

AGENDA  
JAMES CITY COUNTY PLANNING COMMISSION  
May 1, 2013 – 7:00 p.m.

1. ROLL CALL
2. PUBLIC COMMENT
3. MINUTES
  - A. April 3, 2013 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. SUP-0003-2013, Route 199 Water Tank HRSD Pressure Reducing Station
  - B. Z-0001-2013/SUP-0002-2013, Williamsburg Landing, Boatwright Circle
6. PLANNING COMMISSION CONSIDERATION
  - A. Preparation for the May 28, 2013 Joint Planning Commission/  
Board of Supervisors Work Session
7. PLANNING DIRECTOR'S REPORT
8. COMMISSION DISCUSSIONS AND REQUESTS
9. ADJOURNMENT

A REGULAR MEETING OF THE PLANNING COMMISSION OF THE COUNTY OF JAMES CITY, VIRGINIA, WAS HELD ON THE THIRD DAY OF APRIL, TWO-THOUSAND AND THIRTEEN, 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

Robin Bledsoe

Rich Krapf

Al Woods

Staff Present:

Paul Holt, Planning Director

Adam Kinsman, Deputy County Attorney

José Ribeiro, Senior Planner

Mr. Al Woods called the meeting to order at 7:00 p.m.

2. PUBLIC COMMENT

Mr. Woods opened the public comment.

There being none, Mr. Woods closed the public comment.

3. MINUTES

Mr. Drummond moved to approve the minutes from the March 6, 2013 meeting.

In a unanimous voice vote, the Commission approved the minutes. (4-0)

4. COMMITTEE / COMMISSION REPORTS

A. Development Review Committee (DRC)

Mr. Rich Krapf stated the DRC met on March 27, 2013 to discuss the following cases:

C-0011-2013, Marywood Subdivision Walking Trails Amendment. Mr. Krapf stated that Mr. Ken Stubenhofer of the Pulte Group, on behalf of the Board of Directors of the Marywood Homeowners Association, submitted a conceptual plan requesting to remove two of four mulched trails from the approved development plan. Mr. Krapf stated that the trails are not required by the Zoning Ordinance and since two trails currently exist and are being maintained along with a 2.47 acre recreation area, the DRC voted (4-0) to approve the request not to install the additional two trails.

C-0018-2013, TYI Tender Home Child Care. Mr. Krapf stated that Ms. Tracy Butler submitted a conceptual plan to expand the number of children enrolled in her in-home daycare program from nine to twenty. Mr. Krapf stated that the facility currently operated 24 hours a day, seven days a week. The property is zoned R-2, General Residential and is designated Low Density Residential in the 2009 Comprehensive Plan. Mr. Krapf noted that a Special Use Permit (SUP) is required for child daycare centers with more than five children. Mr. Krapf stated that the DRC was generally supportive of staff and the applicant moving forward with an SUP application with the understanding that the business and property would need to meet all licensing requirements and may be limited by those requirements, whether nine or twenty children. Mr. Krapf noted that the applicant needs an SUP to bring the current use into compliance with the Zoning Ordinance. Mr. Krapf further noted that adjacent property owner input and the applicant's continued residency could affect the expansion.

Ms. Bledsoe moved to accept the DRC Report.

By unanimous voice vote the Commission approved the Report. (4-0)

#### B. Policy Committee

Ms. Robin Bledsoe stated the Policy Committee met on March 14, 2013 to receive an update on the Coordinated Regional Comprehensive Planning effort and to begin preparations for the upcoming joint meeting with the James City County Board of Supervisors. Ms. Bledsoe noted that Planning Division staff provided an update on the Regional Comprehensive Planning process to date, which included examples of the successful coordination efforts amongst the three localities. In addition, staff presented three documents that had been generated in the process, the draft Summary Document, the Regional Bikeways Map and the Comprehensive Transportation Study. Ms. Bledsoe stated that the Policy Committee would further discuss the three documents at its April meeting and make recommendations for elements that should be included in the County's 2014 Comprehensive Plan update.

Mr. Woods stated that a vote on the Policy Committee Report was not required.

#### C. Regional Issues Committee

Mr. Woods noted that the next scheduled Regional Issue Committee meeting would be April 23, 2013.

