, 2012 Regular Meeting
4. COMMITTEE/COMMISSION REPORTS
 - A. Development Review Committee (DRC)
 - B. Policy Committee
 - C. Regional Issues Committee/Other Commission Reports
5. PUBLIC HEARING CASES
 - A. Z-0008-2012/SUP-0017-2012, Jamestown Beach
 - B. Review of the FY2014 Capital Improvements Program
6. PLANNING DIRECTOR'S REPORT
7. COMMISSION DISCUSSIONS AND REQUESTS
8. ADJOURNMENT

A REGULAR MEETING OF THE PLANNING COMMISSION OF THE COUNTY OF JAMES CITY, VIRGINIA, WAS HELD ON THE SEVENTH DAY OF NOVEMBER, TWO-THOUSAND AND TWELVE, AT 7:00 P.M. IN THE COUNTY GOVERNMENT CENTER BOARD ROOM, 101-F MOUNTS BAY ROAD, JAMES CITY COUNTY, VIRGINIA.

1. ROLL CALL

Planning Commissioners

Present:

George Drummond
Rich Krapf
Mike Maddocks
Robin Bledsoe
Tim O'Connor

Staff Present:

Paul Holt, Planning Director
Adam Kinsman, Deputy County Attorney
Tammy Rosario, Principal Planner
Ellen Cook, Senior Planner II
Jason Purse, Senior Planner II
Jose Ribeiro, Senior Planner

Absent:

Al Woods

Mr. Tim O'Connor called the meeting to order at 7:00 p.m.

2. PUBLIC COMMENT

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

3. MINUTES

A. October 3, 2012 Regular Meeting

Mr. Rich Krapf moved to approve the minutes.

In a unanimous voice vote, the minutes were approved (6-0; absent: Woods).

4. COMMITTEE / COMMISSION REPORTS

A. Development Review Committee (DRC)

Mr. Chris Basic stated the DRC met on October 31, and reviewed one case. He stated that the DRC reviewed SP-0071-2012/S-0037-2012, Walnut Gove. He stated this case was before the DRC for preliminary approval because the plan proposes more than fifty lots. He stated the DRC granted preliminary approval of the same plans in 2006 and 2008. He stated, however, that one outstanding issue remained unresolved between the applicant and James City Service Authority (JCSA), and preliminary approval from the DRC has since expired. He stated that the outstanding issue has been resolved and the plans were

resubmitted. He stated the DRC voted 4-0, to grant preliminary approval subject to agency comments.

Mr. Krapf moved for approval of the report.

In a unanimous voice vote, the report was approved (6-0; absent: Woods).

B. Policy Committee

Mr. Krapf stated the Policy Committee met twice since the last Planning Commission meeting. He stated that at the October 11 meeting, Ms. Bledsoe, Mr. O'Connor, Mr. Woods and Mr. Krapf met with staff to discuss ZO-0004-2012, Soil Stockpiling. He stated that staff developed a draft ordinance to specify development standards for temporary soil stockpile areas associated with development plans. He stated that typically stockpiles are created on site and then used to regrade other portions of the property as development progresses. He stated that the purpose of the draft ordinance is to clarify standards and provide a level of consistency in the application of those standards. He stated that after discussing the ordinance and recommending minor changes or clarifications, the Policy Committee requested to forward the ordinance to the full Planning Commission.

Mr. Krapf stated that the Policy Committee also discussed the Housing Opportunities Policy. He stated that at the July 11 meeting, the Policy Committee recommended approval of the residential districts to the Board of Supervisors (BOS). He stated that at a subsequent work session the BOS provided additional guidance to staff, to add language addressing the lower end of the targeted Area Median Income range. He stated that the revised policy returns to the terms "workforce" and "affordable" housing types. He stated that the Policy Committee recommended approval of the revised Housing Opportunities Policy and associated changes.

Mr. Krapf stated that the Policy Committee met again on November 1, with him, Mr. O'Connor and Mr. Woods in attendance. He stated that the committee discussed pawn shops. He stated on September 12, the Zoning Administrator received a zoning verification request for a pawn shop in a shopping center zoned, LB, Limited Business. He stated that it was determined that although pawn shops are not specifically listed in the Zoning Ordinance, they are consistent with both retail and service stores. He stated that these stores are permitted in the Limited Business (LB) District. He stated that the discussion with staff as well as input from citizens in attendance indicated that additional research is needed to assess the impacts of this type of business. He stated that in addition, staff was asked to contact other jurisdictions that allowed pawn shops in order to gain experience and information regarding long-range impacts. He stated that this information will be shared at a future Policy Committee meeting.

Mr. Mike Maddocks moved for approval of the report.

In a unanimous voice vote, the report was approved (6-0; absent: Woods).

C. Regional Issues Committee / Other Commission Reports

Mr. Maddocks stated he did attend a Regional Issues Committee meeting on October 23, 2012. He stated that there were three reports given at that meeting, with the first being the State of Transportation by Dwight Farmer, the Executive Director of Hampton Roads Transportation Planning Organization (HRTPO). He stated that Sandy Wanner also gave an update on the Historic Triangle Collaborative efforts. He stated that Bob Harris gave a report from the Greater Williamsburg Chamber and Tourism Alliance. He stated that the first report on the state of transportation highlighted the traffic challenges to come. He stated that in this report there was a discussion on light rail, which is seen as very important to all of Hampton Roads. He stated that the report spoke on The Tide light rail project, which is exceeding expectations in regards to budgets (revenue). He stated that he hopes to see plans for an extension of The Tide to the Peninsula and beyond. He stated that the City of Williamsburg will assume administrative duties for the Regional Issues Committee for the next year.

Mr. Krapf moved for approval of the report.

In a unanimous voice vote, the report was approved (6-0; absent: Woods).

5. PUBLIC HEARING CASES

A. AFD-07-86-1-2012, Mill Creek AFD Addition

Mr. Jason Purse stated Mr. Kevin Fair has applied to add 104 acres of land to the existing Mill Creek Agricultural and Forestal District (AFD). He stated the parcel is located at 8700 Barnes Road, and is zoned A-1, General Agricultural. He stated the parcel is located outside of the Primary Service Area (PSA), and is surrounded by mostly wooded land that is a part of the Mill Creek AFD. He stated there are smaller residential lots across Barnes Road from this parcel, as well as to the east of the property. He stated the forestal use is compatible with the surrounding land uses and the Comprehensive Plan designation of Rural Lands.

Mr. Purse stated the proposed addition meets the minimum area and proximity requirements for inclusion into an AFD. He stated if the 104-acre addition is approved, the district will have 3,465 acres. He stated on September 28, 2010, the BOS approved a renewal of the Mill Creek AFD for a period of four years, one month and three days. He stated the district will be up for renewal on October 31, 2014.

Mr. Purse stated staff recommends that the Planning Commission recommend approval of the addition to the Mill Creek AFD to the BOS. He stated at its October 18, 2012 meeting, the AFD Advisory Committee voted 8-0, to recommend approval of the application.

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

Mr. Krapf moved for approval of the Mill Creek AFD Addition.

In a unanimous voice vote, the report was approved (6-0; absent: Woods).

B. SUP-0012-2012, Toano Middle School Parking Improvements

Mr. Jose Ribeiro stated Mr. Bruce Abbott of AES has applied on behalf of Williamsburg-James City County schools for a Special Use Permit (SUP) to allow the construction of a new student drop-off area and thirty parking spaces at the Toano Middle School site located at 7817 Richmond Road. He stated the property is zoned Public Lands (PL), and surrounded by residential developments such as Toano Trace, Toano Terrace, and Hunter's Creek. He stated a school is a specially permitted use in the PL district. He stated that an SUP amendment is necessary for these improvements as it proposes the physical expansion of a specially permitted use.

Mr. Ribeiro stated according to the applicant, the proposed student drop-off area and additional parking spaces are necessary in order to promote the general safety and welfare of students and improve the parking capacity at the school site. He stated for several years, the number of students being dropped off has increased, and in many cases students are being dropped off in every location at the school site even along Route 60. He stated the new student drop-off area, as shown on the master plan, will allow for a dedicated corridor where vehicles entering the parking area will circulate through the perimeter of the lot until reaching the drop-off zone where it's physically separated from the rest of the parking area.

Mr. Ribeiro stated in order to provide for the new drop-off area, a row of 22 existing parking spaces will be removed from its current location and rearranged throughout the parking area. He stated additionally, a row of 30 new parking spaces is proposed. He stated with these changes, the number of parking spaces will increase from 117 to 147, a gain of 30 parking spaces including five handicap parking spaces. He stated in addition to these improvements, a four foot wide bike lane is proposed along the frontage of the site connecting to an existing bike lane located along Route 60. He stated also, three bio-retention areas, as shown on the master plan, are designed to address the increase in impervious surface.

Mr. Ribeiro stated all agencies have reviewed this application and have recommended approval. He stated staff finds this proposal consistent with the Zoning Ordinance and the 2009 Comprehensive Plan. He stated staff recommends that the Planning Commission recommends approval of this SUP amendment request to the BOS with the conditions listed in the staff report.

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

Mr. Maddocks asked what triggered the need for Planning Commission review.

Mr. Ribeiro stated that a school is a specially permitted use in the PL district. He stated that an SUP amendment is necessary for these improvements as it proposes the physical expansion of a specially permitted use.

Mr. Maddocks moved for approval of the Toano Middle School Parking Improvements as presented.

In a unanimous voice vote, the report was approved (6-0; absent: Woods).

C. SUP-0013-2012, King of Glory Church Building Expansion

Mr. Ribeiro stated that Mr. Matthew Connolly of LandTec, has applied for a SUP to allow a 12,500 square foot building expansion at the King of Glory Lutheran Church site located at 4897 Longhill Road. He stated the property is zoned R-2, General Residential and surrounded by subdivisions such as Ford's Colony Section 12, Windsor Forest, Williamsburg Plantation, and also Wellsprings United Methodist Church. He stated a house of worship is a specially permitted use in the R-2 district. He stated a SUP amendment for this project is necessary as it proposes the physical expansion of a specially permitted use.

Mr. Ribeiro stated according to the applicant, the proposed expansion is desired in order to provide additional space for offices, storage, and in particular, meeting areas to better accommodate groups such as bible studies, youth groups and others. He stated these meetings are currently taking place in areas not originally designed to support these uses. He stated staff notes that the proposed expansion does not increase the sanctuary or the preschool seating capacity. He stated the expansion of these facilities, as well as a Family Life Center, is planned as part of "Phase II" of the development and will be considered at a later time. On August 29, 2012, the DRC met to provide input to a conceptual master plan (which included Phase I, Phase II, and additional parking areas). He stated at the time of the DRC meeting, Phase I proposed a smaller building expansion. He stated it has been revised to its current dimension.

Mr. Ribeiro stated staff finds that the proposed expansion will have limited impacts to adjacent property owners, the local road system and the environment. He stated it will be located behind an existing building therefore its visual impacts from the public right-of-way will be limited. He stated also, due to existing vegetation along the perimeter of the property the visual impact of the expansion on adjacent properties also appears to be limited.

Mr. Ribeiro stated the proposed expansion does not necessitate an increase in parking

spaces and it's not expected to generate additional traffic to and from the site. He stated the expansion is meant to reorganize and better distribute spaces to accommodate uses already in place. He stated staff notes that a Master Stormwater Management Plan for Phase I and II was submitted and approved by the Engineering and Resource Protection Division on June 29, 2012.

Mr. Ribeiro stated all agencies have reviewed this application and have recommended approval. He stated that staff finds this application consistent with the 2009 Comprehensive Plan and with zoning code. He stated staff recommends that the Planning Commission recommends approval of this SUP amendment request to the BOS with the conditions listed in the staff report.

Mr. O'Connor stated that according to Engineering and Resource Protection the applicant may have to upgrade the stormwater management pond in order to address the increase in impervious surface. He asked if this is necessary.

Mr. Ribeiro stated that the Stormwater Management Plan does address this issue. He stated that making improvements to the pond is one option available to the applicant. He stated that the applicant has received approval from the Engineering and Resource Protection Division. He stated that during the site plan process there will be more details made available clearly showing which option the applicant elected to pursue regarding stormwater management.

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

Mr. Krapf stated that he had seen these plans while being reviewed by the DRC. He stated that one feature he appreciates is that all the construction will be behind the church and will not be visible from the community character corridor. He stated that he supports the application.

Mr. Krapf moved for approval of the King of Glory Church Building Expansion application as presented.

In a unanimous voice vote, the application was approved (6-0; absent: Woods).

D. ZO-0004-2012, Soil Stockpiling

Mr. Purse stated that in an effort to make the treatment of stockpile areas more consistent for developers and the community in general, staff has created a new section of the ordinance, which is included at the end of the Special Regulations section. He stated that the draft ordinance language establishes performance standards for stockpiles, including that stockpiles must be located on-site, at least 50 feet from property lines, and 100 feet from existing buildings; must have an absolute maximum height of 25 feet in residential districts and 40 feet in commercial or industrial districts; and must be temporary in nature

and therefore limited to a two-year time period.

Mr. Purse stated all stockpiles that meet these requirements can be approved administratively, under typical site plan review criteria. He stated that if an applicant wishes to get a waiver from one or more of the standards, however, a waiver provision has been included. He stated that at the request of the Policy Committee, staff has amended this language to reflect a waiver process that is approved by the Planning Director and allows for the ability to appeal to the DRC.

Mr. Purse stated since the Policy Committee's review, staff added section 24-46 (c), which states that new standards shall be required unless a more restrictive requirement is specifically stated in an individual zoning district. He stated this will ensure that there are no conflicts with existing ordinance language. He stated staff finds that the addition of development standards will help guide staff decisions and make the process more consistent and predictable. He stated that staff recommends that the Planning Commission recommend approval of the soil stockpiling language to the BOS. At its October 11, 2012 meeting, the Policy Committee voted 4-0 to recommend approval of the ordinance change.

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

Mr. Drummond moved for approval of the Soil Stockpiling ordinance.

In a unanimous voice vote, the report was approved (6-0; absent: Woods).

E. Zoning Ordinance Housekeeping Items

- i. ZO-0006-2012, Floodplain
- ii. ZO-0009-2012, Procedural/Submittal Requirements and Definitions
- iii. ZO-0007-2012, Research and Technology
- iv. ZO-0008-2012, Private Streets

Mr. Ribeiro stated the BOS has recently adopted a series of Zoning Ordinance amendments as part of the Zoning Ordinance Update process. He stated that staff has identified five ordinance sections where additional revisions are necessary either to fix minor grammatical or consistency issues or to further clarify the previously adopted ordinances. He stated minor revisions were made to the Floodplain Ordinance, Procedural Descriptions/Submittal Requirements, Definitions, the Research and Technology District, and Private Streets. He stated they were presented to the Policy Committee on September 4; recommendations were made and incorporated. He stated those changes were then presented to the BOS at its work session on September 25. He

stated the ordinances the Commission received in its packages reflect the input of both the Policy Committee and BOS. He stated that staff recommends that the Planning Commission recommend approval of the revised ordinances to the BOS.

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

Mr. Maddocks moved for approval of the Zoning Ordinance housekeeping items.

In a unanimous voice vote, the revised ordinances were recommended for approval (6-0; absent: Woods).

F. Updates to the Housing Opportunities Policy and amendments for the Residential and Multiple Use Districts and Definitions

- i. ZO-0007-2012 and ZO-0009-2011, Residential Districts and Cluster Overlay District
- ii. ZO-0010-2012, Affordable and Workforce Housing Terminology – amendments to the Definitions Section and the Residential and Multiple Use Districts

Ms. Ellen Cook stated that this grouping of material all relates to the Housing Opportunities Policy and to the language that relates to this policy in the residential and multiple use districts. She stated that the material before you tonight is the result of changes requested by BOS at its September 11, 2012 meeting. She stated the requested changes were to emphasize the affordable portion of the target income range (which translates to the 30 to 60 percent of Area Median Income) in the policy language and standards. She stated staff has since made those changes and has brought them to the Policy Committee, which also requested some adjustments noted in the memo.

Ms. Cook stated staff recommends that the Planning Commission recommend approval of the Housing Opportunities Policy, the Cluster Overlay District, and the Residential Redevelopment Policy. She stated staff also recommends that the Planning Commission recommend approval of the amendments to the Definitions section; R-1, Limited Residential; R-2, General Residential; R-3, Residential Redevelopment; R-5, Multifamily Residential; PUD, Planned Unit Development; and MU, Mixed Use, Districts.

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

Mr. O'Connor stated that he received a call from Ms. Susan Gaston with the Williamsburg Area Realtors Association and they are supportive of the workforce and affordable housing initiatives seen here.

Ms. Bledsoe moved for approval of the Housing Opportunities Policy and amendments for the Residential and Multiple Use Districts and Definitions.

In a unanimous voice vote, the report was approved (6-0; absent: Woods).

G. SO-0001-2011, Subdivision Ordinance

Ms. Cook stated as Stage 3 of the Subdivision Ordinance process, staff has prepared final ordinance language for the Planning Commission's consideration and recommendation. Included in the amendments to the Subdivision Ordinance are adjustments made to the on-site sewage disposal systems language, adjustments to the Family Subdivision provisions and general updates and clarifications in response to agency comments and frequently asked questions. She stated that this last category includes the changes discussed at the Policy Committee's September 4, 2012 meeting.

Ms. Cook stated that staff recommends the Planning Commission recommend approval of the attached revised Subdivision Ordinance to the BOS.

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

Mr. Krapf moved for approval of the changes to the Subdivision Ordinance.

In a unanimous voice vote, the revised ordinance was approved (6-0; absent: Woods).

6. PLANNING COMMISSION CONSIDERATIONS

A. Zoning Ordinance Transition Resolution

Ms. Cook stated that this item was being brought forward in conjunction with case number, ZO-0007-2011, Cluster Overlay District, which was earlier on the agenda. She stated this proposed transition resolution is for the purpose of vesting or grandfathering those development projects that meet the criteria listed in the resolution. She stated vesting or grandfathering would mean that the proposed changes to the Cluster Overlay District would not affect those developments as they moved forward. She stated the criteria for vesting listed in the resolution mirrors the provisions of the Code of Virginia.

Ms. Cook stated staff recommends that the Planning Commission recommend approval of the attached transition resolution to the BOS.

Mr. O'Connor opened the public comment.

There being none, Mr. O'Connor closed the public comment.

Mr. Krapf moved for approval of the Zoning Ordinance Transition Resolution.

In a unanimous voice vote, the resolution was approved (6-0; absent: Woods).

7. PLANNING DIRECTOR'S REPORT

Mr. Paul Holt stated there were no further items to discuss.

8. PLANNING COMMISSION DISCUSSION AND REQUESTS

Mr. Maddocks stated that he will not be able to attend the November 15, BOS meeting.

9. ADJOURNMENT

Mr. Woods moved to adjourn.

The meeting was adjourned at 7:38 p.m.

Tim O'Connor, Chairman

Paul D. Holt, III, Secretary

REZONING–0008-2012/SUP-0017-2012. Jamestown Beach
Staff Report for the January 9, 2013, Planning Commission Public Hearing

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

PUBLIC HEARINGS

Planning Commission:
Board of Supervisors:

Building F Board Room; County Government Complex

January 9, 2013 7:00 p.m.
February 12, 2013 (tentative) 7:00 p.m.

SUMMARY FACTS

Applicant: Ms. Nancy Ellis, James City County Parks and Recreation

Land Owner: James City County

Proposal: Rezone the property to PL, Public Lands with a special use permit to allow for a community recreation facility in accordance with the Board endorsed *Shaping Our Shores* Master Plan.

Location: 2205 Jamestown Road

Tax Map/Parcel Nos.: 4630100005

Project Acreage: 94.74 acres +/-

Existing Zoning: B-1, General Business

Proposed Zoning: PL, Public Land

Comprehensive Plan: Park, Public or Semi-Public Open Space

Primary Service Area: Inside

STAFF RECOMMENDATION

Staff finds the proposal to be consistent with the 2009 Comprehensive Plan, the Zoning Ordinance and the *Shaping Our Shores* Master Plan. Staff recommends that the Planning Commission recommend approval of this application for rezoning and a special use permit subject to the conditions outlined in this report to the Board of Supervisors.

Staff Contact: Leanne Reidenbach

Phone: 253-6685

Proffers: No proffers are proposed for this project.

BRIEF HISTORY OF THE JAMESTOWN BEACH PROPERTY

The Jamestown Beach Campground was purchased by the County in December 2006 through a partnership with the Trust for Public Land. The purchase was partially funded by grants from the Virginia Land Conservation Foundation and the Coastal and Estuarine Land Conservation Program through the National Oceanic and Atmospheric Administration. As a result, portions of the property are subject to conservation covenants which influence future uses of the property. When the land was purchased, it was zoned B-1, General Business and the County decided not to include it in the comprehensive Public Land rezoning when the district was created in 2006 since at that time there was no plan for developing the property. The County

then undertook the *Shaping Our Shores* master planning process, which included the Jamestown Beach Campground in addition to the Jamestown Yacht Basin and Chickahominy Riverfront Park. The process included much public input and analysis of each property and what uses were feasible and desired for each area. The result was a narrative document and conceptual master plan for each property, which were endorsed by resolution from the Board of Supervisors on June 9, 2009. The master plans identify uses that:

- 1) are feasible given the environmental and other site constraints and reasonably fit within available program space;
- 2) match, to the greatest extent possible, the broad concepts or “visions” for the three sites presented by citizens, elected and appointed officials, community groups, neighbors, and JCC staff;
- 3) bring the maximum benefit to the maximum number of users and
- 4) provide opportunities for JCC to generate revenue to offset operational and maintenance costs for the properties.