### 5. PUBLIC HEARING CASES

#### SUP-0001-2013, Carolina Furniture

Mr. José Ribeiro, Senior Planner, stated that at the March 12, 2013 Board of Supervisors meeting, the applicant informed staff of a recent change made to the architectural plans for the proposed building expansion which resulted in an increase in area from the

originally proposed  $\pm$  3,000 square feet to up to  $\pm$  4,500 square feet. Because the proposed change exceeded that which was advertised, staff recommended the Board of Supervisors remand the project back to the Planning Commission for consideration. Mr. Ribeiro stated that staff determined that the increase in square footage by approximately 155 square feet does not alter the overall character of the previous application and recommend that the Planning Commission recommend approval of the Special Use Permit application. Mr. Ribeiro noted that all agencies have reviewed the revised proposal and recommend approval of the application as well. Mr. Ribeiro noted that the Planning Commission recommended approval of the initial application on February 6, 2013 by a vote of 7-0.

Mr. Krapf stated that he wished to disclose that his wife owns a landscape company and has previously done design work for the applicant. Mr. Krapf noted that he had consulted with Mr. Kinsman and Mr. Holt to determine if there was any conflict of interest. Mr. Krapf stated that while there was no conflict of interest under the statute, he wished to recuse himself from the discussion and voting on this particular case so that there would be no impression of conflict of interest at a later time.

Mr. Woods opened the public comment.

There being none, Mr. Woods closed the public hearing.

Mr. Woods inquired if the Commission members wished to discuss the case.

Mrs. Bledsoe noted that she initially questioned whether the parking requirements would be affected by the increase in square footage; however, the parking is not affected and with the combined plan, is already more than is required.

Mrs. Bledsoe moved to accept the application.

Mr. Woods clarified that the combined plan referred to the combined parking plan/shared parking agreement with the Moose Lodge.

Mr. Drummond recommended that the Commission approve the additional square footage.

On a roll call vote the Planning Commission voted to recommend approval of the additional square footage. (3-0-1) (Mr. Krapf abstained.)

Mr. Woods wished the applicant much success with the project and noted that he was pleased to see the nonconforming use become a conforming use.

## 7. PLANNING DIRECTOR'S REPORT

Mr. Holt stated that, as noted in the Planning Director report, the Historical Commission has installed a historic highway marker commemorating the Community of Grove. The



marker is located on Pocahontas Trail adjacent to Colonial Manor. Mr. Holt noted that there will be a dedication for the marker in mid-April.

8. PLANNING COMMISSION DISCUSSION AND REQUESTS

There were no requests or items for discussion.

9. ADJOURNMENT

Mr. Krapf moved to adjourn.

The meeting was adjourned at 7:15 p.m.

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Al Woods, Chairman

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Paul D. Holt, III, Secretary

## **SPECIAL USE PERMIT- 0003-2013. Route 199 Water Tank HRSD Pressure Reducing Station Staff Report for the May 1, 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**

May 1, 2013                      7:00 p.m.  
June 11, 2013                      7:00 p.m. (tentative)

### **SUMMARY FACTS**

Applicant:                      Mr. Matthew Poe, Hampton Roads Sanitation District

Land Owner:                      James City Service Authority

Proposal:                      Amend an existing SUP to install an interim pressure reducing system to help increase the Regional Sanitary Sewer System capacity during wet weather.

Location:                      6735 Route 199

Tax Map/Parcel Nos.:                      4920100006A

Parcel Size:                      0.845 acres

Zoning:                      R-8, Rural Residential

Comprehensive Plan:                      Low Density Residential

Primary Service Area:                      Inside

### **STAFF RECOMMENDATION**

Staff recommends the Planning Commission recommend approval of this proposal to the James City County Board of Supervisors with the conditions listed at the end of the report. While the 2009 Comprehensive Plan does not specifically include this use as a recommended use, staff recognizes that such facilities are important to the functioning of the overall sanitary sewer system and the property is already being used for a JCSA water storage tank. Staff finds that the proposal is also compatible with the surrounding zoning and development.

Staff Contact:    Leanne Reidenbach

Phone: 253-6876

### **PROJECT DESCRIPTION**

Mr. Matthew Poe, on behalf of the Hampton Roads Sanitation District (HRSD), has applied to amend an existing special use permit for water and sewer facilities to install a pressure reducing station to help increase system capacity during wet weather and to minimize spill locations in the short-term. The project consists of underground piping, two above-ground pumps that are 10 feet tall, two above-ground diesel fuel tanks and screening landscaping between the project and Route 199. The applicant flagged and spray-painted the proposed locations of tanks and piping on-site and several photos are included as attachments to help visualize the limited extent of the project. The pumps will only operate during larger rain events (1-year storm event or larger). The casing around the pump is intended to reduce the level of noise that the pump generates. According to the pump specification sheet provided by the applicant, the pump noise will register at about 60 decibels from a distance of 60 feet, which is the equivalent of normal conversation or an electric shaver. There

is no residential development in proximity to the pumps and the sound will be further minimized due to the presence of car traffic on Route 199.

On September 8, 1986, the Board of Supervisors approved SUP-0024-1986 to allow construction of a one million gallon water storage tank, booster pump and water main on this property. Since a pressure reducing station for the sanitary sewer system was not included under this initial SUP, a new SUP is required because public sewer facilities are a specially permitted use in the R-8, Rural Residential district. The property is also subject to deed restrictions that are enforced by the Colonial Williamsburg Foundation (CWF). The deed restrictions speak to the extent of permitted uses, paint colors and landscaping. HRSD, JCSA and CWF have been in consultation and are in the process of amending the deed to permit the use of the property for a pressure reducing station for up to 10 years and require removal of the equipment when the interim pressure reducing station is no longer needed. HRSD has drafted deed restrictions and included these in a deed amendment summary document that has been signed by JCSA, HRSD and CWF. HRSD is now working with an attorney to move forward on the official deed amendment, which will be required by condition to be submitted to the Planning Division prior to final site plan approval.

### **Surrounding Zoning and Land Use**

The property is surrounded by R-8, Rural Residential property that is designated Low Density Residential on the 2009 Comprehensive Plan. The property is also bordered by Route 199 and across the street from property located in the City of Williamsburg that is zoned RS-1, Single-Family Dwelling District, and ED, Economic Development. Existing uses are primarily for other public utilities or are vacant, but the Country Road, County Government Center and the Quarterpath shopping center are in close proximity to the project property.

### **Adjacent Locality Review**

Staff consulted with the City of Williamsburg given the project's location across the street. The Planning Director recommended a thorough evaluation of visual impacts with mitigation to potentially include landscape screening and painting above-ground equipment a neutral color. Staff has incorporated these suggestions into the proposed conditions.

## **PUBLIC IMPACTS**

### **1. Environmental Impacts**

**Watershed:** College Creek

**Engineering and Resource Protection Staff Comments:** The Engineering and Resource Protection Division has reviewed the proposal and did not have any comments.

### **2. Utilities**

The site is located inside the Primary Service Area.

**JSCA Staff Comments:** The James City County Service Authority has reviewed the proposal and did not have any comments. JCSA has agreed that the project will have a positive impact for both the JCSA and HRSD.

**Virginia Department of Health Comments:** HRSD has needed to coordinate the proposed project with the Virginia Department of Health (VDH) due to the proximity of the sewer pressure reducing station to the existing water tower. Through this coordination, VDH has indicated a comfort level with the proposed separation distance.

### **3. Transportation**

The proposed improvement did not trigger the requirement for a traffic study given the low additional traffic generation, which will mostly be related to maintenance about two to three times per week. Access

to the property for maintenance is through an existing entrance off of Route 199 that is used to serve the water tank. This access point is not proposed to change.

- **2007 County Traffic Counts:** On Route 199 between Quarterpath/Mounts Bay Road and the Colonial Parkway there were 33,000 trips.
- **2035 Daily Traffic Volume Projected (from 2009 Comprehensive Plan):** On Route 199 between Quarterpath/Mounts Bay Road and the Colonial Parkway, 36,686 average annual daily trips (AADT) are projected – this is in the OK category.

**Staff Comments:** Addition of a pressure reducing station will not result in any significant increases in traffic to this site.