The complete *Shaping Our Shores* document is available at the following link and an excerpt has been included as an attachment: <http://www.jamescitycountyva.gov/sos/master-plan.html>.

PROJECT DESCRIPTION

Ms. Nancy Ellis of James City County Parks and Recreation has applied to rezone the Jamestown Beach Campground property from B-1, General Business, to PL, Public Lands with a special use permit to construct a community recreation facility. Community recreation facilities are neither a permitted nor specially permitted use on property zoned B-1. The project is across the street from Jamestown Settlement, which is zoned PL and designated as Park, Public, or Semi-Public Open Space on the 2009 Comprehensive Plan Land Use Map. The Jamestown Yacht Basin is also across the street, which is zoned B-1 and designated Mixed Use on the Comprehensive Plan. Other adjacent properties are zoned R-8, Rural Residential, and are designated as Low Density Residential.

The proposed master plan (see attached) generally shows the types and locations of facilities, though it should be noted that the numbers and specific types are not meant to be binding. The master plan is intended to address the long-range physical development, use and stewardship of the property over the next 20+ years. The proposed master plan includes several bathroom and concession facilities, event tents and restoration of the Vermillion House, playground, historic interpretation areas, handicap accessible trail access between the drop-off loop and the beach, parking, camping, non-motorized boat launch, fishing facilities, performance venue, special event area and environmental education area. Development of the park is proposed to be completed in phases as grant and capital improvement program funding becomes available.

A rezoning and special use permit are being sought at this time as a result of proposed improvements to the beach area including shoreline restoration, additional parking, handicap drop-off loop and accessible trails to the beach. The initial improvements are geared towards ameliorating existing conditions for current beach users rather than adding new uses that would attract new visitors. These are shown on the attached conceptual plan. The locations for the uses are generally in accordance with the *Shaping Our Shores* master plan. The conceptual improvements continue to use an existing access point from Jamestown Road that is closer to the Jamestown-Scotland Ferry entrance. However, the *Shaping Our Shores* master plan does not include this entrance because VDOT had purchased additional right-of-way in that area. When VDOT chooses to make use of that right-of-way, the park’s main entrance will have to be changed to the entrance that is shown on the master plan.

Staff determined that these improvements were a first step to establishing Jamestown Beach as a permanent community recreation facility, which is not a permitted use in the B-1 zoning district. Parks and Recreation anticipates completing most of the initial improvements within the next year to alleviate parking and access issues for existing beach visitors. The permanent restroom is anticipated to be connected to public water and sewer. As a result, this improvement will be installed within 12 to 18 months using either grant funding that the County is currently applying for this year or existing capital project funds.

The easement holders mentioned earlier were informed throughout the *Shaping Our Shores* process to ensure that proposed improvements were in keeping with the easement guidelines. They will continue to be consulted regarding project phasing and specific proposals.

PUBLIC IMPACTS

Historic Resources

A widespread Phase I archaeological study was conducted for this property as part of the *Shaping Our Shores* master planning effort. There has also been some targeted Phase II archaeological work on the property. As a result of the findings of these studies, staff has included a condition that requires additional excavation for any areas proposed to be disturbed that could impact archaeological resources that are either ‘eligible’ or ‘potentially eligible’ for listing on the National Register of Historic Places (NRHP) or noted as requiring further work. The additional studies would have to be completed prior to land-disturbing for the associated project.

The historic Vermillion House is also located on this property and is currently in the process of being nominated to the NRHP. There is a proposed condition for the SUP which limits interior and exterior improvements to the house to those that would not inhibit the house from being listed on the NRHP and are consistent with those guidelines.

Engineering and Resource Protection

Watershed: James River

Staff Comments: The property is on the waterfront on the James River and does include some Resource Protection Areas. Wetland delineations and Perennial Stream Determinations were completed at the beginning of the *Shaping Our Shores* process and considered during development of the master plan. The Engineering and Resource Protection Division was involved in the master planning effort and recommend that the suggestions in the master plan document be followed as development moves forward. Suggestions include using bioretention, infiltration and sheet flow patterns; avoiding the increase of impervious cover aside from what is shown on the master plan; using Low Impact Development (LID) techniques; encouraging rainwater harvesting; and addressing water quantity. Staff has included a condition requiring a master stormwater management plan that addresses the above suggestions prior to the next major phase of development on the property. This is exclusive of currently proposed access improvements (parking, trails and restroom facility) and shoreline restoration projects for which stormwater management will be handled as required for the associated project.

Additionally, there is a condition limiting tree clearing on the property to the minimum necessary for the proposed improvements. This will help to preserve the naturally wooded character of Jamestown Beach.

Public Utilities

The property is located within the Primary Service Area but has historically been served by a system of water wells and private septic systems. Existing public water and sewer infrastructure is located nearby and is readily accessible.

Staff Comments: Staff has identified potential routings for public water and sewer to be brought to the property initially for use by a proposed restroom facility near the existing beach parking area along Jamestown Road. Parks and Recreation staff is currently completing grant applications to fund these initial improvements or will use existing capital project funds to complete utility connections within the next 12 to 18 months. In the interim, the beach area will continue to be served by temporary restroom facilities. The *Shaping Our Shores* master plan indicates that all uses on the property will be served by public water and sewer at buildout. Permanent restrooms are a high priority for Parks and Recreation and no improvements shown on the master plan that would generate higher visitation (such as the cabins or event areas) will be completed before restrooms are connected to public water and sewer. There is also an SUP condition which requires implementation of water conservation guidelines.

Virginia Department of Health Comments (VDH): Staff has had discussions about the restroom facility

with VDH since uses on the property originally operated on private well and septic. These facilities still exist on the property, but there is no information available on their status and available capacities. Given this and the proximity of public water and sewer, VDH has determined that temporary pump and haul restrooms were not an appropriate solution. This prompted Parks and Recreation to plan to extend utilities in an earlier phase of the project than originally planned. Temporary restrooms can be used as an interim solution while work on extending the utilities progresses so long as it is a reasonable time frame (typically a year or less).

Transportation

A preliminary traffic impact analysis for Jamestown Beach Campground was prepared by Vanasse Hangen Brustlin, Inc. (VHB) during the *Shaping Our Shores* master plan. The primary site access for ingress and egress to the site will remain in its existing location on Jamestown Road and the entrance will be improved as necessary to meet VDOT entrance standards. The primary focus of the study was to determine whether turn lanes may be required on Jamestown Road and where.

2007 County Traffic Counts: Jamestown Road from the James River to Ironbound Road had a daily traffic volume of 7,965 vehicles.

2035 Daily Traffic Volume Projected (from 2009 Comprehensive Plan): On Jamestown Road between the James River and Ironbound Road, 6,903 average annual daily trips (AADT) are projected – this is in the category of OK.

VDOT Comments: VDOT has indicated that no right or left turn lanes would be required for the park entrance from Jamestown Road (Route 31) and that it appears that this portion of Jamestown Road will remain with excess capacity. The subject of VDOT's review focused on the development on the north side of Jamestown Road. The study should be reevaluated before plans for the south side of Jamestown Road (specifically the Jamestown Yacht Basin) move forward.

COMPREHENSIVE PLAN

The property is designated Park, Public, and Semi-Public Open Space on the 2009 Comprehensive Plan Land Use Map and is in the Jamestown Island – Jamestown Settlement – Greensprings Road Community Character Area. Park, Public, and Semi-Public Open Space areas should be large undeveloped areas owned by institutions or the public and used for recreation or open space. Properties serve as buffers to historic sites and sensitive areas such as reservoirs, educational resources, and area for public recreation and enjoyment. The Parks and Recreation section of the Comprehensive Plan calls for park master plans to be adopted to enable coordination of construction phasing and validation of capital improvement requests. The Jamestown Beach master plan was created following significant public, County staff and BOS input, but was endorsed by the BOS on June 9, 2009 rather than being formally rezoned and adopted. Parks and Recreation Strategy 4 also calls for developing the recreational components of the Jamestown Beach property in accordance with this master plan and for creating and expanding public water access on the James River. This rezoning and SUP are the initial steps towards progress on this strategy and the first phase of the construction will improve the current parking situation and handicap access to the water.

Several goals, strategies and actions in the Environmental section also encourage use of LID features, promoting the protection of trees and ensuring that water dependent activities and related sanitation facilities are conducted in an environmentally sensitive manner. The master plan for Jamestown Beach, along with the proposed conditions, support these directives by planning for public utilities, designing facilities to minimize impervious cover, coordinating site-wide stormwater management and minimizing tree clearing and disturbance in the most environmentally sensitive areas of the property.

Finally, the Comprehensive Plan's description for the Jamestown Island – Jamestown Settlement – Greensprings Road Community Character Area supports the development of Jamestown Beach in accordance with the *Shaping Our Shores* Master Plan. It notes that parking and uses should be setback and screened from Jamestown Road, specimen trees should be preserved, pedestrian and bicycle access and circulation should be promoted, and public access to the waterfront should be an integral feature of new development designed to

limit the visual impact on views from the river. The master plan accomplishes these goals by having most of the use areas set back from Jamestown Road and working within the existing site topography and tree cover.

RECOMMENDATION

Staff finds the proposal to be consistent with the 2009 Comprehensive Plan, zoning ordinances and *Shaping Our Shores* Master Plan. Staff recommends the James City County Planning Commission recommend approval of this application for rezoning and a special use permit to the Board of Supervisors subject to the following conditions:

1. **Master Plan.** This Special Use Permit shall permit a public community recreation facility and accessory uses thereto, including but not limited to restoration of the Vermillion house, event tents, interpretive areas, beach access and parking, special event areas, maintenance areas, concession stands, cabins, tent camping, a ropes course and performance venue on property located at 2205 Jamestown Road (the "Property"). Uses and layout of the Property shall generally be located as shown on the document entitled "Figure 2-2: Master Plan- Jamestown Beach Campground," (the "Master Plan") prepared by Vanasse, Hangen, and Brustlin, Inc. (VHB) and as described in the *Shaping Our Shores* Master Plan ("SOS") report adopted by the Board of Supervisors on June 9, 2009 with only changes thereto that the Planning Director determines to be generally consistent with the Master Plan and the SOS report.
2. **Archaeology.** Additional archaeological studies for any area to be disturbed that is identified as 'potentially eligible' or 'eligible' for inclusion on the National Register of Historic Places and/or 'unknown (further work needed)' in the reports titled "Phase I Cultural Resource Survey of the James City County Campground and Yacht Basin Marina, James City County, Virginia" by Archaeological and Cultural Solutions, Inc. and dated February, 2009 and "Phase II Investigations of Archaeological Sites 44JC0101 and 44JC1212, James City County Campground and Yacht Basin Marina, James City County, Virginia" by Archaeological and Cultural Solutions, Inc. and dated July, 2009 shall be submitted to the Planning Director or his designee for review and approval prior to the commencement of any land disturbing activity on the property. If an additional Phase II study is necessary for any site, such a study shall be approved by the Planning Director or his designee and a treatment plan for said sites shall be submitted to, and approved by, the Planning Director or his designee for sites that are determined to be eligible for inclusion on the National Register of Historic Places and/or those sites that require a Phase III study. If in the Phase III study, a site is determined eligible for nomination to the National Register of Historic Places and said site is to be preserved in place, the treatment plan shall include nomination of the site to the National Register of Historic Places. If a Phase III study is undertaken for said sites, such studies shall be approved by the Planning or his designee prior to land disturbance within the study areas. All Phase I, Phase II, and Phase III studies shall meet the Virginia Department of Historic Resources' *Guidelines for Preparing Archaeological Resource Management Reports* and the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation*, as applicable, and shall be conducted under the supervision of a qualified archaeologist who meets the qualifications set forth in the Secretary of the Interior's *Professional Qualification Standards*. All approved treatment plans shall be incorporated into the plan of development for the site and the clearing, grading or construction activities thereon.
3. **Tree Clearing.** Tree clearing on the Property shall be limited to the minimum necessary to accommodate the proposed infrastructure improvements; recreational uses shown on the Master Plan; and related driveways, entrance improvements and facilities as determined by the Director of Planning or his designee.
4. **Master Stormwater Management Plan.** The applicant shall complete a Master Stormwater Management Plan for the Property prior to final development plan approval for the next significant development phase of the Property for which a conceptual plan has not been received by the adoption date of this resolution. The master Stormwater management plan shall be in accordance with the SOS report and the County's Sustainable Building Policy as adopted by BOS resolution on March 23, 2010.
5. **Vermillion House.** The Vermillion house and associated dependencies identified within the SOS

report shall remain on the property and shall not be demolished. No changes shall be permitted to these structures with the exception of alterations, maintenance and/or modernizations that will not jeopardize their eligibility for future nomination to the National Register of Historic Places.

6. **Water Conservation Guidelines.** The applicant shall be responsible for developing water conservation standards to be submitted to and approved by the James City Service Authority ("JCSA") prior to final site plan approval and subsequently for enforcing these standards. Water conservation measures addressed by the guidelines shall include but not be limited to limitations on the installation and use of approved landscaping design and materials to promote water conservation and minimize use of public water resources.
7. **Public Utilities.** The applicant shall install connections to public water and sewer infrastructure for bathrooms and other amenities on the Property prior to the development of any uses shown on the Master Plan that would be expected to generate higher park visitation rates including but not limited to the campground area, rental cabins, interpretive areas, special event areas, restoration of the Vermillion House and performance venue.
8. **Severance Clause.** This special use permit is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

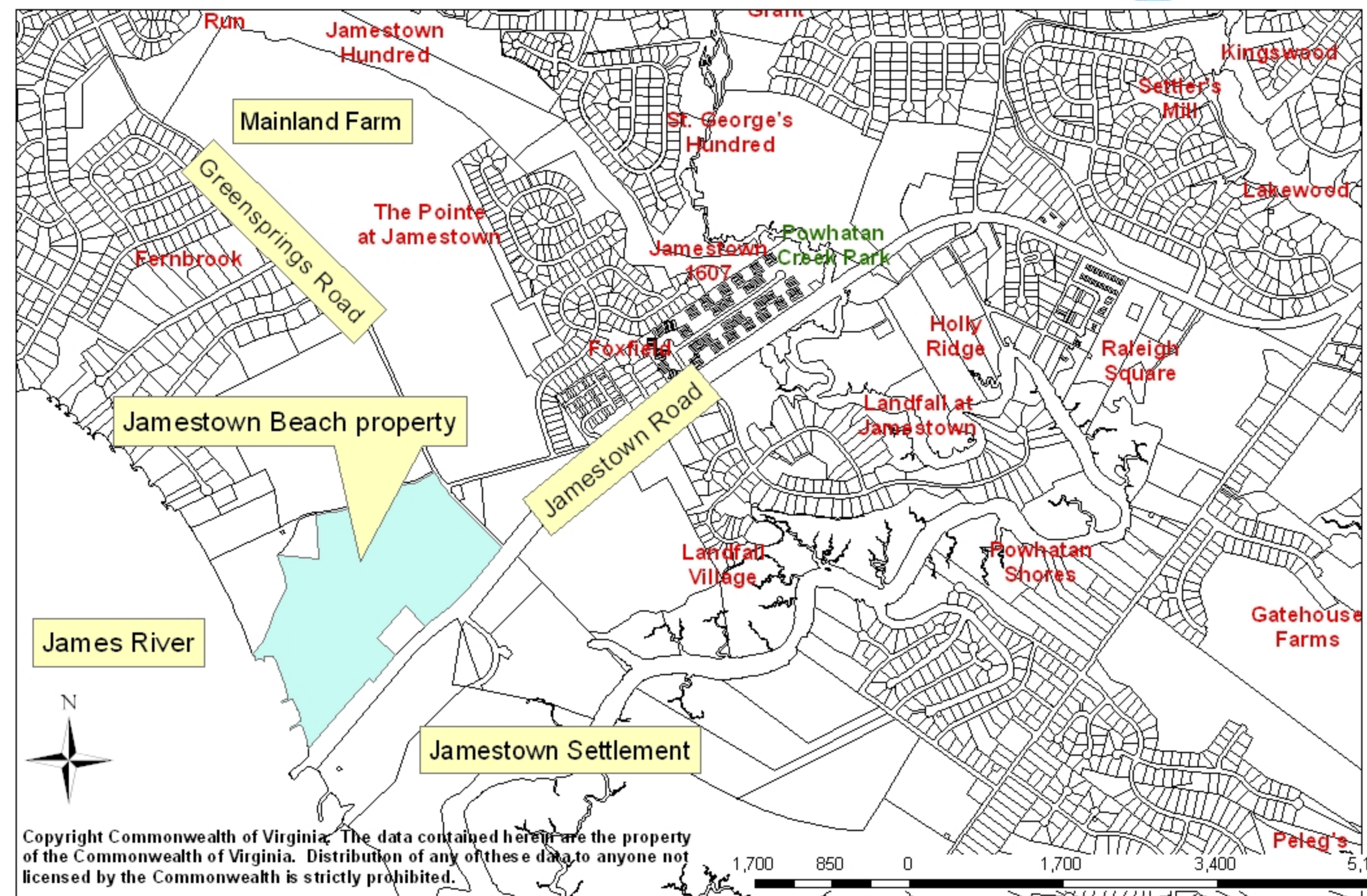
Leanne Reidenbach

ATTACHMENTS:

1. Location map
2. Master plan
3. Supporting information from *Shaping Our Shores* document
4. Conceptual plan for initial improvements

Z-0008-2012/SUP-0017-2012

Jamestown Beach



December 2009

Master Plan

for Jamestown Beach Campground, Jamestown
Yacht Basin & Chickahominy Riverfront Park



Shaping Our Shores



SUBMITTED TO:

James City County



Vanasse Hangen Brustlin, Inc.

SUBMITTED BY:



Guernsey
Tingle
Architects

Executive Summary

James City County, Virginia (JCC), has embarked on an ambitious plan for the revitalization and improvement of three very important and recently acquired waterfront parkland facilities: Jamestown Beach Campground (JBC), the Jamestown Yacht Basin (JYB) (both purchased in December 2006) and the Chickahominy Riverfront Park (CRP) (purchased in 2001). This planning effort is referred to as “Shaping Our Shores” because each property provides waterfront access.

Each of the parks represents a significant step forward in providing for the open space and recreational needs of the community, and presents a unique opportunity for JCC to increase and enhance the use of this space by both citizens and tourists.

The consulting planning and engineering firm of Vanasse Hangen Brustlin (VHB), in association with a team of co-consultants, provided JCC with the existing conditions analysis, programming, alternatives development and master plan concepts for each of the sites.

Parks are special places within the fabric of a community for relaxation, social interaction and entertainment. As important community recreational facilities, the parks will provide the settings for numerous programs, events and attractions for marine, nature, and sports enthusiasts of all ages. These parks will also host many out-of-town visitors and offer opportunities to further develop the local tourism industry. As such, each park should be a well programmed, functional space that creates a pleasant, memorable setting for all users.

Each of the three sites has its own unique physical assets and challenges. Final development of any program on the sites will require thoughtful planning and design that integrates multiple programs upon sites impacted by regulatory requirements, infrastructure constraints, land use adjacencies, roads and waterfront and wetland edges.

What is especially striking and significant about all of these sites is the waterfront amenities they offer to the citizens of James City County. The properties provide a full range of potential uses from beaches to boat launch facilities. A high-priority of future improvements to these parcels is to optimize the use of the facilities and maximize public access to the parks and waterfront.



In addition to the waterfront amenities, all three properties possess significant cultural resources and are fortuitously located along the Virginia Capital Trail, offering opportunities for historical interpretation and recreation that supports and benefits from the trail.

Despite these similarities, the character of the plan for each site is different, reflecting their unique mix of amenities and physical features. The facilities at CRP will have a more rural/rustic character, while the appearance of the facilities at JBC will compliment the architecture and setting of the Vermillion House and gardens that dominate the river portion of the property. Development at JYB will likely have a casually elegant character conducive to a relaxed, welcoming waterfront ambiance offering a mix of uses.

The proposed park improvements will greatly enhance each site's ability to accommodate a wide variety of events such as family gatherings, company picnics, meetings, retreats, educational events, weddings and receptions, concerts, fairs, and nautical events and gatherings.

Plan Adoption and Board of Supervisors Guidance

The James City County Board of Supervisors adopted the Shaping Our Shores Master Plan on June 9, 2009. The Board's consensus guidance as developed during their March 24, 2009 work session and subsequent discussions at the May 26, 2009 and June 9, 2009 meetings is summarized below. The adoption resolution, minutes from these three sessions, and the May 26 and June 9 memos to the Board with associated supplemental information appear in Appendix O.

Overall Guidance

Given the current economic downturn, the BOS did not anticipate significant funding would be available in either the general fund or capital improvements budgets in the next two or three fiscal years to fund the Master Plan improvements. In an effort to identify what should be completed to create maximum benefit at minimum expense, they requested a prioritized matrix showing task description, timeline and possible funding sources. This matrix appears in Appendix O.

Jamestown Beach Campground (JBC)

The Board supported the Signature Park and camping mix but camping cabin development should proceed cautiously given the high initial cost of these structures. Public-private partnerships on a scale that would not interfere with the Signature Park are attractive.

Jamestown Yacht Basin (JYB)

The Board supported a mixed use revitalization to include an upgraded marina with related retail, restaurants and office space. The Board did not support residential or hospitality operations as part of the mixed use, citing citizen opposition voiced during the comment period early in 2009.