### **COMPREHENSIVE PLAN**

The 2009 James City County Comprehensive Plan Land Use Map designates this property as Low Density Residential. Low Density Residential areas have natural characteristics suitable for residential development. Recommended uses include single-family homes, duplexes, recreation areas, schools, churches, very limited commercial uses and community-oriented facilities. Development standards state that new development should only occur where it is compatible with the character of adjoining uses and where impacts such as smoke, noise, design, scale, vibration, light and traffic can adequately addressed. Conflicts can be addressed through screening and buffering or other protective site features.

**Staff Comments:** Though the proposed project is largely surrounded by wooded areas, there are still several conditions proposed to help mitigate the primarily visual impacts of the pumps and tanks. Staff and the applicant have worked in conjunction to identify a piping and site layout that minimizes the need for tree clearing. In addition, conditions require that the applicant paint above-ground facilities a natural color similar to the existing water tank and install supplemental landscaping in key areas and at minimum planting heights to reduce visibility from Route 199. Staff finds this project consistent with the 2009 Comprehensive Plan.

### **RECOMMENDATION**

Staff recommends the Planning Commission recommend approval of this proposal to the James City County Board of Supervisors with the below conditions. While the 2009 Comprehensive Plan does not specifically include this use as a recommended use, staff recognizes that such facilities are important to the functioning of the overall sanitary sewer system and the property is already being used for a JCSA water tank. The proposal is also compatible with the surrounding zoning and development.

1. **Master Plan and Use:** This Special Use Permit shall be valid for the installation of a pressure reducing station, diesel fuel tanks and related piping and facilities (the “Project”). The Project shall be generally located as shown on the master plan titled “Williamsburg Temp. PRS Conceptual Site Layout” drawn by HRSD dated March 2013 (the “Master Plan”).
2. **Deed Conditions and Restrictions:** The applicant shall supply the Planning Division with a signed copy of a deed that shows that construction of the Project on Property is permissible and acceptable to the Colonial Williamsburg Foundation and James City Service Authority.
3. **Tree Clearing:** Tree clearing on the property shall be limited to the minimum necessary to accommodate the proposed Project as shown on the Master Plan as determined by the Planning Director or his designee.
4. **Landscaping:** A landscaping plan that is generally consistent with the type and location of landscaping depicted on the Master Plan shall be approved by the Planning Director or his designee prior to final site plan approval for this project. When the landscaping is installed, trees shall be a minimum of 8 feet tall and shrubs shall be a minimum of 2.5 feet tall. HRSD shall be responsible for replacing any trees or shrubs planted as a result of the Project for the lifetime of the Project.
5. **Color Scheme:** The color of any above-ground portion of the Project shall be muted, similar to the paint color used for the existing water tank on the Property, and designed to minimize visual impacts. If painting is not feasible for any aspect of the Project, that portion shall be screened by additional landscaping or fencing. A color scheme and fencing plan shall be submitted to, and approved by, the Planning Director or his designee for consistency with this condition prior to final site plan approval for the Project.

6. **Lighting.** No new lighting associated with the Project shall be installed on the Property.
7. **Commencement.** A Land Disturbing Permit shall be obtained within twenty-four (24) months from the date of the issuance of this special use permit, or this special use permit shall be void.
8. **Severance Clause.** This special use permit is not severable. Invalidity of any word, phrase, clause, sentence or paragraph shall invalidate the remainder.

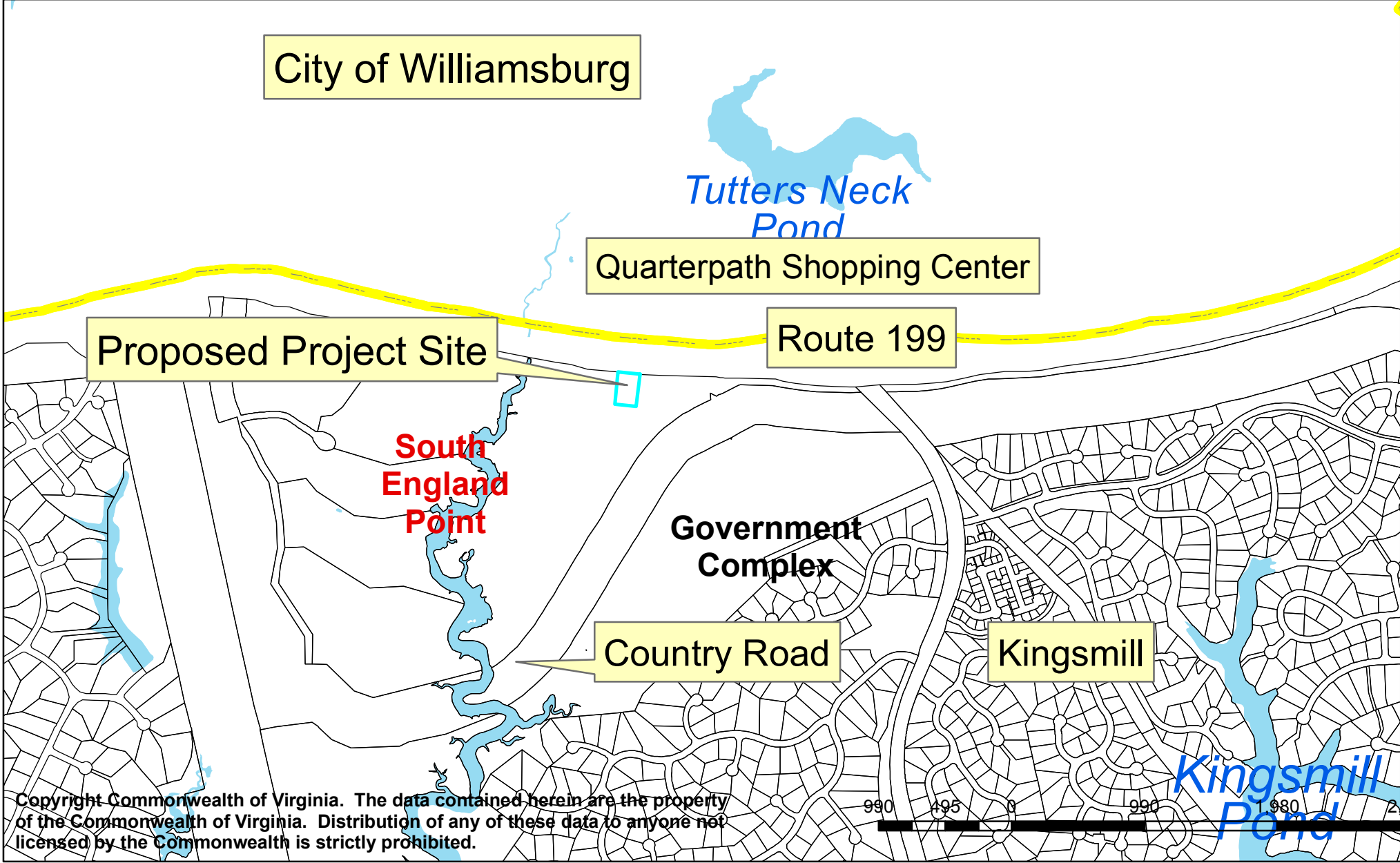


Leanne Reidenbach

ATTACHMENTS:

1. Location map
2. HRSD project binder
3. Pictures of site layout

# JCC-SUP-0003-2013, Route 199 Water Tank HRSD Pressure Reducing Station



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Sup-0003-2013

PLANNING DIVISION

MAR 29 2013

RECEIVED



# Williamsburg Interim PRS Special Use Permit Submittal

March 2013

# EXPLANATION OF PROJECT AND COPY OF SUP APPLICATION

PLANNING DIVISION

MAR 29 2013

RECEIVED



3/20/2013

Dear JCC Planning,

HRSD, and the localities we serve, have experienced multiple wet weather overflows in recent years in the Williamsburg Treatment Plant system. Last year, HRSD Operations and Planning & Analysis staff initiated a study to examine potential interim improvements to provide relief for the current capacity restraints in this part of the Regional Sanitary Sewer System. The study identified a specific location (6375 Route 199) where a PRS would significantly reduce pressures and thus increase system capacity during wet weather. Modeling analysis indicates that capacity issues during the 2-year wet weather peak would be nearly eliminated and issues for the 5 and 10-year peaks would be greatly reduced. The modeling specifically indicates that for the 2 year event 7 spill points are completely eliminated and the total volume of spilled sewage is reduced by 550,000 gallons. Similarly, for the 10 year event, 8 spill locations are eliminated and over 1,554,000 gallons of overflow volume is kept in the system.