SHAPING OUR SHORES

Master Plan

for Jamestown Beach Campground, Jamestown
Yacht Basin & Chickahominy Riverfront Park



Jamestown Beach Campground
Perspective



SHAPING OUR SHORES

Master Plan

for Jamestown Beach Campground, Jamestown
Yacht Basin & Chickahominy Riverfront Park



Jamestown Yacht Basin
Perspective



SHAPING OUR SHORES

Master Plan

for Jamestown Beach Campground, Jamestown
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Jamestown Yacht Basin
Perspective

The marina must be financially self-sufficient but the BOS did not expect revenues from the JYB to support the planned programs at either JBC or CRP. Self sufficiency is an economic challenge because the current infrastructure conditions at the marina require immediate attention. These conditions will be a major factor in any decisions about ownership and financing. In response, the BOS requested additional pro forma financial analysis of several development and ownership scenarios that did not include a residential or hospitality component and the fiscal impact of returning the marina to the tax rolls. This additional analysis appears in Appendix O. As with the JBC, public-private partnerships are a viable option for future development of the JYB.

While the BOS emphasized intelligent redevelopment of the marina, they also highlighted the need to preserve several existing aspects of the site including public waterfront access; a full service marina attractive to the local boating community; and the historic, environmental and scenic attractiveness of the entire “gateway” area of the Jamestown Road corridor.

Chickahominy Riverfront Park (CRP)

The Board supported the camping mix and enhanced boating services, especially amenities that appeal to County residents in addition to visitors. Dependable revenue generators such as RV camping and boat storage were encouraged along with activities such as primitive camping that have relatively low initial investment and maintenance costs.

Purposes and Application of the Master Plans

The conceptual master plans identify uses that: 1) are feasible given the environmental and other site constraints and reasonably fit within available program space; 2) match, to the greatest extent possible, the broad concepts or “visions” for the three sites presented by citizens, elected and appointed officials, community groups, neighbors, and JCC staff; 3) bring the maximum benefit to the maximum number of users and 4) provide opportunities for JCC to generate revenue to offset operational and maintenance costs for the properties.

The plans focus on the uniqueness of the sites and develop potential uses that emphasize and celebrate their distinctive features. These uses are defined in broad terms that provide a range of possibilities. Identifying exactly what types of functions will take place in a specific building or what organization will be responsible for the day-to-day operations or programming of the sites or portions of the sites is beyond the scope of this Master Plan. The Master Plan is a high level planning tool prepared to assist JCC in making decisions concerning the future of the parks.

The plans do not provide a detailed depiction of each and every proposed park program element. For example, since the plans are depicted on Geographic Information System (GIS) maps at a scale of 1" = 100', the graphic representation of property lines and environmental buffer lines, etc. are shown conceptually and may appear to show encroachments of proposed improvements. In the final development design, setbacks, property lines, Community Character Corridors and environmental buffers would be respected. The intent of the plans is to avoid or minimize to the extent possible any encroachments or environmental impacts.



SHAPING OUR SHORES

Master Plan

for Jamestown Beach Campground, Jamestown
Yacht Basin & Chickahominy Riverfront Park



Chickahominy Riverfront Park
Perspective



Throughout the planning process, the consultant and JCC project teams worked closely together to develop and evaluate programs and select the most viable alternatives. The concept plans are a product of both teams. The JCC project team reviewed the master plans with the consultant team and reached a consensus that the plans are feasible and meet the environmental and other site constraint requirements and the scope of work for the planning project. The JCC project team endorsed the report and plans for their intended purpose.

The Introduction (Chapter 1) of the report covers the planning process followed by the consulting team which consists of Data Gathering, Existing Conditions Evaluation and Analysis, Public Participation Meetings, JCC Work Sessions, Design Charrette, Market Feasibility Analysis, Alternatives Development and Review and the Selection of Master Plan program elements. A brief summary of this process is provided in Chapter 1.

In summary, the “Shaping our Shores” sites will provide residents and visitors to James City County an unique opportunity to experience the diverse landscape and natural characteristics of the area. The park concept plans shape our shores while preserving their unique and natural settings for the future. Together, these three sites demonstrate the unique and diverse natural characteristics of James City County which will be enjoyed by generations of local residents and tourists.

The three sites are briefly outlined below with their primary program features.

Jamestown Beach Campground (JBC)

The Jamestown Beach Campground is located on Jamestown Road between Greensprings Road to the north and the James River to the south. JBC will be developed as a “Signature Park,” which emphasizes the community’s and the park’s unique identity and setting. It is a park for which the community is known beyond its geographic boundaries. The notion of a “Signature Park” is more fully developed in Chapter 1. The park is depicted in the master plan rendering, Figure 2-2, which includes primary park program elements such as beach amenities and activities, restoration of the historic Vermillion House and gardens, open grass areas for events, wooded areas for outdoor activities and limited group camping and rental cabins.

At this Signature Park a broad mix of users will be able to experience an array of beach, wooded and open grass areas and historic landscapes.

Refer to Chapter 2 for a complete discussion of the existing conditions analysis and the proposed park improvements for the Jamestown Beach Campground. The following artist’s rendering shows the vision of how the Jamestown Beach could appear with the implementation of the concept plan.

Jamestown Yacht Basin (JYB)

The Jamestown Yacht Basin is located on Route 359 across from the Jamestown Settlement and connects directly by water to Powhatan Creek. JYB will become an active waterfront destination for people to visit and experience by car, boat, walking and biking. The urban parks, shopping

and outdoor spaces and activities would be site amenities that attract both local and tourist visitors.

Refer to Chapter 3 for a complete discussion of the existing conditions analysis and the proposed marina improvements for the Jamestown Yacht Basin as depicted in Figure 3-2. The following two artist's renderings show the vision of how the Jamestown Yacht Basin could appear along the marina waterfront promenade and the view from the Colonial National Historic Parkway bridge with the implementation of the concept plan.

The plan depicted in Figure 3-2 illustrates a much more active development scenario than at the JBC or CRP. One of the goals of this planning process was to identify uses that could provide revenue generating opportunities for JCC to offset operational and maintenance costs for the properties. The JYB's location within the Primary Service Area (PSA) combined with the existing marina infrastructure and operations made it the leading candidate for a more active development scenario when compared to CRP (located outside the PSA) or JBC (subject to conservation restrictions associated with grants used to purchase the property). The consultant and JCC project teams recognize the development scenario in Figure 3-2 is significantly more intense than the current use and would require careful planning and design to adequately address environmental, traffic, view shed and related land use issues. Because development intensity is a primary concern in the JCC community, the JYB chapter also includes an alternative, less intense scenario illustrated in sketch form.

The primary program elements in Figure 3-2 include renovation of the marina docks and bulkhead, new dockmaster's office/ship's store building, boat ramp, dry stack boat storage, canoe/kayak facility, parks and waterfront promenade, retail space for shops and stores, restaurants, condominiums and lodging. While the residential and hospitality elements would maximize the revenue generating potential of the site, they were not supported by the Board of Supervisors.

Chickahominy Riverfront Park (CRP)

The property is located on John Tyler Highway adjacent to the Route 5 bridge crossing the Chickahominy River. The park is depicted in the master plan rendering Figure 4-2 which includes primary park elements such as camp sites, rental cabins, picnic shelters and pavilions, open grass event areas, kayak/canoe and rowing facility, food concession and vending building with eating area, store/office and maintenance buildings, boat docks, sail boat moorings and renovated fishing pier, continued operation of the existing pool facility and boat ramp and hiking/biking trails.

The Chickahominy Riverfront Park will continue to provide natural amenities and scenic views and will focus on water related recreational opportunities such as boating, fishing, canoe/kayaking, rowing and sailing in addition to a full range of camping opportunities from primitive to motorhome sites.

Refer to Chapter 4 for a complete discussion of the existing conditions analysis and the proposed improvements for the Chickahominy Riverfront Park as depicted in the master plan. The



following artist rendering shows the vision of how the park could appear along Chickahominy River waterfront with the implementation of the concept plan.

Economic Base Analysis

James City County has experienced substantial positive socioeconomic growth since 1990. The population and household count in the County has increased nearly twice as fast all other jurisdictions in the Peninsula area of Hampton Roads, with net increases in persons and households for the County comparable to the rest of the sub-region as a whole. Although this growth has been strongest in an older, more established population, the County has experienced positive growth in all age groups during this study period (detailed in the complete Economic Analysis Report contained in Appendix N of this report). This is something that has not happened elsewhere in the Peninsula. The new households locating to James City County generally are more affluent, remaining consistent with income levels in the City of Williamsburg and above the rest of the Peninsula.

The growth in the greater Williamsburg area (York County, City of Williamsburg and James City County) economic base also has been positive. This area has experienced strong employment and establishment growth rates over the past ten years. New jobs being added in the Williamsburg area tend to be white collar positions, particularly high-skilled trades (i.e. computer specialists and teachers) as well as low-skilled trades (i.e. retail positions). This growth has been accommodated in a few, large-scale developments within the local area. Within James City County, much of this growth is being accommodated in areas such as New Town, Stonehouse and the Busch Corporate Center.

The positive demographic and economic base growth trends within James City County reflect the prosperity of the past several years. Market projections suggest that these growth rates likely will slow due to the downturn in the economy, but will remain above those of other parts of the Hampton Roads region. This trend combined with the highly-valued waterfront locations of the three properties, indicate these sites would be appropriate for a wide range of uses.

Campground and Marina Analysis

Market data indicate that continued operation of camping activities at Chickahominy Riverfront Park and the Jamestown Beach Campground are viable. Based on input provided by local campground operators and information collected from the regional camping survey, most camping development at these sites should be RV facilities or permanent cabin structures. Both camping types have the highest occupancy in the region and best meet current and projected demand. Although there has been some support for tent camping facilities expressed through communications with the general public, the RV and cabin operations will provide a greater financial return for the County while utilizing the same amount of acreage.

Although the analysis indicates that the total number of campsites should be reduced at both facilities to increase area for other uses while minimizing the amount of competition for established camping facilities (detailed analysis is provided in the Appendix N of this report), the

County should consider the balance of benefits created for James City County residents and how the proposed development enhances the County's vision for its recreational facilities. The final numbers for Jamestown Beach Campground and Chickahominy Riverfront Park should be negotiated with the selected operator(s) based on factors such as the amount of land dedicated to camping at each study site, the shape and location of the apportioned parcel and amenities that will be offered in conjunction with the camping facility.

In terms of marina operations, the data indicate there is substantial unmet demand for boating and long-term boat storage in James City County and the entire Williamsburg area. From a market standpoint, it is the consultant's opinion that additional wet slips and the development of dry storage facilities spaces could be absorbed at the Jamestown Yacht Basin. However, the ultimate success of the Yacht Basin site will depend on several factors. The following bullet items address these factors:

- **Transient Slips** – The number of transient slips that will be necessary are dependent upon the support facilities developed at the site. Without at least one full-service restaurant and a marine-support retail store, the need for transient slips will be limited. However, the development of a destination-style marina facility similar to River's Rest located on the Chickahominy River in Charles City, VA will generate demand for short-term usage. If the Yacht Basin site is developed as presented in the real estate market analysis, then this site could need as many as 30 transient slips. The ultimate development of the site around the marina will determine the actual need.
- **Dry Storage** – From a planning standpoint, the site can support a dry storage facility large enough to hold about 224 boats. However, the structure will need to accommodate three boat levels in order to store this many boats. As such, the final design needs to balance the opportunity to add boat storage facilities (and therefore revenue) with the impacts this facility will have on the aesthetics of the marina and how those aesthetics impact people's willingness to patronize other businesses such as the restaurant.
- **Canoe/Kayak Operations** – From a market standpoint, there is sufficient demand to support a dedicated kayak/canoe facility at both the Yacht Basin and at the Chickahominy Riverfront Park.
- **Public Access** – A true waterfront destination should be accessible by people from the land as well as the water. Developing an insular commercial center ignores a large potential market for the commercial services. From a market perspective, the non-boating community is as important to the success of the JYB concept as marina tenants. As such, special care needs to be taken to ensure motorists and pedestrians have a safe, inviting "front door" that welcomes them.

Real Estate Analysis

As mentioned earlier in the executive summary, the analysis indicates that if these three sites were developed, there is sufficient demand to support a wide range of uses. Development trends within James City County corroborate these findings, as the County has experienced substantial development in residential, retail/service, office and industrial uses. However, there are some



constraining factors that limit the potential of these sites. For example, CRP is located outside of the Primary Service Area (PSA). As such, it is currently not served with public water and sewer to support new development. Furthermore, the three sites' respective locations are comparatively far away from the major transportation network as well as the existing commercial centers within James City County. As such, there are other sites within the County that have a competitive advantage in attracting larger retail/service and office users. That said, residential development likely would have the greatest chance to attract private investment at each of the three sites.

It is important to note that County Greenspace funds and grants from environmental and conservation entities made the purchase of the JBC and JYB possible. These grants came with restrictions, in terms of potential land uses, that limit the type and intensity of development on the majority of the JBC site and the marshlands to the east of the main JYB marina area. Based on market analysis detailed in Appendix N of this report, the commercial uses most viable for the Yacht Basin (in addition to the marina activities) include a small residential component along with a small-scale mixed-use 'destination' development including a boutique hotel, limited retail services and higher-quality dining facilities.

The Next Steps

The next steps in the planning process for the parks should include:

- Consult with and gather feedback from elected and appointed boards, policy groups, citizen organizations and the general public.
- Examine ownership options and associated costs and prioritize these options. Package, market, and solicit development opportunities as appropriate.
- Prioritize the desired park improvements for each site and overall in terms of county priorities.
- Consider the costs associated with the priority items and list them chronologically as to which items may potentially be funded first.
- Develop corresponding general fund and capital improvements plan budgets. Research and pursue available grant sources that may provide funds for portions of proposed park program elements.
- Develop individual planning level designs detailing the priority program elements for each park.

2

Jamestown Beach Campground

2.1 Existing Site Conditions

The total area of the Jamestown Beach Campground (JBC) property is approximately 90 acres and is currently developed as a waterfront campground with a historic residence (Vermillion House), other camp and maintenance buildings, main camp office/store building, swimming pool, mini-golf course and access to the beach with gravel parking. The park area includes forested areas some of which are wetlands, Resource Protection Area (RPA) buffers and open grass areas (see Figures 1-2 and 1-5).

2.1.1 Existing Zoning

The JBC property is currently zoned as a General Business (B-1) which is described in County Code Sec. 24-389. JCC has stated that the property is to be rezoned to Public Land District (PL). The Public Land statement of intent and permitted uses are provided in Chapter 4 of this report.

2.1.2 Existing Utilities

Information related to existing site utilities was provided by JCC and was reviewed by VHB and supplemented with limited walk-through visual inspections conducted onsite. There was no mapping or surveying of surface or underground utilities performed during the master planning process. Utilities depicted on diagrams and plan within this report are approximate and based on information provided by JCC and other sources. The findings of the existing utility research and observations at the time of the study are summarized below.

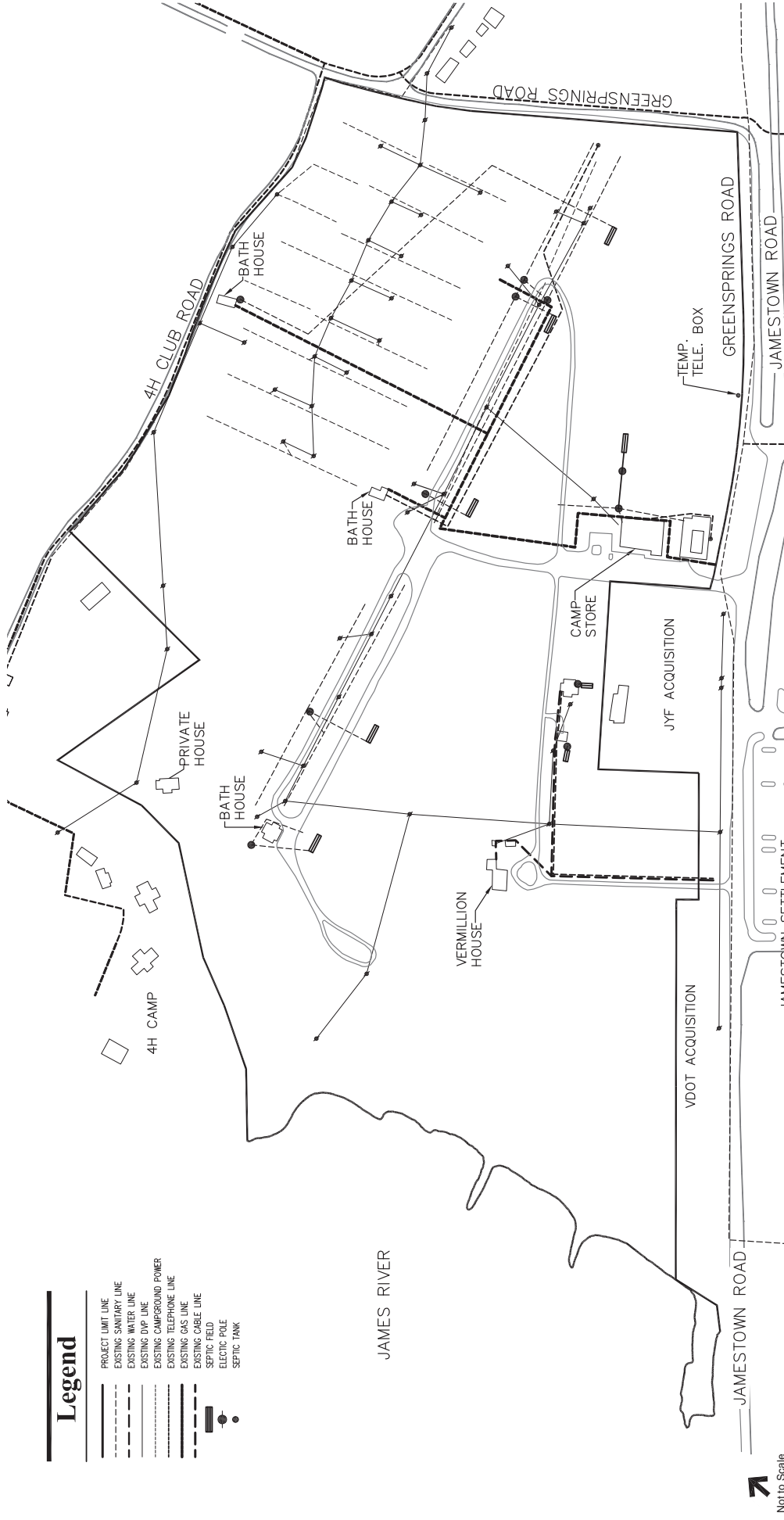
■ Water

The site is within the JCSA Public Service Area (PSA) and water service to the property is readily available. Water service historically has been provided by water wells located on the site which would be capped and taken out of service.

The existing network of water piping is old and in poor condition and none of it is suitable for reuse. The existing system would be removed or abandoned in place as appropriate for the final site design of the park.

Legend

- PROJECT LIMIT LINE
- EXISTING SANITARY LINE
- EXISTING WATER LINE
- EXISTING DWP LINE
- EXISTING CAMPGROUND POWER
- EXISTING TELEPHONE LINE
- EXISTING GAS LINE
- EXISTING CABLE LINE
- SEPTIC FIELD
- ELECTRIC POLE
- SEPTIC TANK



NOTE: THE LOCATION OF SEPTICS FIELD ARE APPROXIMATE AND SCHEMATIC IN NATURE. THE ACTUAL SIZE AND EXTENT OF THE FIELDS ARE UNKNOWN.

SHAPING OUR SHORES

Master Plan

for Jamestown Beach Campground, Jamestown
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Figure 2-1
Existing Utilities
Jamestown Beach Campground





- **Sanitary Sewer**

Public sanitary sewer service is available to the property as it is within the PSA. The existing sanitary system consists of several septic tank and leach field systems. Surface observations at some of the tanks and septic fields indicate that the systems appear to be in generally functional condition. There is no evidence of settlement or leaking around the tanks and the fields appear to be functioning well with no evidence of surface saturation or settlement. The leaching fields appear to be about 90'± by 40'± and are located in open grass areas. Since public sanitary service is now available to the site, the existing septic systems would be taken out of service and removed or abandoned in place. See Figure 2-1 for existing sanitary sewer system information.

- **Dominion Virginia Power**

The site is served by Dominion Virginia Power (DVP) by overhead electric service lines and pole mounted transformers. The main overhead power line enters the site from two locations. One is from 4-H Club Road and the other from Greensprings Road. The overhead service appears to be in generally good condition however the proposed improvements will require rerouting of the electrical service and relocating it underground. Therefore essentially none of the DVP electrical service from the point it enters the property will be reused. Relocation and upgrades will be necessary to meet the needs of the future improvements. See Figure 2-1 for existing electrical system information.



Existing Electric Hookups at Campsite

The electrical system on the owner's (JCC) side of the meter consists of approximately seven electrical panel boxes that feed the electrical circuits for the property. Some of the existing camp sites are equipped with outlet boxes. In general, the electrical system on the property is in very poor condition and not suitable for reuse for future improvements.

- **Natural Gas**

There is currently no existing Virginia Natural Gas (VNG) service to the site. There are propane tanks located at various locations around the site including the store/office building and at the bathhouses.

- **Telephone**

There is telephone service to the park provided by Verizon. Service is provided to the camp store/office building, the Vermillion House and other previously occupied buildings. The existing telephone service infrastructure would be completely removed and replaced for future improvements.

- **Fiber Optic**

At this time, there are no known fiber optic lines serving the site.

2.1.3 Traffic and Existing Access

The entrance to the site is on Jamestown Road (Route 31). The sight distance at the entrance is in excess of 1000 feet each way. At the intersection of Jamestown Road and Rt. 359, the posted speed limit on Jamestown Road is 35 MPH eastbound and 25 MPH westbound. According to VDOT data, 2007 average daily traffic (ADT) on Jamestown Road was 7,600 Vehicles Per Day (VPD) on weekdays. Weekend traffic is somewhat lower due to reduced commuter use of the Jamestown-Scotland Ferry.



Existing Main Entrance

On Greensprings Road (Route 614) from 4-H Club Road to Jamestown Road, the ADT in 2007 was 1,344 VPD. The posted speed limit for Greensprings Road is 45 MPH.

2.1.4 Existing Roads

The existing entrance to the property from Jamestown Road is located directly across Jamestown Road from the Jamestown Settlement bus parking lot. The entrance is paved from Jamestown Road to the main campground office building and on to the internal loop roads through the site. The asphalt is in poor condition and in need of replacement at the time site improvements are made to the property. The roads through the camping areas that branch off of the main loop road are narrow single lane gravel roads. Where feasible, the footprint of the internal gravel roads may in some cases serve for proposed roads or park pathways. Some of the existing camp roads are located within RPA buffers and the CELCP and VLCF grant areas.

2.1.5 Existing Parking

Vehicle parking for the park can be broken down into six general areas as follows:

- Parking lot at the camp store building/swimming pool- This parking lot is paved and is in poor condition. It has approximately 24 to 30 spaces including two ADA accessible spaces.
- Beach Parking (South)- The existing beach visitor parking is located in the southwest corner of the site adjacent to the VDOT security facility at the Jamestown ferry dock. The parking area is a gravel/dirt area with unorganized parking for approximately 20 vehicles. With the recent acquisition by VDOT of property adjacent to Jamestown Road for additional right-of-way (ROW), the access to the area is to be removed and future beach access made from internal road connections.
- Beach parking (North)- The parking area is located at the north end of the beach adjacent to 4-H Club property. There is vehicle access to the beach with unorganized parking for approximately 20 vehicles.
- Parking at campsites- each camp site has unpaved parking off of the park roads which equates to approximately 600 spaces.



- Event Parking/Overflow Parking- for events and festivals, parking is provided on the grass area north of the entrance. This area is suitable for continued parking for occasional events. It currently accommodates up to approximately 500 vehicles.
- Miscellaneous Parking- there are some parking spaces at each of the bathhouses, staff cabins, maintenance shed and at the Vermillion House. The combined number of spaces is approximately 30.

2.1.6 Existing Buildings

The consulting team conducted a building inventory and a walk-around visual inspection of the buildings for the purpose of determining potential reuse of the buildings for future park operations. The buildings at JBC fall into two categories: the Vermillion house and its dependencies and the more recent buildings supporting campground operations. The results of the inspection indicate that the Vermillion House and its dependencies (because of historic significance) are suitable for reuse as a focal point of interest in the park. The remaining buildings and structures have no reuse potential.

Refer to Appendix D for a brief description of the types and condition of the buildings and graphic map identifying the letter designation ("A" thru "O") for the building described.



View of Main Building from Jamestown Road

2.1.7 Existing Landscaping and Amenities

The existing landscape of the JBC presents many special features as well as a diverse existing landscape. The most prominent feature in the landscape is the gardens and specimen plantings of the Vermillion House including several massive tulip poplar trees. Flanked by large rows of mature pines, the formal gardens of the Vermillion House present a unique opportunity for supplementing and interpreting this historic feature.

Another feature of the existing landscape is what is believed to be the 'Greate Road,' which is characterized by a row of mature hardwoods and a low path. This feature presents an opportunity for historic interpretation.

The forested areas of the site are characterized by upland and lowland hardwoods and some second succession growth in other areas. Generally the understory on the forested areas is fairly sparse due to previous camping activity on the site. Amenities on the site are fairly limited and underutilized. The open areas are used for large events from time to time.

2.1.8 Waters of the U.S and Associated Chesapeake Bay Protection Areas

2.1.8.1 Results of Fieldwork

Wetland delineations and Perennial Stream Determinations (PSD) were completed by VHB wetland scientists at the Jamestown Beach Campground in early 2008. Delineations were carried out in accordance with the three parameter approach outlined in the U.S. Army Corps of Engineers Wetland Delineation Manual (1987). PSDs were conducted using the North Carolina Division of Water Quality Identification Methods for Origin of Intermittent and Perennial Streams, Version 3.1. The subsequent designation of RPA features was carried out in strict adherence to both the above-cited DCR guidance and County ordinance.

The U.S. Army Corps of Engineers' Jurisdictional Determination for the Jamestown Beach Campground is included in Appendix E. JCC approval of the PSD and the resulting Resource Protection Areas are also included in Appendix E.

Tidal Wetlands

Tidal, freshwater wetlands at Jamestown Beach Campground occur as two cover types, both located at the confluence of the tributary stream with the James River in the northwest corner of the project area adjoining the 4-H Club property (See related Figure in Appendix E). A seasonally inundated and tidally influenced bald cypress forest (PFO2R) is present at this location, having an understory of sedges (*Carex* sp.), wax myrtle (*Myrica cerifera*), and eastern false-willow (*Baccharis halimifolia*). A tidal, freshwater marsh (PEM1R) lies between this forested wetland and a dirt access road to the east, dominated by big cordgrass (*Spartina cynosuroides*), three-square bulrush (*Scirpus pungens*) and swamp rosemallow (*Hibiscus moscheutos*).

These wetlands contain species that define "vegetated wetlands" per both Chapter 22 of the County Code and §28.2-1300 of the Code of Virginia. Their landward extent is therefore defined by an elevation that is 1.5 times the mean tide range. However, the tidal wetlands at the Jamestown Beach Campground are largely defined by the contour along the toe of steep side slopes. As a result, the elevation coincident with 1.5 times the mean tide range is approximated by the actual surveyed wetland lines in these areas.

The shoreline beach of the James River between Mean Low Water (MLW) and seasonal high tide line constitutes Waters of the United States. This system is classified as tidal, freshwater riverine, unconsolidated shoreline dominated by sand (R1US2). The sandy shoreline of the river extends along the entire western property boundary with the exception of the shoreline nearest Jamestown Road (Route 31) where old fill material comprised of a mixture of spoil and broken concrete was placed into the river channel forming a small peninsula. This portion of the shoreline is classified as tidal, freshwater riverine, unconsolidated shoreline dominated by artificial substrate (R1USr).

Because this shoreline is not vegetated, the limit of State jurisdiction is Mean High Water (MHW). This elevation was approximated using surveyed spot elevations, field observations of wrack



lines, and high-resolution aerial photography. Because it is not based on local tide gauging or time-specific (*i.e.*, high-tide) surveying, this elevation was conservatively estimated.

Non-Tidal Wetlands

Farther upstream from the tidal wetlands located in the northwest corner of the property, the wetland transitions to a non-tidal forested floodplain system (PFO1A) dominated by sweet-gum (*Liquidambar styraciflua*), red maple (*Acer rubrum*), and American sycamore (*Platanus occidentalis*) trees. Shrub, vine and herbaceous species in the non-tidal system include possum-haw viburnum (*Viburnum nudum*), coastal pepperbush (*Clethra alnifolia*), common greenbrier (*Smilax rotundifolia*) and rice cutgrass (*Leersia oryzoides*). Further upslope, the floodplain shelf narrows alongside the stream channel at an area dominated by a dense stand of bamboo until such point that the channel transitions to a man-made ditch that bisects a portion of the campground (See related Figure in Appendix E). The ditch is punctuated by culverts in many locations where campground trails and roads occur. Isolated, non-tidal emergent wetlands (PEM1C) lie adjacent to this ditch beyond the point where it ceases to be jurisdictional; at the far east-central limit of the project area near Greensprings Road. These relatively small, depressional features were likely created by historic ditch excavation and side casting, which disturbed the natural drainage pattern and resulted in pockets of seasonal inundation.

A densely vegetated, palustrine scrub/shrub wetland (PSS1) occurs in the southwest portion of the property, sustained by both groundwater and stormwater runoff via a culvert under Jamestown Road. This culvert is likely connected to the road and perhaps parking lot drains on the south side of the road. This depressional wetland



View from Wetland to Jamestown Road

remains inundated during much of the year and contains a dominance of black willow (*Salix nigra*) with sweet-gum saplings. Vine and herbaceous vegetation along the edge includes common greenbrier, wild grape (*Vitis rotundifolia*), and soft rush (*Juncus effusus*). During storm events, excess water from this wetland flows towards the west into a ditch. This ditch terminates roughly 200 feet from the James River shoreline, whereupon the conveyance continues underground in a concrete pipe that discharges to the beachhead.

Resource Protection Areas

Wetland features that are connected to and contiguous with the perennial James River were accorded RPA status and a 100-foot buffer as depicted in the related Figure in Appendix E. This includes the tidal and non-tidal wetlands in the northeast corner of the site. The tidal shoreline along the entire western perimeter of Jamestown Beach Campground is also an RPA feature. As previously noted, the elevation of Mean High Water (MHW) was conservatively estimated, thus insuring an inclusive RPA buffer.

The two onsite ditches were evaluated to determine whether or not they are perennial features. A single Stream Assessment Reach (SAR) was established in each channel at their lowermost point. SAR A is located in the southwest ditch, just upstream of the culvert. SAR B was located in the northern ditch feature at its confluence with the non-tidal bottomland wetland, as this point represents the limits of mandatory RPA wetlands based on State and County guidance.



View of Existing Beach Looking South

Both ditches were found to be intermittent features. Because the northern ditch at SAR B has no adjacent wetlands (*i.e.*, jurisdiction is limited to the bed and banks), the landward limit of the RPA is restricted to the downstream wetland line. As the southern ditch at SAR A is not contiguous with the James River nor does it have any adjacent wetlands, it was also determined to be a non-RPA feature.

2.1.9 Threatened and Endangered Species

A review of the Virginia Department of Game and Inland Fisheries on-line database (Virginia Fish and Wildlife Information Service) was performed to determine if any listed species have been cited as occurring in the vicinity of the JBC. The following information is a summary of the results.

The online database reveals the presence of two listed species within a 2-mile radius from the Jamestown Beach Campground and Yacht Basin properties– the bald eagle and sensitive joint vetch. The bald eagle (*Haliaeetus leucocephalus*) is currently listed as a Species of Concern by the U.S. Fish and Wildlife Service and as threatened by the Virginia Department of Game and Inland Fisheries. Two bald eagle nests occur in close proximity to the property. One nest is present on Jamestown Island approximately 1 mile south of the Jamestown Beach Campground property. Another nest site was documented approximately 2 miles north of the campground site near Route 5. Generally, regulatory agencies restrict certain land activities within a circular buffer having a ¼ mile radius surrounding active nest sites. These two nests appear to be too far from the two Jamestown properties to cause disturbances to nesting eagles.

The DGIF database also records in 1992 the presence of a colony of sensitive joint vetch (*Aeschynomene virginica*) along the shoreline of the campground site adjacent to the James River. This species is listed as threatened by the U.S. Fish and Wildlife Service and the Virginia Department of Conservation and Recreation. The DGIF record appears to be an anomaly, as sensitive joint vetch is a plant that occurs within freshwater tidal marsh habitats. The DGIF map points to a location along the campground beach shoreline that does not contain suitable habitat for the species. The shoreline comprises upland sandy soil conditions above the mean high tide elevation. No plants were observed during a field inspection. It is believed the on-line mapping of the sensitive joint vetch pointing to the Jamestown Beach Campground property may be an



error with the intention of mapping the presence of a nearby colony at Neck-of-Land just north of Jamestown Island.

2.1.10 Cultural Resources

Due to the close proximity of JBC and JYB and the historic connection of the two sites, cultural resources are discussed together in the following summary by *Archaeological & Cultural Solutions, Inc.* (ACS).

From October to December 2007, ACS conducted a Phase I (identification) survey of the Jamestown Beach Campground and Jamestown Yacht Basin properties. Since the entire project area lies in the Governor's Land Archaeological District, which is on the Virginia Landmarks Register and the National Register of Historic Places, archival work consisted of a review of the state data base, as well as historic cartography and archaeological literature, to assess the potential for the presence of archaeological sites of the prehistoric and historic periods in this highly sensitive location. The detailed results of this project can be found in *Phase I Cultural Resources Survey of the James City County Campground and Yacht Basin Marina, James City County, Virginia*, prepared in June 2008.

Phase I fieldwork resulted in the discovery of nine archaeological sites and 36 isolated finds locations. Phase II (evaluation) investigations or avoidance is recommended for six of these sites to refine their boundaries and to determine their subsurface integrity. Three sites contained re-deposited materials related to previous construction activities at the Jamestown Beach Campground and Jamestown Yacht Basin, thus, no further work is recommended at these locations. All of the isolated finds locations contained less than three artifacts and were the result of either late nineteenth century or twentieth century refuse dumping. No further work is recommended at these isolated finds locations.

In general, the Phase I, and ongoing Phase II fieldwork on two sites show that the project area was occupied in prehistoric times from as early as the Middle Archaic (6,000 BC-4,000 BC) to the Contact period (1607 and after), based upon the recovery of stone tools and ceramics. In the historic period, the earliest occupation lies on the river side of the extant Vermillion house at the JBC and it dates to the first quarter of the seventeenth century. A nearby surviving trace of the 1607 "Greate Road," which led from Jamestown Island onto the mainland, was clearly tied to this site. Eighteenth century use of this property appears to be for agricultural purposes and the main occupation in this period lies on the Yacht Basin part of the project area, where the Ambler plantation was located.

The Ambler occupation played an important role in the 1781 Yorktown Campaign as the site of three successive military camps for the British, American, and French armies. After this site was abandoned in the early nineteenth century, a residence was again established, on the Jamestown Campground parcel in the late 1820s or early 1830s. This occupation is evident in the oldest part of the extant Vermillion (last owner) house and its surrounding archaeological components. A final but important chapter in the history of the project area is represented by the improvements made to the Vermillion House which include additions and outbuildings, as well as a formal

garden. These significant changes to the landscape mirror the early restoration efforts at nearby Colonial Williamsburg, in the 1920s and 1930s.

(The above excerpt was provided courtesy of Alain Outlaw, *Archaeological & Cultural Solutions, Inc. (ACS)*)

2.1.11 Soils

Soil types on the site are depicted in the soils map (see Appendix F, Figure F-1), Data source: VBPM VGIN 2006/07 Orthophotography and NRCS Digital Soils Database). Appendix F also contains a list describing the soil types noted on the map. The soils are generally silty loam and clay that is moderate to well drained. No geotechnical investigation or testing was performed on site as part of this evaluation. From an historic perspective, the soils are likely to be suitable for proposed building construction.

2.1.12 Shoreline

The JBC property is bordered by the James River to the west with access points at both the north and south ends. The beach extends approximately 1,300 feet from the Jamestown Ferry pier to the 4-H Club property line and consists of stable beach and uplands in the vicinity of the ferry pier and existing parking area to bluffs with approximate elevations 14' to 15' above the water's edge in the northern portion of the beach area.



Slope Erosion near Beach at northwest corner of the site

Along the bank there is approximately 600 feet of dumped construction debris "revetment" consisting of broken concrete and brick. This unengineered "revetment" is grown over with grass, shrub and tree vegetation and provides minimal protection of the bank from storm effects. The width of the sand beach varies from an average of 1' to 15' at high tide to 10' to 20' at low tide.



There are three stone groin structures that extend approximately 100' to 150' into the river. These structures provide some benefit in trapping down drift sand on the north side of the structures. In addition, the beach area is isolated from the ferry pier by a peninsula of fill material and concrete construction debris. There appears to be the remnants of an old boat ramp at the end of the peninsula.

Refer to the section above regarding wetland and RPA buffer areas along the James River.

2.1.13 Stormwater Drainage

The existing site drains generally east to west to the James River via sheet flow, grassed swales, and roadside ditches. Slopes generally range from 1 to 3 percent throughout most of the site with an increase to steep slopes along the north bank of the James River. The stormwater drainage patterns of the project area were reviewed on JCC provided GIS topographic mapping and field observation. Topographic survey in the field was not conducted for the study with the exception of along the James River shoreline.

Along the top of bank of the James River there are some areas of steep slopes (vertical drop of approx. 12'-15') where erosion due to stormwater run-off and fallen trees is significant and in need of treatment by bank grading and replanting of the RPA buffer area. These areas of erosion are all fairly small localized drainage areas that would be addressed during site design to dissipate concentrated run-off and minimize the potential for future erosion of the bank. The drainage design would be coordinated with slope stabilization and buffer planting to ensure a stable slope down to the river. Refer to the related section below on shoreline improvements for additional information.

2.1.14 Floodplain

Portions of the JBC parcel are within the 100-year floodplain as designated and shown on FEMA Flood Insurance Rate Map Number 51095C0185C, effective date September 28, 2007. The base flood elevation on the parcel is 7.5 feet (Zone AE). The areas are located along the shoreline of the James River and include the wetland area adjacent to the 4-H Club property. There is also a small area adjacent to the new VDOT acquisition that falls within the 500-year floodplain (Zone X). (See Figure 1-5)

2.1.15 Hazardous Materials

There were no reports of hazardous materials known to be located on the property and none were observed during field inspections. A Phase I Environmental Site Assessment was performed by PBS&J for James City County. Refer to the PBS&J report titled, "*Phase I Environmental Site Assessment Jamestown Beach Campsites and Yacht Basin Properties James City County, Virginia*" dated November 30, 2005 for additional information.

2.1.16 Property Line Setback and Community Character Corridor

Per James City County Zoning Ordinance, Section 24-535.4, the dimensional standard for minimum yard requirement (building setback) is a 35-foot setback from the property line. The setback line identifies the outer boundary limit for potential development.

Jamestown Road and Greensprings Road are Community Character Corridors (CCC) which are roads that are considered entrance corridors that promote the rural, natural, or historic character of JCC. There is a 50' CCC buffer along the roads that are respected in the proposed master plan by maintaining the existing natural buffer and enhancing it to the extent possible.

2.1.17 Summary of Site Constraints

There are no observed issues related to existing infrastructure that create significant constraints on the site in terms of future development and improvements.

The objective of the preliminary site evaluation was to determine the site opportunities and constraints and to evaluate the project area for areas most feasible for park improvements and development of park amenities. The table below summarizes the areas of various types of designated land and buffer areas.

Description of Areas	Approximate Area (acres)
Overall Site	90.3 ac
USACOE Confirmed Wetlands	2.9 ac
Resource Protection Area (100' buffer)	9.0 ac
VLCF and CELCP Grant Area	44.2 ac
Steep slopes (> 30%)	0.4 ac
Property Line Set Back	9.5 ac
Developable Areas¹ (per Master Plan):	40.7 ac

¹ Developable area consists of land within the property line and outside of the above listed constraints

Figures 1-2 and 1-5 depict the environmental and site constraints of the property. Of the overall 90.3 acres, approximately 2.9 acres are USACOE confirmed wetlands. As can be seen by the table above, approximately 40.7 acres of the total area are developable.



2.2 Conceptual Site Improvements

The following section discusses the details of the concept plan depicted in Figure 2-2. The plan shows the proposed park elements, roads, parking, and associated amenities relative to the environmental, physical and zoning constraints of the site. Each topic below summarizes the master plan program element in relationship to the site.

Once the overall site constraints were understood and documented in the constraints map, layout of the following park program elements began. Throughout the master planning process, various layouts evolved which were based on the continuing evaluation of the site and by public input. Several variations of the JBC concept plan layouts were considered, evaluated and revised by the project team prior to the development of the proposed plan presented here.

Several key decisions were made during the planning process which were important to the final proposed concept plan. They are summarized below in the discussions relating to the development of the specific program elements.

The sections below that are designated “A” through “X” refer directly to program elements depicted on the master plan, Figure 2-2.

2.2.1 A-Vermillion House Restored

The Vermillion house and outbuildings are to remain largely in their current state, but the building systems would be updated, and interior modifications made in order to make the house more functional for event and/or office use. Further research to clarify the history of the construction of the house is needed to guide future improvements. The interior of the house has had significant changes over time. Modern additions such as the garage may be either removed or modified to facilitate the planned building use. No alterations will be made that would jeopardize the house’s eligibility for listing on the National Register of Historic Places. The exterior of the out buildings will be restored, and the interior and building systems of the larger one will likely be reworked as required to support the proposed building function, which may be primarily office space. Landscaping around the buildings is overgrown, and would be redone in a way that is in keeping with the historic setting. The Vermillion House, associated out buildings and yard are proposed as a focal point of the park and a center of activity. In addition, it can house exhibits that interpret history and nearby archaeology sites to the public.



The Vermillion House



SHAPING OUR SHORES

Master Plan

for Jamestown Beach Campground, Jamestown
Yacht Basin & Chickahominy Riverfront Park

Figure 2-2
Master Plan
Jamestown Beach Campground

The lawn between the house and the river is itself a major park amenity. The lawn is an important viewshed from the house and the events that would take place there. The open lawn space is similar to the “great lawns” found at 18th century plantations along the James River. The unique topography of the site with the bluff at the edge of the beach allows the waterfront to accommodate beach activities (swimming, boating, sunbathing, etc.) without interrupting the viewscape.



View of James River from Vermillion House

2.2.2 B-Event Tents

With the Vermillion House as the centerpiece of the development of this portion of the site, space is needed to accommodate and support events such as weddings, receptions, small concerts, etc. in this location. The event tent accomplishes this function by providing covered, and potentially enclosed and conditioned space that would support the events. The tent(s) would be located adjacent to garden areas and within proximity to the house and to parking to allow these events to benefit from the other site amenities in the area. With the historic house, proposed pathways to the beach area, the views of the river, and the formal gardens, the setting is ideal as an event rental venue for weddings, family/corporate gatherings and other events. The event tent would either incorporate its own restroom and catering spaces, or be supported by spaces in the adjacent house or outbuildings.