In August of 2012 HRSD met with JCSA to present these findings and discuss the potential use of the B-32 water tank site on Route 199. JCSA agreed that the hydraulic impact would be positive for both parties and indicated that coordination with VDH and the JCC Planning department would be necessary.

A Coordination meeting between HRSD, JCSA, and VDH was held in November of 2012 and VDH indicated that if either utility was to be considered treatment, that 100 feet of separation would be needed between the water and sewer infrastructure. JCSA informed HRSD that although the facility is currently not considered as treatment, it has the potential to become a treatment facility in the future due to the addition of chloramines needed when JCSA purchases water from NN Water Works at the interconnection at Mounts Bay Road. Due to limitations and size of the site, 100 feet of separation could not be maintained with placement of the proposed infrastructure. However, VDH indicated that due to the minimal risk associated with the proposed HRSD project, and the level of water treatment that would be required on site, an allowance could be granted to allow the proposed infrastructure to be placed within 100' of the treatment facility. The allowance granted the PRS to be placed a minimum of 50 or 60 feet from the water tank.

JCSA suggested that HRSD have a landscaping plan and street level rendering be developed prior to meeting with JCC Planning and the CW Foundation due to the nature of this location, and its high exposure to the public eye. HRSD completed these items and met with JCSA, JCC planning, and the CW Foundation on 2/19/2013 to provide an overview of the project and discuss site logistics. A few action items came out of the meeting including a suggestion to submit a conceptual plan. HRSD completed a conceptual plan and attended the 3/5/2013 DRC meeting, where additional comments were received. HRSD has addressed these comments and has continued coordination with JCC planning staff in preparation for this submittal.

Respectfully Submitted,  
Matt Poe, EIT



## Special Use Permit Application

Date: 3/19/2013

SUP: \_\_\_\_\_

Receipt No.: \_\_\_\_\_

Please complete all sections of the application. Call 757-253-6685 if you have any questions, or go online to [jamestowncountyva.gov/planning/procedures.html](http://jamestowncountyva.gov/planning/procedures.html)

Please note that before accepting this application, County staff will verify that all real estate taxes owed for the subject properties have been paid in full in accordance with Section 24-24. If you are unsure if your payments are up-to-date, please contact the County Treasurer at 757-253-6705.

To the Planning Commission and Board of Supervisors of James City County, Virginia:  
I (We), the undersigned do hereby respectfully make application and petition the Governing Body of JCC, Virginia, for a Special Use Permit as here in after requested, and in support of this application, the following facts are shown:

### 1. Project Information

The property is located at: 6735 Route 199

Williamsburg, VA 23185

The property is owned by: JCSA

As evidenced by deed from: May of 1987

Recorded in book: 342, page: 767 Registry of JCC, Virginia

Tax map and parcel ID: 4920100006A

Zoning: R8

Does the site receive public sewer? Yes ☐ No ☒

Does site receive public water? Yes ☐ No ☒

If yes, does site receive public water from the City of Newport News? Yes ☐ No ☒

The purpose of the Special Use Permit is to: Allow HRSO to place an  
Interim pressure reducing station on the northern portion  
of the existing JCSA B-32 water tank property

The Special Use Permit will apply to 0.845 acres out of 0.845 total acres.

### 2. Applicant/Contact Information

Name: Matthew Poe

Company: HRSO

Phone: (757) 234-7449

Address: 2589 G Ave Newport News, VA 23607

Fax: (757) 875-5210

Does applicant want to receive updates via CaseTrak? Yes ☒ No ☐

If yes, please provide an email address: mpoe@hrsdc.com

## 3. Property Owner Information

Name: JCSA  
Company: JCSA Phone: \_\_\_\_\_  
Address: 119 Tenny Road Williamsburg, VA 23188 Fax: \_\_\_\_\_  
E-mail: \_\_\_\_\_

4. Does the project require a VDOT 527 Traffic Study? Yes ☐ No ☒  
Please see: [viriniadot.org/projects/chapter527/default.asp](http://viriniadot.org/projects/chapter527/default.asp) for more information, or call:  
757-925-2500, VDOT, Hampton Roads District Office.  
If yes, did you include a separate check for the fee? Yes ☒ No ☒
5. Are all applicable submittal requirements attached? (See attached letter for submittal details)  
Yes ☐ No ☒
6. Are proffers attached? (See attached letter for submittal details)  
Yes ☒ No ☒
7. Are there neighborhood restrictive covenants associated with your property? (If so, please attach) Yes ☐ No ☒  
If yes, have you reviewed the covenants against your proposal for consistency?  
Yes ☒ No ☒  
Have you notified and consulted with the Home Owners Association regarding your proposal? Yes ☒ No ☒

The property owner must sign this application or it will not be processed.

Applicant Signature: [Signature] Date: 3/19/2013

Property Owner Signature: [Signature] Date: 3/20/13

Special Use Permit\_App

Rev. 06\_12



**Master Plan:**

1. Does your master plan depict the approximate boundaries and general location of all principal land uses and their building square footage and height, roads, rights-of-ways (with an indication of whether public or private), accesses, open spaces, public uses, and other features located on the site for which approval is sought? Yes ☒ No ☒
2. Has your master plan been prepared by a licensed surveyor, engineer, architect, landscape architect or planner? Yes ☒ No ☒

*A total of 12 copies of the master plan should be submitted along with an application for rezoning or special use permit; if necessary, additional copies of the master plan may be required for submittal.*

**Supplemental Information:**

1. Supplemental Information should be submitted in accordance with the "Supplemental Submittal Requirements for Special Use Permits and Rezoning" policy as adopted by the Board of Supervisors and any additional policies as deemed necessary by the planning director.  
Is this information attached? Yes ☒ No ☒

I attest that this checklist is filled out in full. Any section not completed can delay processing of this application and the date of the Planning Commission public hearing.

Matt H. Re  
Applicant Signature

3/20/2013  
Date

Please note that before accepting this application, County staff will verify that all real estate taxes owed for the subject properties have been paid in full in accordance with Section 24-24. If you are unsure if your payments are up-to-date, please contact the County Treasurer at 757-253-6705.

**Attachments to this application (please check off):**

- \_\_\_\_\_ Traffic Impact Study
- \_\_\_\_\_ Water/Sewer Impact Study
- \_\_\_\_\_ Environmental Constraints Analysis
- \_\_\_\_\_ Adequate Public Facilities
- \_\_\_\_\_ Historical and Archaeological Study
- \_\_\_\_\_ Environmental Inventory
- \_\_\_\_\_ Fiscal Impact Analysis
- \_\_\_\_\_ Parks and Recreation Information
- \_\_\_\_\_ Master Plan
- \_\_\_\_\_ Supplemental Information

**FEE SCHEDULE**  
**JAMES CITY COUNTY - PLANNING DIVISION**  
 101A Mounts Bay Road - P. O. Box 8784, Williamsburg, Virginia 23187-8784  
 Make checks payable to James City County Treasurer

DATE \_\_\_\_\_

RECEIPT NO. \_\_\_\_\_

RECEIVED FROM \_\_\_\_\_

PROJECT NAME \_\_\_\_\_

**CONCEPTUAL PLAN**

**PLANNING REVIEW**

**JCSA (543-0000)**

**REZONING\* (3340)**

5 acres or less  
 More than 5 but no more than 10 acres  
 More than 10 acres

\$1,200 plus \$75 per acre \_\_\_\_\_

\$100 \_\_\_\_\_

\$1,200 plus \$75 per acre \_\_\_\_\_

\$150 \_\_\_\_\_

\$1,200 plus \$75 per acre \_\_\_\_\_

\$200 \_\_\_\_\_

\* Not to exceed \$15,000/proffer amendments pay base fee only

**SPECIAL USE PERMIT (3340)**

General (General special use permits processed with a rezoning shall pay a rezoning fee only)