2.2.3 C-Formal Gardens

Upon additional research to better determine the nature of the original formal gardens around the house, the formal garden would be restored and enhanced with the addition of a variety of botanical species. During the master planning process, there has been much interest from the Williamsburg Botanical Garden (WBG) organization in developing botanical gardens on the property. (See Section 2.33 below for further discussion related to the WBG proposal). This area is suited for botanical gardens due to the historic formal garden in this location and the complementary nature of a botanical garden with the types of events proposed.



The formal gardens will be the focal point of the events center at the Vermillion House. Landscaping proposed in this location will be heavily maintained and embody the work of the period which it represents. Seasonal perennials and annuals will complement the existing shrubs and trees. Vehicular circulation will be restricted from this area except for utility vehicles providing services related to the function of events, etc. Proposed pedestrian circulation routes will lay on existing grade such as to not disturb the root zones of the plant materials.

2.2.4 D-“Greate Road” Interpretive Area

The surviving trace of the 1607 “Greate Road” is highlighted here as an interpretive point of interest. Refer to the Cultural Resources section above for more information and the significance of this historic site.

The original roadbed of the “Greate Road” runs through the site near the Vermillion House. It is anticipated that vegetation would be selectively removed with appropriate tree trimming to reveal the site for historic interpretation. Where the new access road to the beach crosses the “Greate Road” a bridge would be designed to pass over the historic roadbed without disturbing it and provide an opportunity to interpret the history of the site, and to showcase a site feature that is currently almost completely obscured from view.

2.2.5 E-Events/Park Parking and Overflow

The main parking lot is centrally located for easy access and wayfinding and for close proximity to the Vermillion House activities and events. The view of the parking lot from the Vermillion House is well screened due to the mature pine trees that exist on the east side of the house. The parking lot contains approximately 110 spaces constructed of pervious pavers and would be designed using LID techniques within the parking lot. The parking area to the south would be for overflow parking and be designed as a “green” parking lot, using either structured grass or permeable paving surfaces and landscaped to screen parking to the greatest extent possible.

2.2.6 F-Maintenance Center

The maintenance center is located directly off of the main entrance road and situated between the Vermillion House and the Performance Venue, directly opposite the Great Lawn. This provides easy access for JCC park staff to all the primary park amenities, including the beach. There is parking provided for approximately 20 vehicles.

This area will serve as the maintenance center for the park and will likely consist of an area for the storage and maintenance of equipment used for mowing and maintenance of buildings, paths, cabins, etc. There would likely be an area for materials storage, shop area, office and maintenance personnel support area and restrooms. This could also potentially act as a park office, with a service counter for interaction with the public.

2.2.7 G-Beach Access and Parking

The James River beach area is the paramount feature of the entire site with spectacular views and easy access from both ends of the beach. The primary access to the beach is on the south side near

Jamestown Road. The access road, cul de sac and parking are brought as close to the beach as possible without impacting the RPA buffer and the viewshed of the river from the Vermillion House. Beach users will be able to drop off supplies and gear at the cul de sac before parking. There are approximately 32 to 36 parking spaces provided at this location.

The pedestrian circulation consists of paths connecting parking areas and the internal trail network to the beach, river and fishing pier. Restrooms and vending machines are provided at the two beach pavilions.

2.2.8 H-Beach Pavilions

These pavilions at the terminus of the walking paths to the beach are shelters that include restroom facilities and vending machines in support of the beach area. In addition, one of the pavilions, most likely the northernmost pavilion, would also incorporate a limited concession stand facility for the sale of refreshments and other beach related items. These structures would be designed to be stylistically in keeping with the historical nature of the site and the beach front location. Impacts to the environmentally sensitive beach areas will be minimized by limiting within a designed footprint the high visitor use areas so that they remain stabilized and well planted and landscaped pavilion areas. This will ensure the proposed improvements have minimal impacts to the buffer and grant areas and that the overall effect of the new amenities is an improvement to the existing conditions at the locations.

2.2.9 I-Playground Area

The playground areas can range between very simple passive recreation areas with only benches and minor improvements to a full playground made up of prefabricated structures grouped separately for multiple play ages depending on limitations that may be imposed by VLCF grant requirements. As noted above, impacts to the environmentally sensitive grant areas will be minimized by limiting the playgrounds to a designed footprint so that they remain stabilized and well planted and landscaped areas. This will ensure that they have minimal impacts to the buffer and grant area and that the overall effect of the amenity is an improvement to the existing site conditions.

The play areas are located in close proximity to the restrooms and parking areas to minimize walking distance and they will provide opportunities for use throughout the year and not just during the summer beach season. This area will likely be outfitted with benches and picnic tables for families as well as adequate facilities for trash and recycling.

2.2.10 J-Shoreline Stabilization and Beach Renourishment

Improvements are needed along the beach to re-nourish it and provide a stable shoreline and predominant beach amenity for the park. This would be accomplished by the construction of offshore stone breakwater structures, beach fill and beach plantings. The shoreline improvements will have a three-fold benefit of stabilizing the bank, providing for buffer restoration and planting and the creation of a larger and more stable beach. In addition, organized and stabilized beach access will be provided directly to the water for park users in a manner consistent with the



goals of the CELCP and VLCF grants. The shoreline stabilization improvements could potentially be funded in part by Living Shoreline and other related grant sources.

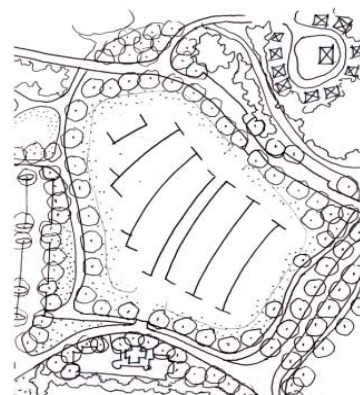


Breakwater at Yorktown Riverfront

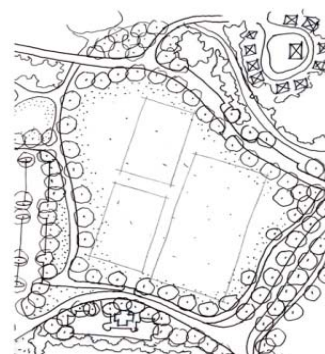
2.2.11 K-Great Lawn/Special Events Area

Two event lawns are planned for the park. One is an open area designated as ‘K’ on the conceptual plan, the other is designated as ‘L’ and described immediately below in the next section. The Great Lawn is to be planted with grass and mowed regularly within season. While it is intended to also provide overflow parking in support of large events taking place on plan designation area ‘L’, it may also function independently for use by certain groups or organizations for unofficial sports activities like soccer or softball games. As an example, the diagram below depicts how the area could be used to accommodate two small training fields and one full-size field for soccer.

The Great Lawn will be a central, accessible and very visible feature on the site. The function of this space is to provide opportunities for large revenue generating events and support such events with parking and provide green space for passive recreational uses. This area is to be landscaped to maintain a hardy stand of turf and graded to drain effectively to perimeter ditches along the vehicular circulation routes so that the areas could serve as unofficial athletic fields (no field striping or goals, etc.) as noted above.



Parking



Unofficial athletic field play areas

2.2.12 L- Performance Venue

In the center of the park, the large open grass Performance Venue is maintained and improved with facilities and utilities to support events, such as festivals, re-enactments of the Battle of

Greensprings, art and craft fairs, farmer's markets, carnivals and other events. The area will be lightly graded to ensure proper drainage away from event areas and planted with grass and mowed and maintained with the seasonal growing pattern. The grass areas closer to Jamestown and Greensprings Roads would be allowed to naturalize into a meadow as a soft transition zone bordering the mature trees screening along the Community Character Corridors of the roads. Deciduous hardwood trees will be planted along the internal circulation routes to provide shade, spatial division and screening from other uses. The intent of the design is to provide flexibility for events while providing utilities and parking provisions associated with them.



Performance Venue

The Performance Venue building provides a raised stage area on the backside with support spaces, restrooms, park office and storage space all under one roof. This building acts as another focal point of activity at the east side of the park and provides support for large events. There would also be utilities run along the roads to either side of the stage building that would support mobile concession vendors coming and setting up along the road in support of these events. Some parking has been provided along the road to the north of the lawn to support day to day use of this and adjacent areas, and

when large events occur, parking would be accommodated in the Great Lawn/Special Events Area. These areas would also be made available to the Jamestown-Yorktown Foundation (JYF) for temporary overflow parking. In addition, for special JCC events, it is hoped that the JYF parcel would also be available for overflow parking in support of county events.

2.2.13 M-Secondary Beach Access

This area provides parking and access to the north end of the beach, and is located in the same location as the existing beach turn-around and therefore creates no new impacts within the buffer and grant areas.

Canoe/Kayak, Day sailors, Non-motorized Boats Launch Area

The designated location for non-motorized vessel launching and recovery is located at the beach area. It takes advantage of the historic uses of this area for similar purposes and the naturally stable and accessible beach area.

Picnic Shelters

Public picnic and daytime use area is designated for this area. It offers the scenic views of the river and natural wooded areas. The structures would be placed on concrete slabs with mulch or paved (for ADA accessibility) paths leading to them from parking areas. Associated with the picnic sites are cook grills, trash cans and bike racks.



Picnic Shelter at New Quarter Park, York County



2.2.14 N-Preserved Viewshed

The original driveway to the Vermillion House will no longer be used as an active point of ingress and egress to the site, but is preserved in order to maintain the most predominant viewshed of the Vermillion House from Jamestown Road. The visibility and stately setting of the house in the surrounding landscape is an important part of its charm and attraction. The original driveway will serve as a park pedestrian way.

2.2.15 O-Fishing Pier

This location has historically been a site frequented by fishermen for shore fishing. The inclusion of a fishing pier 50' to 60' long further enhances the fishing experience by providing access to deeper water. The pier would have a "T-Pier" end of approximately 30'. The pier also provides an opportunity for a scenic overlook and interpretive signage relating to the river and Jamestown history. In the plan, the pier is depicted as being approximately parallel to the VDOT ferry pier.

VDOT has indicated that they are not opposed to the fishing pier in concept but that their approval would be needed as to the final location and design of the pier. They also noted that the use agreement executed with VDOT for the purchase of the land adjacent to the ferry may restrict future access to the area. These issues would have to be worked out with VDOT prior to any fishing pier plan development.

2.2.16 P-Ropes Course

The Ropes Course, often referred to as "Challenge Courses," is planned as a park amenity that can be a shared resource in partnership with the 4-H Club. It is conveniently located in the northwest corner of the park adjacent to the 4-H Club property line. It is located within the confines of the natural wooded grant areas and its use is compatible with grant requirements. The development of a challenge course would have minimal environmental impact on the site. The Association for Challenge Course Technology (ACCT) is a professional organization dedicated to developing standards for the construction and operation of challenge courses and they should be referred to in any final layout of a course.

2.2.17 Q-Rental Cabins

Throughout the planning process, many discussions ensued regarding whether to continue having camping opportunities at JBC, or to discontinue camping completely. In the final analysis, it was determined most feasible to consolidate primitive and full-service RV camping at CRP so that JBC and CRP do not compete against each other and limit the number of JCC owned campgrounds competing against private campgrounds.

Because of the unique setting of JBC in relationship to Jamestown, Williamsburg and other local attractions, two forms of limited camping have been maintained at JBC to provide a venue for visitors desiring to see local attractions while staying at



Cabins (Stub Stewart)

camp-like accommodations and for group tent campers. The Rental Cabins are described here and the Group Tent Camping area is described below in program element “W.”

The pods of cabins depicted can accommodate approximately 30 to 40 or more cabins depending on the density of the final site design. They are intended to be clusters of cabins, grouped around a central activity building and lawn area that would allow the entire cluster to be rented out to a group for a retreat, reunion or other event, or the cabins to be rented out separately. The buildings would be designed to be stylistically in keeping with the historical nature of the site, while being durable and easy to maintain. They are not intended to be rustic cabins but rather comfortable accommodations with full bathrooms and some perhaps with kitchen facilities.

2.2.18 R-Roundabout

The inclusion of a roundabout at the intersection of Greensprings and Jamestown Roads provides several benefits for the immediate area. The benefits can be briefly summarized as follows:

- It provides a “gateway” to the Jamestown Historic Area, including the Jamestown Settlement, the National Park Service (NPS) and the Association for the Preservation of Virginia Antiquities (APVA) facilities on Jamestown Island, JBC, JYB, the Jamestown-Scotland Ferry, Mainland Farm and the Colonial National Historic Parkway. The roundabout serves as a gateway and traffic calming device for traffic approaching the area from Williamsburg. The roundabout would be landscaped along the sides and within the circle where appropriate signage would be placed.



Location of Proposed Traffic Roundabout

- It provides for increased buffers and landscaping from the roundabout west to Route 359 due to the removal of the portion of existing Greensprings Road that parallels Jamestown Road and also the removal of the parallel frontage road on the southside of Jamestown Road. The removal of the two roads provides approximately 50' of landscape area on each side of Jamestown Road that currently does not exist.
- It provides for the smooth flow of traffic without a need for stop signs or signalization.
- A potential connection to the JYF Acquisition property may be feasible from the roundabout.
- The Virginia Capital Trail is easily accommodated in the roundabout design without significant or costly re-routing of the trail.

West of the roundabout, a left turn lane onto Route 359 is required (Refer to the Site Access and Traffic Impacts section below for additional discussion). As an alternative to the left turn lane, a



second roundabout could be placed at the intersection of Jamestown Road and Route 359. This alternative should be further investigated at the time a traffic impact study is performed and final traffic alternatives considered.

Because to the high-visibility, historic sensitivity and the Community Character Corridor of the area, it was carefully evaluated so that proposed traffic improvements would not require removal of mature trees along the road that would negatively impact the screening of the park or the buffer area. The roundabout depicted on the plan is based on projected traffic volumes and could be constructed without adversely impacting the existing trees and buffers and would be an enhancement to the CCC by providing a landscaped gateway to the Jamestown Historic Area.

2.2.19 S-Environmental Education Area

The concept of the Environmental Education Area developed as a result of discussions during public meetings relating to the use of the entire property, or large portions of it, as an “Eco-Discovery Park.” Although, a large magnitude Eco-Discovery Park development was determined not to be feasible in light of maintaining JBC for public use and meeting the various grant requirements, there appeared to be significant public interest in the general notion of providing environmental education within the property. (See Section 2.2.33 below for further discussion related to the Eco-Discovery Park proposal).

The intent of the environmental education area is to provide walking trails that highlight environmental stewardship with exhibits for “rain gardens” and other low impact development techniques, signage and hands-on activities. These uses maintain and improve the natural surroundings and are compatible with grant requirements. Parties interested in the Eco-Discovery Park concept and the 4-H Club could play a role in assisting the county in developing an environmental education area and exhibits that build upon proposal elements that are compatible with other park programs.

The 4-H Club has expressed interest in the use and development of the environmental educational area and program and developing a joint partnership with JCC for its development and operation. It is considered a good area for 4-H camp participants to learn environmental education and outdoor skills development. This area is flexible as to the final program and layout and could be located anywhere between the cabin pods and along the wooded property adjacent to the 4-H Club Road.

2.2.20 T-Trailhead with Restrooms

The proposed restroom building and parking area provide a staging area for bikers and walkers using the Virginia Capital Trail. A bike/pedestrian crossing would be constructed from the trailhead across Greensprings Road and connecting directly to the existing trail. The parking lot and building would be set back 50’ or more from Greensprings Road in order to respect the CCC. In the final design layout of the parking lot and building, the CELCP grant area would be avoided and every effort should be made to provide the greatest buffer area possible for screening. The parking area would be constructed of open concrete pavers, or similar pervious material for the main parking area and have grassed areas suitable for overflow parking or future

expansion of the concrete pavers. The entrance into the parking lot serves only the trailhead facility; there are no other connections to the park. This limits its use to only trail users and minimizes traffic impacts to Greensprings Road.

The trailhead parking area and restroom also provides a shared use with the Mainland Farm Interpretive Area described immediately below.

2.2.21 U-Mainland Farm Interpretive Area

The northeast corner of the site overlooks portions of Mainland Farm, the “oldest continuously farmed” property in America, open fields in which the Battle of Green Spring was fought and the nearby historic site of the Church on the Main. (Refer to the Cultural Resources section above for further discussion as to the historic significance of the site.) A trail connects the parking lot and restroom to the interpretive overlook area with signage and an informational kiosk. This area would likely provide some kind of raised viewing area to get the visitors up high enough to see over road traffic to the sites beyond. This viewshed provides a unique opportunity for visitors to see several important historic vistas that have remained intact for hundreds of years.

2.2.22 V-Large-Event Exit Only

It was determined that for large events a second point of egress was needed. The exit-only at this location of Greensprings Road is gated during normal park operations and only opened after large events when manned traffic control will be on hand to direct traffic.

2.2.23 W-Area for Group Tent Camping

The group tent camping area is planned to accommodate groups of campers such as the Boy Scouts, corporate or church groups or other organizations that have reserved the site in advance. It is not intended for drive-in campers looking for individual campsites; such campers will be directed to CRP. The sites will be primitive with some water spigots provided around the area and a restroom building nearby shared with a cabin pod. The 4-H Club has expressed interest in the use of the group camping area.

2.2.24 X-Bioretenention Basin

Bioretention basins are shown on the plan to indicate the need for stormwater treatment for proposed buildings, parking and other developed areas. Stormwater would be treated as close to the source of run-off as possible with small bioretention basins contoured to compliment the landscaping. The actual location and size of bioretention basins depend on the final design of the proposed improvements.

2.2.25 Proposed Landscape

Generally the design intent of the proposed landscape will be to maintain and preserve as much of the character of the site as possible. Proposed roads and access ways will be planted with native species to provide a park like setting. The frontage along Jamestown Road will not only comply with the Community Character Corridor requirements set forth in the Comprehensive Plan, but will also be used to enhance the gateway to this corridor of attractive and historic



tourism uses, both planned and existing. Interpretive signage and displays will be appropriately placed to highlight natural, scenic, and historic cultural resources.

Vermillion House

Landscape in and around the Vermillion House is to be maintained and managed to retain its existing character. Any paths or walkways would be done as aggregate on existing grade or with light grading for Americans with Disabilities Act compliance paying special attention to the root zones of the specimen plantings.

Forested Areas

Landscape in the forested areas of the site will be maintained and thinned out by eliminating unhealthy species. The proposed uses in the forested areas are intended to have limited impact and comply with all CELCP and VLCF grant requirements.

Landscape along the James River

The landscape along the James River will be removed where appropriate to provide access to the beach. Lawn areas leading up to the river will be allowed to naturalize within the areas designated within the CELCP and VLCF grants.

2.2.26 Park Trail

A trail system would wrap around the park and provide access to the primary park amenities including the Virginia Capital Trail at the proposed trailhead, natural area along 4-H Club road, cabin areas, beach, Vermillion House and to Jamestown Road. The trail is meant to be bicycle and pedestrian friendly with good connections to the Virginia Capital Trail. It is paved or surfaced with a hardener or gravel suitable as an ADA route and well maintained. Small diameter plastic piping would be used to convey water across the trail where necessary to minimize water collecting along the edge of the trail.

2.2.27 Vehicle Circulation

Vehicle circulation throughout the park has been significantly changed in response to access limitations imposed by the acquisition of additional right-of-way by VDOT along Jamestown Road. This acquisition eliminates two existing access points, 1) the existing access to the beach parking area near the ferry pier and 2) the existing Vermillion House driveway. As a result, the existing main entrance remains the primary access point for future improvements.

Main Entrance Proposed at Jamestown Road

The existing main entrance to the park remains in its current location with improvements made only as required to bring it up to current standards. A secondary exit-only is proposed onto Greensprings Road near the location of the temporary connection that was made previously at the end of the existing park road. This exit-only will be controlled with a gate and will not be used except for large event egress when manned traffic control is provided on Greensprings Road.

To the east of the entrance there is a left-turn lane onto Route 359 which is required based on estimated future traffic volumes. Refer to Appendix G for traffic impact information.

Internal Road

The internal park road enters the park along the existing alignment for approximately 400 feet and then branches off to the northwest between the grass event areas and to the west to the Vermillion House and to the south beach parking area. The road would be 22 feet wide and paved with brown river-rock aggregate asphalt for a softer, more park-like appearance.

The internal road from the entrance intersects the main road that connects to the north beach parking area and to the access road to the group camping and cabin areas to the west. There will be an entrance driveway to the JYF parcel in the area of the maintenance building. The minor roads in the cabin areas are gravel and narrower through the grant and natural areas.

At the intersection, the main road to the east provides access to off-road parking areas for the cabins and the large event areas. The road terminates at the gated exit-only onto Greensprings Road. Just to the north of this location is the entrance to the Virginia Capital Trail Trailhead. There is no internal vehicle circulation connection from the trailhead parking lot to the other park amenities.

2.2.28 Parking

Adequate parking has been provided in the plan for the proposed park program elements. Approximately 700 spaces are proposed in the master plan with the possibility of expanding the total number by utilizing overflow parking in grassed areas along roads. Below is a table comparing in general terms the proposed parking to the existing parking currently at the park.

Table 2-1 Parking Summary

Location	Proposed Parking Spaces	Existing Parking Spaces
Vermillion House	108	-
Overflow Parking	300	500
Beach Parking	32	20
Secondary Beach Access	35	20
Trailhead	48	-
Performance Building / Office	10	21
Maintenance Center	20	4
Alongside Road	146	-
TOTAL	699	565



2.2.29 Site Access and Traffic Impacts

The primary site access for ingress and egress to the site will remain in its existing location on Jamestown Road. The entrance will be improved as required to meet current VDOT entrance standards.

A preliminary traffic impact analysis was performed to determine potentially where turn lanes may be required. The analysis used 2007 VDOT average daily traffic (ADT) data provided by JCC and the number of vehicle trips generated by the proposed uses from the Institute of Transportation Engineers (ITE) publication, *Trip Generation*, 7th Edition. The left and right turn lane warrants analysis followed the VDOT Road Design Manual, Appendix C method.

The result of the analysis is that a left turn lane onto Route 359 from Jamestown Road is required. The analysis also confirmed that the existing right turn lane onto Route 359 is required and must remain. No left or right turn lanes into the park entrance are required.

The analysis also verified that no turn lanes are required for the proposed entrance to the Trailhead off of Greensprings Road.

In order to determine whether additional lanes on Jamestown Road may be required due to the proposed improvements, VDOT was provided with the estimated additional traffic volume on Jamestown Road. VDOT added the proposed traffic volume to existing traffic data for Jamestown Road.

Based on VDOT's cursory look at the potential traffic impact, it appears that Jamestown Road in the vicinity of the commercial section near Route 199 would remain with excess capacity; therefore additional lanes would not be required. VDOT noted, however, that the level of service for that portion of Jamestown Road would be reduced and emphasized that a full traffic impact study would be required to be performed prior to rezoning or site plan approvals.

Refer to Appendix G for detailed information in support of the preliminary traffic impact analysis.

Note: Existing traffic patterns and available traffic data provided by JCC were considered in the overall development of the park concept plans, however, a Traffic Impact Study (TIS) was not included in the project scope of work nor performed as part of the evaluation. It is understood that a Traffic Impact Study would be required for the proposed park program elements. The TIS is required to determine the final traffic impacts to adjacent roads and site access requirements.

Large park events were not considered in the above evaluation of the traffic impacts. In the case of large special events, manned traffic control will be planned by JCC in advance and operations directed, as needed, onsite at the time of the event.

2.2.30 Stormwater Management

The park would continue to drain primarily by sheet flow and be collected in shallow grass swales along park roads and the perimeter of parking lots. Within parking lots, stormwater would be collected in parking lot islands near its source and be treated with low impact development (LID) measures. The parking lot islands and shallow grass swale systems would convey stormwater runoff to bioretention/infiltration treatment facilities prior to discharging into existing swales and channels.

Bioretention basins are shown on the master plan; however the final location and size of the basins would be determined during final site design and approval. In the final design of stormwater systems, the channels would be required to meet the minimum channel requirements (MS-19) which may involve some variations of stream restoration techniques. If implemented, these stream restoration techniques may possibly be applied to environmental mitigation for impacts related to site improvements.

The total proposed impervious area is conservatively estimated to be approximately 14% or less for the site. Based on James City County code section 23-10-4, any site exceeding 10% impervious cover is required to have a structural BMP. Currently in JCC, compliance with nonpoint source pollution control requirements for CBPA is based on the BMP Point System per "James City County Guidelines for Design and Construction of Stormwater Management BMP."

Since it is likely that this site will be constructed in various phases, a stormwater management master plan should be completed and approved before detailed site plans are developed to ensure overall compliance with the BMP 10-Point System. Stormwater treatment would be provided in the phased development through bioretention, dry swales and other LID measures and each system will need to have an adequate drainage bypass.

2.2.31 Proposed Utilities

Water Service

Water service will be provided to the site in the vicinity of the entrance via a direct connection to the existing 8-inch water main located along Jamestown Road. Water meters and fire protection systems including double detector checks/meters and fire department connections will be placed as needed near the buildings served by the service. Where possible, the existing waterline corridors and trenches would be utilized in order to minimize additional land and cultural resource disturbance on the site. An evaluation of the existing water system indicates that reuse of the system is not feasible due to its age, sizing and general condition. (See Figure 2-3)

Sanitary Service

The proposed sanitary concept plan calls for a minimum of one connection to the existing James City County sanitary system force main located in the vicinity of the park entrance at Jamestown Road. (See Figure 2-3)



There are approximately twelve proposed sanitary connections to buildings and to the cabin areas proposed on the site. Much of the site can be serviced via gravity sewer laterals to a central pump station, however some of the more remote restroom buildings such as the beach concession/restroom buildings, may need to be serviced by small manufactured grinder pump systems (i.e. Environment-One System) and pumped to the central pump station. The grinder pump stations also allow the force main to be installed using trenchless technology (i.e. directional drilling/bored) that would greatly minimize or eliminate land disturbance in sensitive buffer and cultural resource areas.

The proposed cabins are provided with sewer service. Each pod of cabins would be connected with a common lateral to the central pump station or to a grinder pump depending on topography and other environmental or cultural resource constraints.

Dominion Virginia Power

The existing electrical service onsite was evaluated to determine potential reuse of the system and to determine possible routing of new electrical service lines. The existing system consists of overhead lines and pole mounted transformers. For a “signature park” overhead electric is not aesthetically appropriate and has a lower reliability in wooded areas. The proposed concept plan calls for all the electrical service to be installed underground with at-grade transformers. A conceptual electrical schematic of the proposed electrical system is provided in Figure 2-3.

Natural Gas

Final design plans for buildings and infrastructure would likely provide Virginia Natural Gas service to the park and removal of existing propane tanks. New gas service would be provided to building locations as needed based upon the architectural design requirements of the buildings.

Telephone

Future improvements will require that telephone and high-speed communication capabilities are provided to the site in support of proposed program elements and especially large event venues in which state-of-the-art high-capacity communications and data links are essential.

Fiber Optic

As noted above, proposed improvements will require fiber optic and high-speed communication capabilities in support of proposed program elements, especially large event venues.

2.2.32 Cultural Resources

Areas identified in the report by ACS as having significant cultural resources have been avoided in the planning of program elements so as to minimize detrimental impacts potential resources. Areas with potential cultural resources, as provided by ACS, are depicted in Figure 1-2.

2.2.33 Public Proposals for Park Use

Two special interest groups expressed their desire to see the park, or portions of it, dedicated to a specific program. The direction given to the consulting team was to maintain broad public access to the park and create an atmosphere and character consistent with a “signature park.” that enhances the public’s use of the site and develops the public’s appreciation of the value of the resource. Utilization of the majority of park lands by private organizations is not in line with the master planning goals for this project. The planning team does support many of the functions proposed, but on a smaller scale. The program proposals for an “Eco-Discovery Park” and a botanical garden are briefly summarized below along with the rationale as to why the programs were not further developed in the master plan.

Eco-Discovery Park

The goal of the Eco-discovery Park is “to create a regional environmental educational center in a natural setting dedicated to educating residents, students, and visitors about green living practices and inspiring changes in human behavior.”

The facility would be run by a non-profit organization which would in turn supervise smaller “learning modules” run by various groups with relevant expertise. The components of the center would include among other things; classrooms, offices, store/café with local organic foods, commercial and residential green demonstration buildings, upgrading the Vermillion House to be energy efficient and environmental exhibits such as renewable energy, geothermal, alternative fuel vehicles, recycling, composting and organic farming.

The proposed program would occupy 50% or more of the property and would encroach into grant areas with some development that would require further analysis to determine its compatibility with the grant objectives and requirements. It is not the role of the consulting team or the JCC project staff to review and approve for further development public proposals for the use of the property. Proposals of this nature would be subject to a public procurement process based on a County issued Request for Proposals that described the County’s needs and listed the evaluation criteria to be used in making an award decision. The consulting team considered elements from the Eco-Discovery Park proposal that are consistent with the vision for a “signature park” and provided an environmental education area (designated as “S” on Figure 2-

2) in which appropriate Eco-Discovery center elements and exhibits could be incorporated into park programs.

Williamsburg Botanical Gardens

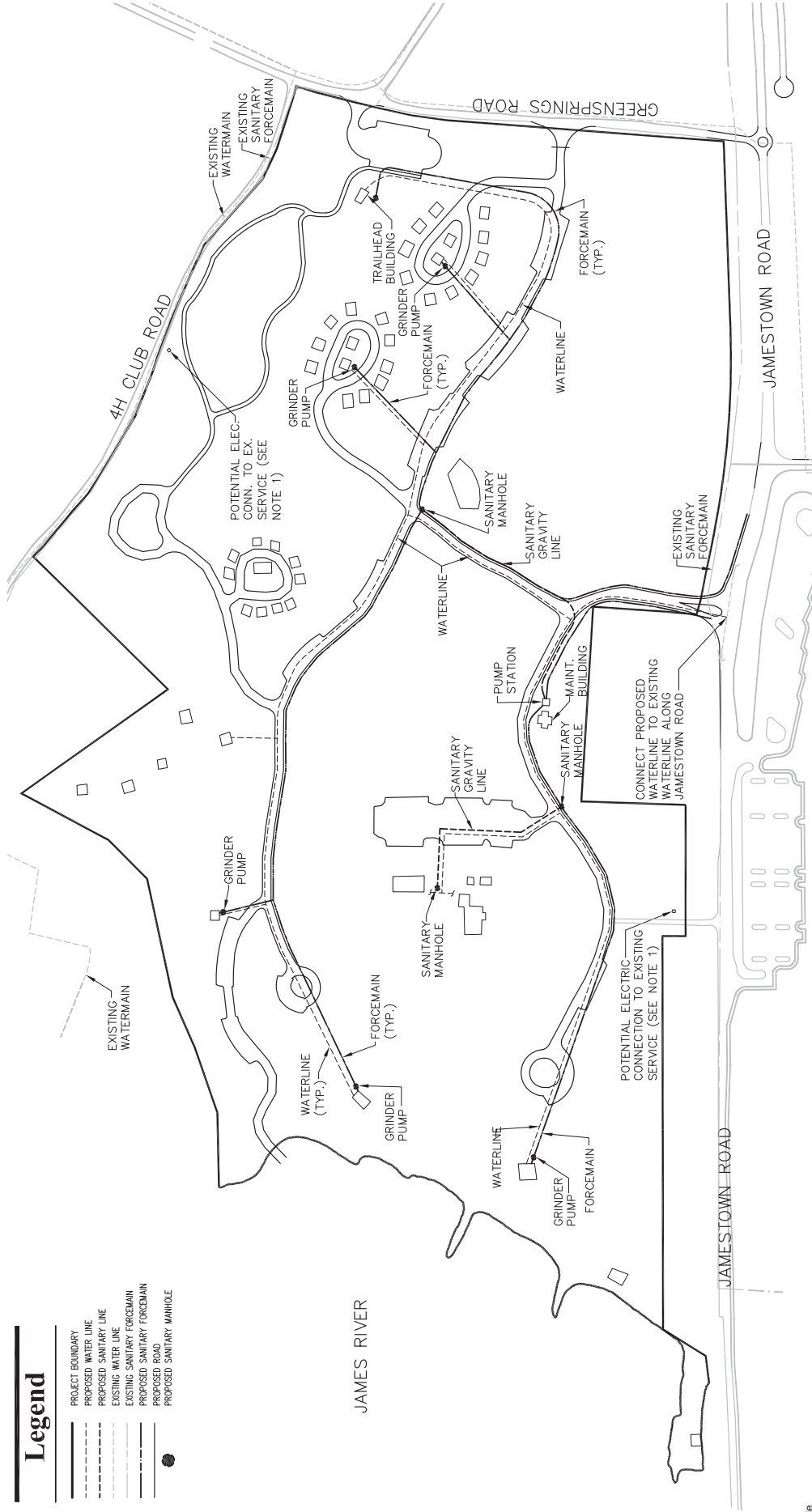
The Williamsburg Botanical Gardens Board of Directors developed a conceptual plan for a botanical garden to be located on the JBC property. Their concept plan calls for a phased approach to developing the botanical gardens. Phase I consists of the creation of the initial gardens and an educational facility requiring approximately 15 acres of the property. The Phase I plan also includes occupying the historic Vermillion House with offices, a gift shop and meeting rooms for lectures. Future phases of the plan would occupy approximately 35 additional acres for expanded gardens, conservatory, lecture hall and additional parking.



As noted above, it is not the role of the consulting team or the JCC project staff to review and approve for further development public proposals for the use of the property. The consulting team considers the inclusion of a botanical garden element consistent with the vision for a “signature park” especially as it is an opportunity to recreate the formal garden of the Vermillion House and is designated as “C” on Figure 2-2.

Legend

- PROJECT BOUNDARY
- PROPOSED WATER LINE
- PROPOSED SANITARY LINE
- EXISTING WATER LINE
- EXISTING SANITARY FORCEMAIN
- PROPOSED SANITARY FORCEMAIN
- PROPOSED ROAD
- PROPOSED SANITARY MANHOLE



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LEGEND

PROJECT LIMITS

PROPOSED RESTROOM

PROPOSED ADA ACCESSIBLE TRAIL

PROPOSED ENTRANCE ROAD MAINTENANCE

EXISTING ACCESS ROAD TO BE REMOVED

PROPOSED PARKING

PROPOSED GRAVEL ROAD

EXISTING ELECTRIC POLE (PER VHB MASTER PLAN)

VLCF GRANT AREA (PER VHB MASTER PLAN)

CELCP GRANT AREA (PER VHB MASTER PLAN)

ARCHEOLOGY SITES (PER VHB MASTER PLAN)

COMMUNITY CHARACTER CORRIDOR (PER VHB MASTER PLAN)

EXISTING WATERLINE (PER VHB MASTER PLAN)

EXISTING FORCE MAIN (PER VHB MASTER PLAN)

EXISTING RPA (PER VHB)

EXISTING WETLAND LIMITS (PER VHB)

EXISTING CONTOURS (JCC GIS)

EXISTING BUILDING (JCC GIS)

EXISTING ROAD (JCC GIS)

EXISTING EASEMENT (JCC GIS)

PROPOSED BUFFER PLANTINGS



NOTE: THE PROPOSED COMMUNITY CHARACTER CORRIDOR, ARCHEOLOGY SITES, CELCP GRANT SITE AND VLCF GRANT SITE ARE APPROXIMATE AND HAVE BEEN DIGITIZED FROM A MASTER PLAN PROVIDED BY VHB. SURVEYED BOUNDARIES TO BE PROVIDED PRIOR TO DETAILED DESIGN.

SCALE: 1 INCH = 250 FT

DATE: NOVEMBER 2, 2012
JOB NUMBER: 4783
SCALE: 1 INCH = 250 FEET
SHEET: 2

MASTERPLAN
JAMESTOWN BEACH SITE IMPROVEMENTS
JAMES CITY COUNTY, VIRGINIA

WILLIAMS
ENVIRONMENTAL
GROUP, INC.
5203 Center Street
Williamsburg, Virginia 23188
(757) 220-6669
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(804) 267-3474
150 Riverside Parkway, Suite 301
Fredericksburg, Virginia 22406
(540) 785-5644
Environmental Consultants

MEMORANDUM

DATE: January 9, 2013

TO: Planning Commission

FROM: Luke Vinciguerra, Planner
Jason Purse, Senior Planner II

SUBJECT: FY 2014 Capital Improvements Program (CIP)

The Policy Committee ("Committee") annually ranks Capital Improvements Program (CIP) requests submitted by various County agencies. The purpose of this task is to provide guidance to the Board of Supervisors regarding priority projects during the budget process. After a series of meetings to discuss and rank CIP requests, the Committee, in conjunction with staff, is forwarding its recommendations for Fiscal Year 2014 to the Planning Commission for consideration.

The Committee uses a standardized set of ranking criteria to prioritize projects. Committee members evaluated each request for funding and produced a numerical score between 10 and 100. The scores generated by individual Committee members were then averaged to produce the Committee's final score and priority. The Committee's ranking criteria is attached for reference (see Attachment 1).

The CIP project requests are grouped into the following general funding categories:

- *Group I:* New Projects with FY14 Funds Requested (projects not adopted for funding in previous CIP cycles).
- *Group II:* Amendments to previously reviewed applications.

The projects are listed from highest to lowest within their prospective category; however, the priority numbers and scores are reflective of all the projects in both groupings (i.e., overall priority one is in group two).

Attachment 2 groups the CIP requests and contains a summary of the CIP projects, scores, and rankings. This is the document that is forwarded to the Board showing the Commission's priorities. Maintenance, repair, refurbishment, or replacement items are not evaluated by the Committee, but are included in Attachment 3 for the Commission's reference.

In order to get a more complete overview of the capital budget, the Committee requested that the Virginia Department of Transportation's Secondary System Construction Program be included in this packet. This information can be found in Attachment 4.

RECOMMENDATION:

At its December 7, 2012 meeting, the Committee unanimously recommended forwarding the following FY14 Capital Improvements Program priorities to serve as a recommendation to the Board of Supervisors. The top 11 projects selected in terms of ranking are:

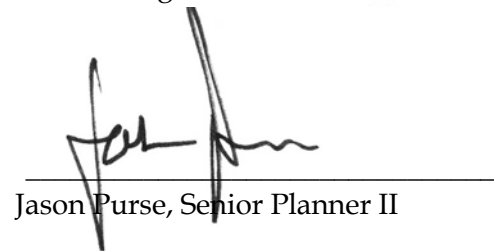
1. Fiber Optic Ring Phase II
2. Olde Towne Trail
3. Building D Conference Room Video Package
4. Food Court for Lafayette H.S.
5. Food Court for Jamestown H.S.
6. Covered Parking for Specialty Police Vehicles
7. Field Lighting for Toano M.S.*
7. Field Lighting for Stonehouse E.S.*
9. Citizen Relationship Management/311 System
10. Police Use of Force Simulator*
10. Five School Buses*

**These two projects received equal rankings from the Policy Committee, so therefore share the number priority.*

Staff recommends that the Planning Commission forward these priorities to the Board of Supervisors for consideration during the budget process.



Luke Vinciguerra, Planner



Jason Purse, Senior Planner II

Attachments:

- 1.) Policy Committee ranking criteria
- 2.) Policy Committee Capital Improvement Program rankings
- 3.) FY14-Capital Maintenance Program spreadsheet
- 4.) Secondary System Construction Program
- 5.) Unapproved Policy Committee minutes from December 6, 2012
- 6.) Unapproved Policy Committee minutes from December 7, 2012

CAPITAL IMPROVEMENT PROGRAM RANKING CRITERIA

James City County Planning Commission

SUMMARY

The Capital Improvement Program ("CIP") is the process for evaluating, planning, scheduling, and implementing capital projects. The CIP supports the objectives of the Comprehensive Plan through the sizing, timing, and location of public facilities such as buildings, roads, schools, park and recreation facilities, water, and sewer facilities. While each capital project may meet a specific need identified in the Comprehensive Plan or other department or agency plan, all capital plans must compete with other projects for limited resources, receive funding in accordance with a priority rating system and be formally adopted as an integral part of the bi-annual budget. Set forth below are the steps related to the evaluation, ranking, and prioritization of capital projects.

A. DEFINITION

The CIP is a multi-year flexible plan outlining the goals and objectives regarding public capital improvements for James City County ("JCC" or the "County"). This plan includes the development, modernization, or replacement of physical infrastructure facilities, including those related to new technology. Generally a capital project such as roads, utilities, technology improvements, and county facilities is nonrecurring (though it may be paid for or implemented in stages over a period of years), provides long term benefit and is an addition to the County's fixed assets. Only those capital projects with a total project cost of \$50,000 or more will be ranked. Capital maintenance and repair projects will be evaluated by departments and will not be ranked by the Policy Committee.

B. PURPOSE

The purpose of the CIP ranking system is to establish priorities for the 5-year CIP plan ("CIP plan"), which outlines the projected capital project needs. This CIP plan will include a summary of the projects, estimated costs, schedule and recommended source of funding for each project where appropriate. The CIP plan will prioritize the ranked projects in each year of the CIP plan. However, because the County's goals and resources are constantly changing, this CIP plan is designed to be re-assessed in full bi-annually, with only new projects evaluated in exception years, and to reprioritize the CIP plan annually.

C. RANKINGS

Capital projects, as defined in paragraph A, will be evaluated according to the CIP Ranking Criteria. A project's overall score will be determined by calculating its score against each criterion. The scores of all projects will then be compared in order to provide recommendations to the Board of Supervisors. The components of the criteria and scoring scale will be included with the recommendation.

D. FUNDING LIMITS

On an annual basis, funds for capital projects will be limited based on the County's financial resources including tax and other revenues, grants and debt limitations, and other principles set forth in the Board of Supervisors' Statement of Fiscal Goals:

- general obligation debt and lease revenue debt may not exceed 3% of the assessed valuation of property,

- debt service costs are not to exceed 10-12% of total operation revenues, including school revenue, and
- debt per capita income is not to exceed \$2,000 and debt as a percentage of income is not to exceed 7.5%.

Such limits are subject to restatement by the Board of Supervisors at their discretion. Projects identified in the CIP plan will be evaluated for the source or sources of funding available, and to protect the County's credit rating to minimize the cost of borrowing.

E. SCHEDULING OF PROJECTS

The CIP plan schedules will be developed based on the available funding and project ranking and will determine where each project fits in the 5 year plan.

CIP RANKING CRITERIA

Project Ranking By Areas of Emphasis

1. Quality of Life (20%) - Quality of life is a characteristic that makes the County a desirable place to live and work. For example, public parks, water amenities, multi-use trails, open space, and preservation of community character enhance the quality of life for citizens. A County maintenance building is an example of a project that may not directly affect the citizen's quality of life. The score will be based on the considerations, such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plans, master plans, or studies?
- C. Does the project relate to the results of the citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Does the project increase or enhance educational opportunities?
- E. Does the project increase or enhance recreational opportunities and/or green space?
- F. Will the project mitigate blight?
- G. Does the project target the quality of life of all citizens or does it target one demographic? Is one population affected positively and another negatively?
- H. Does the project preserve or improve the historical, archeological and/or natural heritage of the County? Is it consistent with established Community Character?
- I. Does the project affect traffic positively or negatively?
- J. Does the project improve, mitigate, and / or prevent degradation of environmental quality (e.g. water quality, protect endangered species, improve or reduce pollution including noise and/or light pollution)?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
The project does not affect or has a negative affect on the quality of life in JCC.				The project will have some positive impact on quality of life.					The project will have a large positive impact on the quality of life in JCC.

2. Infrastructure (20%) – This element relates to infrastructure needs such as schools, waterlines, sewer lines, waste water or storm water treatment, street and other transportation facilities, and County service facilities. High speed, broadband or wireless communication capabilities would also be included in this element. Constructing a facility in excess of facility or service standards would score low in this category. The score will be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?
- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Is there a facility being replaced that has exceeded its useful life and to what extent?
- E. Do resources spent on maintenance of an existing facility justify replacement?
- F. Does this replace an outdated system?

- G. Does the facility/system represent new technology that will provide enhance service?
- H. Does the project extend service for desired economic growth?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
The level of need is low				There is a moderate level of need					The level of need is high, existing facility is no longer functional, or there is no facility to serve the need

3. Economic Development (15%) – Economic development considerations relate to projects that foster the development, re-development, or expansion of a diversified business/industrial base that will provide quality jobs and generate a positive financial contribution to the County. Providing the needed infrastructure to encourage redevelopment of a shopping center would score high in this category. Reconstructing a storm drain line through a residential neighborhood would likely score low in the economic development category. The score will be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?
- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Does the project have the potential to promote economic development in areas where growth is desired?
- E. Will the project continue to promote economic development in an already developed area?
- F. Is the net impact of the project positive? (total projected tax revenues of economic development less costs of providing services)
- G. Will the project produce desirable jobs in the County?
- H. Will the project rejuvenate an area that needs assistance?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
Project will not aid economic development				Neutral or will have some aid to economic development					Project will have a positive impact on economic development

4. Health/Public Safety (15%) - Health/public safety includes fire service, police service, safe roads, safe drinking water, fire flow demand, sanitary sewer systems and flood control. A health clinic, fire station or police station would directly impact the health and safety of citizens, scoring high in this category. Adding concession stands to an existing facility would score low in this category. The score will be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?

- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Does the project directly reduce risks to people or property (i.e. flood control)?
- E. Does the project directly promote improved health or safety?
- F. Does the project mitigate an immediate risk?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
Project has no or minimal impact on health/safety				Project has some positive impact on health/safety					Project has a significant positive impact on health/safety

5. Impact on Operational Budget (10%) – Some projects may affect the operating budget for the next few years or for the life of the facility. A fire station must be staffed and supplied; therefore it has an impact on the operational budget for the life of the facility. Replacing a waterline will not require any additional resources from the operational budget. The score will be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?
- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. Will the new facility require additional personnel to operate?
- E. Will the project lead to a reduction in personnel or maintenance costs or increased productivity?
- F. Will the new facility require significant annual maintenance?
- G. Will the new facility require additional equipment not included in the project budget?
- H. Will the new facility reduce time and resources of city staff maintaining current outdated systems? This would free up staff and resources, having a positive effect on the operational budget.
- I. Will the efficiency of the project save money?
- J. Is there a revenue generating opportunity (e.g. user fees)?
- K. Does the project minimize life-cycle costs?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
Project will have a negative impact on budget				Project will have neutral impact on budget					Project will have positive impact on budget or life-cycle costs minimized

6. Regulatory Compliance (10%) – This criterion includes regulatory mandates such as sewer line capacity, fire flow/pressure demands, storm water/creek flooding problems, schools or prisons. The score will be based on considerations such as:

- A. Does the project addresses a legislative, regulatory or court-ordered mandate? (0- 5 years)
- B. Will the future project impact foreseeable regulatory issues? (5-10years)

- C. Does the project promote long-term regulatory compliance (>10 years)
- D. Will there be a serious negative impact on the county if compliance is not achieved?
- E. Are there other ways to mitigate the regulatory concern?

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
Project serves no regulatory need				Project serves some regulatory need or serves a long-term need					Project serves an immediate regulatory need

7. Timing/Location (10%) - Timing and location are important aspects of a project. If the project is not needed for many years it would score low in this category. If the project is close in proximity to many other projects and/or if a project may need to be completed before another one can be started it would score high in this category. The score will should be based on considerations such as:

- A. Is the project in conformance with and supportive of the goals, strategies and actions set forth in the Comprehensive Plan?
- B. Does the project support objectives addressed in a County sponsored service plan, master plan, or study?
- C. Does the project relate to the results of a citizen survey, Board of Supervisors policy, or appointed committee or board?
- D. When is the project needed?
- E. Do other projects require this one to be completed first?
- F. Does this project require others to be completed first? If so, what is magnitude of potential delays (acquisition of land, funding, and regulatory approvals)?
- G. Can this project be done in conjunction with other projects? (E.g. waterline/sanitary sewer/paving improvements all within one street)
- H. Will it be more economical to build multiple projects together (reduced construction costs)?
- I. Will it help in reducing repeated neighborhood disruptions?
- J. Will there be a negative impact of the construction and if so, can this be mitigated?
- K. Will any populations be positively/negatively impacted, either by construction or the location (e.g. placement of garbage dump, jail)?
- L. Are there inter-jurisdictional considerations?
- M. Does the project conform to Primary Service Area policies?
- N. Does the project use an existing County-owned or controlled site or facility?
- O. Does the project preserve the only potentially available/most appropriate, non-County owned site or facility for project's future use?
- P. Does the project use external funding or is a partnership where funds will be lost if not constructed.

Scoring Scale:

1	2	3	4	5	6	7	8	9	10
No critical timing or location issues				Project timing OR location is important					Both project timing AND location are important

8. Special Consideration (*no weighting- if one of the below categories applies, project should be given special funding priority*) – Some projects will have features that may require that the County undertake the project immediately or in the very near future. Special considerations may include the following (check all applicable statement(s)):

A.	Is there an immediate legislative, regulatory, or judicial mandate which, if unmet, will result in serious detriment to the County, and there is no alternative to the project?	
B.	Is the project required to protect against an immediate health, safety, or general welfare hazard/threat to the County?	
C.	Is there a significant external source of funding that can only be used for this project and/or which will be lost if not used immediately (examples are developer funding, grants through various federal or state initiatives, and private donations)?	

Attachment 2		FY14 - CAPITAL IMPROVEMENT PROGRAM RANKING SPREADSHEET											
REVISED 11/26/12		Non-maintenance Items											
ID	Applying Agency	Project Name	Project Description	FY14 Requested \$	FY15 Requested \$	FY16 Requested \$	FY17 Requested \$	FY18 Requested \$	Total Requested \$	Agency Ranking	FY 14 PC Score	Special Considerations	Priority
Group I: New Projects with FY14 Funds Requested (projects not adopted for funding in FY14 budget)													
A	Police	Covered Parking for Specialty Vehicles and Trailers	Covered parking structure to protect police equipment.		184,000				184,000	1 of 2	39		6
B	Police	Police Use of Force Simulator	Virtualization package similar to a video game that allows police realistically simulate potential real world scenarios for training purposes.		149,000				149,000	2 of 2	30		10
C	Parks & Rec	Olde Towne Trail	Proposed trail that would eventually connect New Town, the James City County Recreation Center, Warhill Sports Complex, Warhill and Lafayette High Schools.		250,000	2,497,000			2,747,000	1 of 1	43		2
D	FMS	James City County Fiber Optic Ring, Phase II	Provide communications infrastructure for voice, data, and video networking throughout the County government offices, School Board, James City Service Authority, and the JCC Regional Library.	886,228	660,151	599,137	487,370	719,732	3,352,618	1 of 1	48		1
E	Communications	Building D Conference Room video broadcast package with integrated portable location package	a) portable equipment package designed to efficiently tape meetings b) broadcast equipment for building D conference room.	104,217	234,114				338,331	1 of 1	42		3

Attachment 3

FY 14- Capital Maintenance Program Spreadsheet

REVISED 12/19/12

ID#	Applying Agency	Project Name	FY13 Requested \$	FY14 Requested \$	FY15 Requested \$	FY16 Requested \$	FY17 Requested \$	Total Requested \$
1	Gen. Svcs.	JCWCC Renovations	\$107,000	\$197,000	\$120,000			\$424,000
2	Gen. Svcs.	Energy Upgrades	\$50,000	\$50,000	\$50,000			\$150,000
3	Public Safety	Fire Pumper Replacement - Engine 31	\$645,000					\$645,000
4	Public Safety	Medic Unit Replacement	\$255,000					\$255,000
5	Public Safety	Fire Pumper Replacement - Engine 11			\$665,000			\$665,000
6	Public Safety	Trailer Transport Emergency Response	\$50,000					\$50,000
7	Public Safety	Medic Unit Replacement - Medic 51					\$260,000	\$260,000
8	Public Safety	Medic Unit Replacement - Medic 31			\$260,000			\$260,000
9	Public Safety	Medic Unit Replacement - Medic 12		\$260,000				\$260,000
10	Public Safety	Fire Squad Truck Replacement - Squad 1			\$550,000			\$550,000
11	Public Safety	Fire SCBA Replacement		\$430,000	\$430,000			\$860,000
12	Public Safety	Dive Truck Replacement - Dive 5				\$250,000		\$250,000
13	Public Safety	Tanker Replacement - Tanker 1					\$350,000	\$350,000
14	Public Safety	Fire Pumper Replacement - Engine 51					\$665,000	\$665,000
15	Public Safety	Fire Pumper Replacement - Engine 22				\$665,000		\$665,000
16	Public Safety	Fire Pumper Replacement - Engine 52		\$665,000				\$665,000
18	Public Safety	Fire/Police C&C Vehicle	\$600,000					\$600,000
19	Gen. Svcs.	Building D Renovation	\$1,060,000					\$1,060,000
20	Gen. Svcs.	CRFP Well Replacement	\$500,000					\$500,000
21	Gen. Svcs.	Video Center HVAC	\$130,000					\$130,000
22	Gen. Svcs.	Overlay Parking Lots	\$160,000	\$280,000	\$250,000			\$690,000
23	Gen. Svcs.	Fleet Maintenance Center and EOC Roofs		\$150,000				\$150,000
COUNTY TOTALS			\$3,557,000	\$2,032,000	\$2,325,000	\$915,000	\$1,275,000	\$10,104,000
1	Schools	Division Resurface Parking Lots	\$90,000	\$90,000	\$90,000	\$139,000		\$409,000
2	Schools	Auditorium for Blair					\$307,350	\$307,350
3	Schools	Blair Refurbishment					\$2,775,100	\$2,775,100
4	Schools	Bus loop repairs for Blair					\$207,545	\$207,545
5	Schools	Renovations for Cooley		\$606,000				\$606,000
6	Schools	Fire Wall Repairs for Blair					\$92,000	\$92,000
8	Schools	Gym/Garage Lighting	\$50,000	\$50,000				\$100,000
9	Schools	Blair Sewer Line Replacement					\$75,000	\$75,000
10	Schools	James River Roof	\$579,410					\$579,410
11	Schools	James Blair Kitchen Renovation					\$649,170	\$649,170
12	Schools	Lafayette Field Refurbishment	\$166,860					\$166,860
13	Schools	Lafayette HVAC	\$4,369,710					\$4,369,710
14	Schools	Toano Pkg/Outfall	\$322,000					\$322,000

15	Schools	Jamestown Refurbishment		\$1,515,930	\$1,536,365			\$3,052,295
16	Schools	Clara Byrd Baker Roof		\$74,000				\$74,000
17	Schools	James River Refurbishment			\$1,407,575			\$1,407,575
18	Schools	Clara Byrd Baker Parking		\$280,700				\$280,700
19	Schools	Lafayette Referbishment	\$1,533,575					\$1,533,575
20	Schools	Stonehouse Refurbishment			\$1,580,066			\$1,580,066
21	Schools	Jamestown Locker Rooms		\$356,040				\$356,040
22	Schools	DJ Montague Parking		\$126,000				\$126,000
23	Schools	Blair Field Irrigation			\$175,500			\$175,500
24	Schools	Cooley Fence/Gates		\$70,000				\$70,000
25	Schools	Toano Refurbishment	\$1,613,050					\$1,613,050
26	Schools	Clara Byrd Baker Refurbishment				\$1,292,864		\$1,292,864
27	Schools	Matoaka Referbishment					\$1,600,000	\$1,600,000
28	Schools	James River HVAC	\$3,028,565					\$3,028,565
29	Schools	Roof for Whaley					\$400,000	\$400,000
30	Schools	Norge Refurbishment					\$1,600,000	\$1,600,000
31	Schools	Rawls Byrd HVAC (gym)		\$200,000				\$200,000
32	Schools	Fuel Pumps and canopy			\$70,000			\$70,000
SCHOOLS TOTALS			\$11,753,170	\$3,368,670	\$4,859,506	\$1,431,864	\$7,706,165	\$29,119,375
OVERALL TOTALS			\$15,310,170	\$5,400,670	\$7,184,506	\$2,346,864	\$8,981,165	\$39,223,375

District: Hampton Roads County: James City County Board Approval Date:												
SECONDARY SYSTEM CONSTRUCTION PROGRAM (in dollars)												
2013-14 through 2017-18												
Route	Road Name	Estimated Cost	Previous	Additional	PROJECTED FISCAL YEAR ALLOCATIONS						Balance to	Traffic Count
PPMS ID	Project #		Funding	Funding							complete	Scope of Work
Accomplishment	Description			Required								FHWA #
Type of Funds	FROM		SSYP Funding		2012-13	2013-14	2014-15	2015-16	2016-17	2017-18		Comments
Type of Project	TO		Other Funding									
Priority #	Length	Ad Date	Total									
Rt.0615	IRONBOUND ROAD	PE \$1,853,830										
50057	0615047169	RW \$4,153,499	\$5,411,169		\$0	\$0	\$0	\$0	\$0	\$0		17511
RAAP CONTRACT	RTE 615 - RECONSTRUCT TO 4	CON \$8,071,583	\$8,667,743		\$0	\$0	\$0	\$0	\$0	\$0		Reconstruction w/o Added Capacity
STP	0.067 MILE SOUTH OF	Total \$14,078,912	\$14,078,912	\$0	\$0	\$0	\$0	\$0	\$0	\$0		4H004
SECONDARY - ONE	INTERSECTION ROUTE 616											State funds - AC for future federal
HEARING DESIGN	0.005 MILES SOUTH OF ROUTE											conversion. Revised schedule
0001.00	747	5/25/2010										required. Project under construction.
	1.1											
Rt.0614	Centerville Road	PE \$17,359										
90435	0614047S81	RW \$0	\$817,413		\$0	\$0	\$0	\$0	\$0	\$0		Safety
COUNTIES,	CENTERVILLE RD/LONGHILL RD	CON \$803,865	\$3,272		\$0	\$0	\$0	\$0	\$0	\$0		1H021
DEVELOPERS, ETC.	INTERSECT IMPROV (FREEDOM											Project completed. Awaiting Financial
FH/S	.26 Mi South of Centerville -	Total \$821,224	\$820,685	\$539	\$0	\$0	\$0	\$0	\$0	\$0		Closure
Single Hearing	Longhill Road Intersection											
0002.00	.16 North of Centerville - Longhill	9/15/2010										
	RTE 612 Intersection											
	0.4											
Rt.0607	CROAKER ROAD	PE \$1,018,785										
100920	0607047630	RW \$350,309	\$984,211		\$0	\$0	\$0	\$0	\$0	\$0		Reconstruction w/ Added Capacity
RAAP CONTRACT	FOUR LANE WIDENING FRM	CON \$11,296,047	\$0		\$0	\$0	\$0	\$0	\$0	\$0		24003
	LIBRARY TO RT 60											
	RTE 60	Total \$12,665,141	\$984,211	\$11,680,930	\$0	\$0	\$0	\$0	\$0	\$0		
0003.99	LIBRARY	4/30/2015										
	1.0											
Rt.0658	OLDE TOWN	PE \$700,000										
60512	0658047101	RW \$350,000	\$1,009,250		\$0	\$0	\$0	\$0	\$0	\$0		Safety
RAAP CONTRACT	RTE 658 - IMPROVE CURVE	CON \$1,605,801	\$513,974		\$0	\$0	\$0	\$0	\$0	\$0		4I021
S	0.5 MILE WEST ROUTE 199	Total \$2,655,801	\$1,523,224	\$1,132,577	\$0	\$0	\$0	\$0	\$0	\$0		
Single Hearing	overpass bridge											
0004.00	At ROUTE 199 - overpass bridge	10/16/2014										
	0.5											
Rt.0612	LONGHILL ROAD	PE \$800,000										
100921	0612047631	RW \$2,000,000	\$134,976		\$227,377	\$227,377	\$227,377	\$227,377	\$227,377	\$0		Reconstruction w/ Added Capacity
RAAP CONTRACT	WIDEN LONGHILL RD FRM RTE	CON \$9,000,000	\$0		\$0	\$0	\$0	\$0	\$0	\$0		23003
	199 - TO OLD TOWN RD RT 658											
	RTE 199 OVERPASS	Total \$11,800,000	\$134,976	\$11,665,024	\$227,377	\$227,377	\$227,377	\$227,377	\$227,377	\$0	\$10,528,139	
	OLDE TOWN ROAD											
0005.99	0.8	4/16/2014										

District: Hampton Roads County: James City County Board Approval Date:												
SECONDARY SYSTEM CONSTRUCTION PROGRAM (in dollars)												
2013-14 through 2017-18												
Route	Road Name	Estimated Cost	Previous	Additional	PROJECTED FISCAL YEAR ALLOCATIONS						Balance to	Traffic Count
PPMS ID	Project #		Funding	Funding							complete	Scope of Work
Accomplishment	Description			Required								FHWA #
Type of Funds	FROM		SSYP Funding		2012-13	2013-14	2014-15	2015-16	2016-17	2017-18		Comments
Type of Project	TO		Other Funding									
Priority #	Length	Ad Date	Total									
Rt.0622	RACEFIELD ROAD	PE \$5,000										90
67134	0622047P76	RW \$0	\$69,357		\$0	\$0	\$0	\$0	\$0	\$0		Reconstruction w/o Added Capacity
STATE	RTE 622 - RURAL RUSTIC ROAD	CON \$172,591	\$0		\$0	\$0	\$0	\$0	\$0	\$0		16004
S	0.56 MILE WEST ROUTE 1040	Total \$177,591	\$69,357	\$108,234	\$0	\$0	\$0	\$0	\$0	\$0		Accruing for CN. Use Rural Rustic Standards. BOS agrees with the Rural Rustic Concept.
NO	1.00 MILE WEST ROUTE 1040											
PLAN,SECONDARY	0.4											
0006.00												
Rt. 601	HICKS ISLAND RD	PE \$115,000										
98823	601047622	RW \$61,000	\$280,799		\$0	\$0	\$500,000	\$0	\$226,000	\$0		Preliminary Engineering
RAAP CONTRACT	Bridge Replacement Rte 601	CON \$550,000	\$0		\$0	\$0	\$0	\$0	\$0	\$0		15
		Total \$726,000	\$280,799	\$61,529	\$0	\$0	\$500,000	\$0	\$226,000	\$0	(\$664,471)	
0007.99												
Rt.0607	CROAKER ROAD	PE \$367,169										1267
3089	0607047113	RW \$0	\$187,169		\$0	\$0	\$0	\$0	\$0	\$0		Reconstruction w/o Added Capacity
RAAP CONTRACT	RTE 607 - RECONSTRUCTION	CON \$0	\$200,000		\$0	\$0	\$0	\$0	\$0	\$0		15004
S	0.05 MILE SOUTH OF ROUTE 1601 (WOODLAND ROAD)	Total \$367,169	\$387,169	(\$20,000)	\$0	\$0	\$0	\$0	\$0	\$0		PE only, Project cancelled. Awaiting Financial Closure.
NO	0.05 MILE NORTH OF ROUTE 605 (CROAKER LANDING ROAD)											\$200K of R/S (FY 01-02) shown in previous funding for construction.
PLAN,SECONDARY	1.6											
0008.00												
Rt.0614	Jolly Pond/Centerville Intersection	PE \$794										
90425	0614047580	RW \$0	\$233		\$0	\$0	\$0	\$0	\$0	\$0		Safety
RAAP CONTRACT	SIGNAL @ JOLLY POND ROAD (SIGNAL ONLY)	CON \$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0		2H021
S	Intersection Signal @ Jolly Pond & Centerville	Total \$794	\$233	\$561	\$0	\$0	\$0	\$0	\$0	\$0		Project Cancelled. Awaiting Financial Closure.
Single Hearing	Signal Installed @ Intersection											
0009.00	0.0											
Rt.8888		PE \$0										0
-2912		RW \$0	\$25,000		\$0	\$0	\$0	\$0	\$0	\$0		
	FUTURE BUDGET ITEMS & PLANT MIX	CON \$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0		
	VARIOUS LOCATIONS IN COUNTY	Total \$0	\$25,000	(\$25,000)	\$0	\$0	\$0	\$0	\$0	\$0		FUNDS PLANNED FOR INCIDENTAL CONSTRUCTION WORK IN YR3-YR6.
9999.99												

District: Hampton Roads													
County: James City County													
Board Approval Date: 2013-14 through 2017-18													
Route	Road Name	Estimated Cost		Previous	Additional	PROJECTED FISCAL YEAR ALLOCATIONS						Balance to	Traffic Count
PPMS ID	Project #			Funding	Funding							complete	Scope of Work
Accomplishment	Description				Required								FHWA #
Type of Funds	FROM			SSYP Funding		2012-13	2013-14	2014-15	2015-16	2016-17	2017-18		Comments
Type of Project	TO			Other Funding									
Priority #	Length	Ad Date		Total									
Rt.4002		PE	\$0										0
-2903	1204002	RW	\$0	\$231,551		\$0	\$0	\$0	\$0	\$0	\$0		
	COUNTYWIDE PIPE &	CON	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0		
	VARIOUS LOCATIONS IN	Total	\$0	\$231,551	(\$231,551)	\$0	\$0	\$0	\$0	\$0	\$0		INSTALLATION CHARGE FOR PIPES
	COUNTY												AT PRIVATE ENTRANCES AND
9999.99													OTHER MINOR DRAINAGE
													IMPROVEMENTS.
Rt.0616	STRAWBERRY PLAIN	PE	\$0										14738
13722	0616047155	RW	\$16,705	\$187,037		\$0	\$0	\$0	\$0	\$0	\$0		Safety
RAAP CONTRACT	RTE 616 - CONSTRUCT LEFT	CON	\$251,536	\$82,500		\$0	\$0	\$0	\$0	\$0	\$0		4H021
	TURN LANES												
S/REVSH	0.99 KILOMETER SOUTH OF	Total	\$268,241	\$269,537	(\$1,296)	\$0	\$0	\$0	\$0	\$0	\$0		Project completed. Awaiting Financial
	ROUTE 615												Closure
MIN	0.68 KILOMETER SOUTH OF												
PLAN,STATE,SECOND	ROUTE 615												
ARY													
9999.99	0.3	3/3/1998											
Rt.0612		PE	\$15,584										
71617	0612047180	RW	\$0	\$16,400		\$0	\$0	\$0	\$0	\$0	\$0		Safety
RAAP CONTRACT	RTE 612 - PAVED SHOULDER	CON	\$0	\$210,000		\$0	\$0	\$0	\$0	\$0	\$0		15021
CM	ROUTE 614 (CENTERVILLE	Total	\$15,584	\$226,400	(\$210,816)	\$0	\$0	\$0	\$0	\$0	\$0		Project cancelled. Awaiting Financial
	ROAD)												Closure. Additional Coordination
MIN PLAN,FED-	ROUTE 199												required with MPO.
AID,SECONDARY													
9999.99	2.8	7/1/2015											
Rt.9999	VARIOUS COUNTY WIDE	PE	\$0										
98870	9999047623	RW	\$0	\$40,440		\$0	\$0	\$0	\$0	\$0	\$0		Resurfacing
COUNTIES,	ARRA-C Countywide - Pavement	CON	\$93,982	\$53,542		\$0	\$0	\$0	\$0	\$0	\$0		12005
RSTP	Various	Total	\$93,982	\$93,982	\$0	\$0	\$0	\$0	\$0	\$0	\$0		ARRA UPC 95044, ARRA-C UPC
No Plan	Various												98870.
9999.99	10.0	6/24/2010											
Rt.4007		PE	\$0										0
99768	1204007	RW	\$0	\$282,848		\$0	\$0	\$0	\$0	\$0	\$0		Safety
	COUNTYWIDE TRAFFIC	CON	\$250,000	\$0		\$0	\$0	\$0	\$0	\$0	\$0		16021
S	SERVICES	Total	\$250,000	\$282,848	(\$32,848)	\$0	\$0	\$0	\$0	\$0	\$0		TRAFFIC SERVICES INCLUDE
	VARIOUS LOCATIONS IN												SECONDARY SPEED ZONES, SPEED
	COUNTY												STUDIES, OTHER NEW SECONDARY
	VARIOUS LOCATIONS IN												SIGNS
	COUNTY												
9999.99		3/1/2011											

District: Hampton Roads County: James City County Board Approval Date:												
SECONDARY SYSTEM CONSTRUCTION PROGRAM (in dollars)												
2013-14 through 2017-18												
Route	Road Name	Estimated Cost	Previous	Additional	PROJECTED FISCAL YEAR ALLOCATIONS						Balance to	Traffic Count
PPMS ID	Project #		Funding	Funding							complete	Scope of Work
Accomplishment	Description			Required								FHWA #
Type of Funds	FROM		SSYP Funding		2012-13	2013-14	2014-15	2015-16	2016-17	2017-18		Comments
Type of Project	TO		Other Funding									
Priority #	Length	Ad Date	Total									
Rt.4005 99980	1204005 COUNTYWIDE ENGINEERING & SURVEY	PE \$0 RW \$0 CON \$250,000	\$230,726 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		0 Preliminary Engineering
S 9999.99	VARIOUS LOCATIONS IN COUNTY VARIOUS LOCATIONS IN COUNTY	Total \$250,000 3/1/2011	\$230,726	\$19,274	\$0	\$0	\$0	\$0	\$0	\$0		16015 MINOR SURVEY & PRELIMINARY ENGINEERING FOR BUDGET ITEMS AND INCIDENTAL TYPE WORK.
Rt.4009 100042	1204009 COUNTYWIDE TRAFFIC CALMING	PE \$0 RW \$0 CON \$250,000	\$100,000 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		0 Safety
S 9999.99	VARIOUS LOCATIONS IN COUNTY VARIOUS LOCATIONS IN COUNTY	Total \$250,000 3/1/2011	\$100,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0		16021 TRAFFIC CALMING MEASURES AS DETERMINED BY RESIDENCY AND DISTRICT TRAFFIC ENGINEER
Rt.4006 100246	1204006 COUNTYWIDE FERTILIZATION & SEEDING	PE \$0 RW \$0 CON \$250,000	\$85,716 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		0 Preliminary Engineering
S 9999.99	VARIOUS LOCATIONS IN COUNTY VARIOUS LOCATIONS IN COUNTY	Total \$250,000 3/1/2011	\$85,716	\$164,284	\$0	\$0	\$0	\$0	\$0	\$0		16015 FERTILIZATION AND SEEDING TO IMPROVE SLOPE STABILIZATION ON SECONDARY SYSTEM
Rt.4008 100291	1204008 COUNTYWIDE RIGHT OF WAY ENGR.	PE \$0 RW \$0 CON \$250,000	\$160,426 \$0		\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		0 Right of Way
S 9999.99	VARIOUS LOCATIONS IN COUNTY VARIOUS LOCATIONS IN COUNTY	Total \$250,000 1/30/2011	\$160,426	\$89,574	\$0	\$0	\$0	\$0	\$0	\$0		16016 USE WHEN IMPARTIAL TO OPEN A PROJECT: ATTORNEY FEES and ACQUISITION COST.

PLANNING DIRECTOR'S REPORT
December 2012

This report summarizes the status of selected Planning Division activities during the past month.

- **New Town.** At the November meeting of the Design Review Board, the DRB approved several sign permits, re-planting for the bio-swale in front of the Sentara building, a boundary line adjustment and lighting plan for the Walmart parcel in Section 9, final site plan and elevations for two retail buildings that will flank Casey Blvd. in Section 9, and the use of different lighting types and building colors and materials for several areas of New Town. The DRB also reviewed and commented on a revised landscaping plan for the Walmart, elevations for a new building at the corner of Casey Blvd. and Settlers Market Blvd., changes to the entry parks at the intersection of Monticello Ave. and Settlers Market Blvd., and a preliminary layout for the next area of Section 7 Phase 11 (off Center Street, between the archaeological park and the pool).
- **Ordinance Update.** The Board considered the revised Housing Opportunities Policy and associated residential and multiple use district amendments on November 27th. The Subdivision Ordinance, Housekeeping items and Stockpiling are scheduled for the December 11, 2012 meeting. The Policy Committee met to discuss possible changes to the ordinance relating to pawnshops on November 1, 2012.
- **Regional Comprehensive Planning Effort.** Staff expects a draft summary of the material to be prepared by late fall/early winter.
- **Dominion Power Lines.** The State Corporation Commission will continue the public hearings on January 10 at 10 a.m. at the SCC in Richmond. Staff is working with the County Attorney's office to produce revised visual simulations of the power lines from key JCC locations and continues to provide assistance related to land use impacts of the proposed route. The evidentiary hearing by the SCC is scheduled for the end January.
- **Monthly Case Report.** For a list of all cases received in the last month, please see the attached document.
- **Board Action Results** – November 13th and November 27th 2012
- **SUP-0009-2012, Murphy Family Subdivision** – Approved 5 - 0
- **SUP-0011-2012, Bernfeld Centerville Road Family Subdivision** – Approved 4 – 0 – 1
- **ZO-0007-2011 and ZO-0009-2011, Residential Districts and Cluster Overlay Districts** – Approved 5 – 0
- **ZO-0010-2012, Affordable and Workforce Terminology – Amendments to the Definitions Section and the Residential and Multiple Use Districts** – Approved 5 - 0



Paul D. Holt, III

PLANNING DIRECTOR'S REPORT
January 2013

This report summarizes the status of selected Planning Division activities during the past month.

- **New Town.** The Design Review Board did not hold a meeting in December but did consider the following items electronically: proposed signage for several of the new retail buildings in Settlers Market and Courthouse Commons and elevations for a new retail building at the intersection of Casey Blvd. and Settlers Market Blvd.
- **Ordinance Update.** The bulk of the Zoning and Subdivision Ordinance update process was completed with Board adoption of the Subdivision Ordinance and Housekeeping items at its December 11, 2012 meeting. The Board also adopted the Stockpiling ordinance amendments at the same meeting. The Policy Committee will meet again in January to discuss possible changes in the ordinance relating to pawnshops.
- **Regional Comprehensive Planning Effort.** Staff expects a draft summary of the material to be prepared, and brought to the Policy Committee, by early 2013.
- **Dominion Power Lines.** The State Corporation Commission will continue the public hearings on January 10 at 10 a.m. at the SCC in Richmond. Staff completed revised visual simulations with a consultant and testimony was submitted in December. The evidentiary hearing has been postponed until the end of February.
- **Historical Commission.** The Virginia Department of Historic Resources just approved the text for two new historic highway markers for Argall Town (near the Jamestown-Scotland Ferry) and Grove. The Commission hopes to have the markers installed this spring.
- **Monthly Case Report.** For a list of all cases received in the last month, please see the attached document.
- **Board Action Results** – December 11th, 2012
- **SUP-0015-2012. Stewart Family Subdivision** – Approved 4 - 0
- **AFD-07-86-1-2012. Mill Creek AFD Addition** - Approved 4 - 0
- **SUP-0012-2012. Toano Middle School Parking Improvements** – Approved 4 - 0
- **SUP-0013-2012. King of Glory Church Building Expansion** – Approved 4 - 0
- **ZO-0004-2012. Soil Stockpile Ordinance** – Approved 4 - 0
- **ZO-0006-2012. Floodplain Housekeeping** – Approved 4 - 0
- **ZO-0009-2012. Procedural/Submittal Requirements and Definitions** – Approved 4 - 0
- **ZO-0007-2012. Research and Technology** – Approved 4 - 0
- **ZO-0008-2012. Private Streets Housekeeping** – Approved 4 - 0
- **SO-0001-2011. Subdivision Ordinance** – Approved 4 - 0


Paul D. Holt, III

New Cases for December 2012

Case Type	Case Number	Case Title	Address	Description	Planner	District
Conceptual Plans	C-0047-2012	Courtesy Review, Draft Environmental Impact Statement		Courtesy Review of Draft Environmental Impact Statement from VDOT on potential I-64 improvements	Jason Purse	
	C-0048-2012	Signpost Road, Bowling BLA	4690 HICKORY SIGNPOST RD	Boundary lind adjustments to correct pre-existing, non-conforming property situation. Goal is to adjust property lines to create three acre minimum lots, one for each existing dwelling. Currently two houses exist on one parcel.	Jose Ribeiro	03-Berkeley
	C-0049-2012	Carolina Furniture	5425 RICHMOND ROAD	Renovate existing roof and building face.	Jason Purse	04-Jamestown
	C-0050-2012	Colonial Towne Plaza Auction House	6925 RICHMOND ROAD	Proposal to have an auction house in an empty storefront in Colonial Towne Plaza. Verification of change of use and availability of parking.	Leanne Reidenbach	01-Stonehouse
	C-0051-2012	111 Depot, Landscaping Business	111 DEPOT STREET	Landscaping business requiring storage of items such as: blower, mowers, chain saw, 1 skid steer in an enclosed garage, three trucks and three trailers. Business would have up to five employees. Operating hours would be from 7 a.m.- 7 p.m. Above garage there is an existing two bedroom appartment and office to be rented out to the caretaker of property.	Jose Ribeiro	01-Stonehouse
Subdivision	S-0045-2012	David & Stephanie Allen, Bush Neck Rd. BLE	2019 BUSH NECK ROAD	Boundary line extinguishment between 2001, 2003, 2011, 2019, and 2021 Bush Neck Road to create a single lot.	Chris Johnson	02-Powhatan
	S-0046-2012	Jacobs Industrial Center Parcel 12		Creating a new lot at Jacobs Industrial Center off Industrial Boulevard.	Jason Purse	
	S-0047-2012	The Village at Candle Factory Lots 1-33	7551 RICHMOND ROAD	Residential portion of Candle Factory development, consisting of 33 single family homes.	Jose Ribeiro	01-Stonehouse
	S-0048-2012	James City Community Church ROW Dedication	4550 OLD NEWS ROAD	Right of way dedication to James City County and public drainage easements along Old News Road.	Jose Ribeiro	04-Jamestown
	SP-0084-2012	Chestnut Grove SP Amend.	104 WISTERIA GARDEN DR	Showing 22 units as built. Removal of 'Future Development' note for Buildings 1, 2, and 5.	Jose Ribeiro	05-Roberts

Site Plan	SP-0085-2012	Mid County Park SP Amend	3793 IRONBOUND ROAD	The purpose of this site plan amendment is to change the phasing of the proposed project	Luke Vinciguerra	03-Berkeley
	SP-0086-2012	AT&T Brick Bat Road Cell Tower Antenna SP Amend.	3470 BRICK BAT ROAD	Removing an existing antenna on an existing lattice tower and replacing it with a new antenna.	Leanne Reidenbach	03-Berkeley
	SP-0087-2012	The Village at Candle Station	7551 RICHMOND ROAD	Residential portion of the Candle Factory development for 142 new townhome units.	Jose Ribeiro	01-Stonehouse
	SP-0088-2012	JCC Fire Administration Flagpole SP Amend.	5077 JOHN TYLER HWY	Adding a 20' flagpole between the Fire Administration building and Fire Station #3.	Brian Elmore	03-Berkeley
	SP-0089-2012	Colonial Heritage Entrance Sign at Centerville Road	4212 WEDGEWOOD DRIVE	Applicant proposes a site plan amendment for an entrance feature along Colonial Heritage Boulevard and Centerville Road.	Jason Purse	01-Stonehouse
	SP-0090-2012	Goodyear Tire Center SP Amend.	4830 MONTICELLO AVENUE	Applicant proposes an amendment to relocate a landscape island.	Luke Vinciguerra	04-Jamestown
	SP-0091-2012	New Town Sec. 9 Settler's Market Building A Fire Line SP Amend.	5225 SETTLERS MARKET BLVD	Amends SP-100-2011 to add a fire suppression line to Anchor A (Michael's).	Leanne Reidenbach	04-Jamestown
	SP-0092-2012	AT&T County Complex Tower SP Amend.	101 MOUNTS BAY ROAD	New routing for coaxial using bottom port on tower.	Jose Ribeiro	05-Roberts
Special Use Permit	SUP-0016-2012	Lakeview Drive Tourist Home	237 LAKEVIEW DRIVE	Allow the use of a single family residence as a tourist home.	Jose Ribeiro	01-Stonehouse
	SUP-0017-2012	Jamestown Beach	2205 JAMESTOWN ROAD	Proposal to rezone Jamestown Beach to Public Land and adopt the Shaping Our Shores master plan for this parcel. SUP is required for community recreation facilities.	Leanne Reidenbach	03-Berkeley
	SUP-0018-2012	New Zion Baptist Church Building/ Parking Addition	3991 LONGHILL ROAD	Add two 24x34 modular units for Sunday School, with additional parking, sidewalks, and landscaping.	Luke Vinciguerra	02-Powhatan
Rezoning	Z-0008-2012	Jamestown Beach	2205 JAMESTOWN ROAD	Proposal to rezone Jamestown Beach to Public Land and adopt the Shaping Our Shores master plan for this parcel. SUP is required for community recreation facilities.	Leanne Reidenbach	03-Berkeley

Zoning Appeal (Variance)	ZA-0007-2012	Stackhouse 140 Point O Woods	140 POINT O'WOODS	An application for a variance to Section 24-238(b), Yard requirements, to reduce the required yard setback from 35' to 20' to allow the continued placement of a portion of the existing dwelling and for the construction of a proposed sunroom.	John Rogerson	01-Stonehouse
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New Cases for November 2012

Case Type	Case Number	Case Title	Address	Description	Planner	District
Conceptual Plans	C-0038-2012	147 Blow Flats Cable Instillation	147 BLOW FLATS ROAD	Applicant proposes installing cables underground.	Luke Vinciguerra	05-Roberts
	C-0039-2012	Wilder Richmond Road BLA	9152 RICHMOND ROAD	Boundary line adjustments with both 9176 Richmond Road and 9152 Richmond Road.	Jason Purse	01-Stonehouse
	C-0040-2012	McDonough Clark Lane Second Residence	198 CLARK LANE	Seeking to construct a second residence on site.	Jose Ribeiro	02-Powhatan
	C-0041-2012	White Hall Sec. 3 Alley MP Consistency	3401 ROCHAMBEAU DR	Modify the layout to remove an alley and have DRC review locations of recreational amenities.	Leanne Reidenbach	01-Stonehouse
	C-0042-2012	Joys Circle Recreation Lot Designation Change	2 JOY'S CIRCLE	Requesting designation change of the recreation lot at 2 Joy's Circle to build a single-family home.	Luke Vinciguerra	01-Stonehouse
	C-0043-2012	Courtesy Review, Barlow's Pond Dam Improvements		Improvements to existing Barlow's Pond Dam, including grading of auxillary spillway, providing additional cutoff wall and overtipping protection. Courtesy review for York County.	Jason Purse	
	C-0044-2012	733 Arlington Island Subdivision	733 ARLINGTON ISLAND ROAD	Applicant proposes subdividing 14 acre property in half.	Jose Ribeiro	02-Powhatan

	C-0045-2012	Jamestown Beach Site Improvements	2205 JAMESTOWN ROAD	Minor site improvements at restored Jamestown Beach, including additional parking, ADA access, bathroom facility, minor road and entrance improvements, and extension of storm drain to eliminate beach erosion.	Leanne Reidenbach	03-Berkeley
	C-0046-2012	3733 News Road Subdivision	3733 NEWS ROAD	Applicant proposes subdividing property.	Luke Vinciguerra	02-Powhatan
Subdivision	S-0041-2012	Colonial Heritage Ph. 5 Sec. 1	499 JOLLY POND ROAD	Development of Phase 5, Section 1, including 165 lots.	Jason Purse	01-Stonehouse
	S-0042-2012	New Town Sec. 9 Settler's Market Parcels D-1, D-2, D-3 BLA	4541 CASEY BLVD	Boundary line adjustment between parcels D-1, D-2, and D-3.	Jose Ribeiro	04-Jamestown
	S-0043-2012	Waltrip Greensprings Road	2425 MANION DRIVE	Three-lot subdivision.	Luke Vinciguerra	03-Berkeley
	S-0044-2012	Michelle Point Lots 16-20	9001 BARHAMSVILLE RD	Subdivision of Lots 16-20 along Peppers Point.	Leanne Reidenbach	01-Stonehouse
Site Plan	SP-0077-2012	Jim's Well Service	194 RACEFIELD DRIVE	Existing buildings to be used for office and storage of service vehicles and materials.	Jose Ribeiro	01-Stonehouse
	SP-0078-2012	New Town Legacy Hall Skate Rink	SHANNON'S PLACE	Synthetic skating rink from November-January each year. Located on Shannon's Place behind Legacy Hall.	Leanne Reidenbach	04-Jamestown
	SP-0079-2012	JW Crossing at Ewell Station Ph. 3	5541 RICHMOND ROAD	Proposed 6,250 sq. ft. retail building at the corner of Olde Towne and Richmond Road. Final phase of SUP-0004-2002.	Jason Purse	02-Powhatan

	SP-0080-2012	Greensprings West Ph. 7 Sec. A Drainage Improvements SP Amend.	4200 LONGVIEW LANDING	Adding a berm behind Lots 16-20 and adjusting the drainage easement along Thorngate Drive.	Luke Vinciguerra	03-Berkeley
	SP-0081-2012	Burnt Ordinary Renovations SP Amend.	3316 TOANO DRIVE	Adding a berm behind Lots 16-20 and adjusting the drainage easement along Thorngate Drive.	Jose Ribeiro	01-Stonehouse
	SP-0082-2012	Centerville Rd, Sprint, WCF SP Amend.	4881 CENTERVILLE RD	Proposal to replace existing antennas.	Luke Vinciguerra	02-Powhatan
Special Use Permit	SUP-0015-2012	Stewart Family Subdivision, Richmond Road	9484 RICHMOND ROAD	Applicant proposes transferring one acre of the 7.87 acres to son and to transfer one acre of the 7.87 to daughter and leave the remaining 5.87 acres in the name of William E. Stewart III and Carol S. Stewart.	Luke Vinciguerra	01-Stonehouse