\$ 1,000 plus \$30 per acre\*\* \_\_\_\_\_

\$200 \_\_\_\_\_

Manufactured Home

\$ 100 \_\_\_\_\_

N/A \_\_\_\_\_

Family Subdivision under Section 24-214

\$ 100 \_\_\_\_\_

\$ 50 \_\_\_\_\_

Amendment/ Renewal to a Special Use Permit

\$ 400 \_\_\_\_\_

\$ 50 \_\_\_\_\_

Wireless Communication Facilities under Division 6

\$1,600 \_\_\_\_\_

\*\* Not to exceed \$5,000

**MASTER PLAN (3340)**

Initial review - Residential Cluster, Mixed Use or a PUD with less than 400 acres (PUDs more than 400 acres shall pay a rezoning fee only)

\$200 \_\_\_\_\_

\$600 \_\_\_\_\_

Revision of approved plan

Residential Cluster

\$ 75 \_\_\_\_\_

\$600 \_\_\_\_\_

R-4, PUD, Mixed Use

\$ 150 \_\_\_\_\_

\$600 \_\_\_\_\_

**PUBLIC HEARING APPLICANT DEFERRAL REQUEST**

\$350 \_\_\_\_\_ per request

**SITE PLAN (3340)**

Administrative review

Residential structures or improvements

\$600 plus \$60 per unit \$ \_\_\_\_\_

\$200 plus \$5 per unit \$ \_\_\_\_\_

Nonresidential structures or improvements

\$600 plus \$0.024 per sq. ft. of building area \$ \_\_\_\_\_

\$200 plus \$0.004 per sq. ft. of building area \$ \_\_\_\_\_

Mixed Use structures or improvements

\$600 plus \$60 per residential unit plus \$0.024 per sq. ft. of nonresidential building area \$ \_\_\_\_\_

\$200 plus \$5 per residential unit plus \$0.004 per sq. ft. of nonresidential building area \$ \_\_\_\_\_

Planning Commission and/or DRG Review

Residential structures or improvements

\$1,800 plus \$60 per unit \$ \_\_\_\_\_

\$200 plus \$5 per unit \$ \_\_\_\_\_

Nonresidential structures or improvements

\$1,800 plus \$0.024 per sq. ft. of building area \$ \_\_\_\_\_

\$200 plus \$0.004 per sq. ft. of building area \$ \_\_\_\_\_

Mixed Use structures or improvements

\$1,800 plus \$60 per residential unit plus \$0.024 per sq. ft. of nonresidential building area \$ \_\_\_\_\_

\$200 plus \$5 per residential unit plus \$0.004 per sq. ft. of nonresidential building area \$ \_\_\_\_\_

Amendment to an approved plan

Residential structures or improvements

\$100 plus \$10 per residential unit \$ \_\_\_\_\_

\$ 50 plus \$2 per residential unit \$ \_\_\_\_\_

Nonresidential structures or improvements

\$100 plus \$0.004 per sq. ft. of building area \$ \_\_\_\_\_

\$50 plus \$0.001 per sq. ft. of building area \$ \_\_\_\_\_

Mixed Use structures or improvements

\$100 plus \$10 per residential unit plus \$0.004 per sq. ft. of nonresidential building area \$ \_\_\_\_\_

\$50 plus \$2 per residential unit plus \$0.001 per sq. ft. of nonresidential building area \$ \_\_\_\_\_

Residential or nonresidential structures or improvements where number of dwelling units, building area, pavement, or open space is not changed more than 15 percent

\$100 \_\_\_\_\_

\$ 25 \_\_\_\_\_

Zoning Administrator/Fire Dept. review only

\$ 20 \_\_\_\_\_

N/A

Facility Review

N/A

\$1,600 per Wastewater or Well Facility \$ \_\_\_\_\_

Each additional review after second resubmission

\$250 \_\_\_\_\_

**EROSION & SEDIMENT CONTROL (3375)**

Residential subdivisions

\$70 per lot \$ \_\_\_\_\_

N/A

All other land disturbing activities (residential site plan)

\$840 per acre for the first 15 acres plus \$580 for each additional acre over 15 acres \$ \_\_\_\_\_

N/A

All other land disturbing activities (non-residential site plan)

\$600 per acre for the first 15 acres plus \$400 for each additional acre over 15 acres \$ \_\_\_\_\_

N/A

TOTAL AMOUNT \_\_\_\_\_

CHECK NO. \_\_\_\_\_

CASH \_\_\_\_\_

CREDIT CARD \_\_\_\_\_

PREPARED BY \_\_\_\_\_

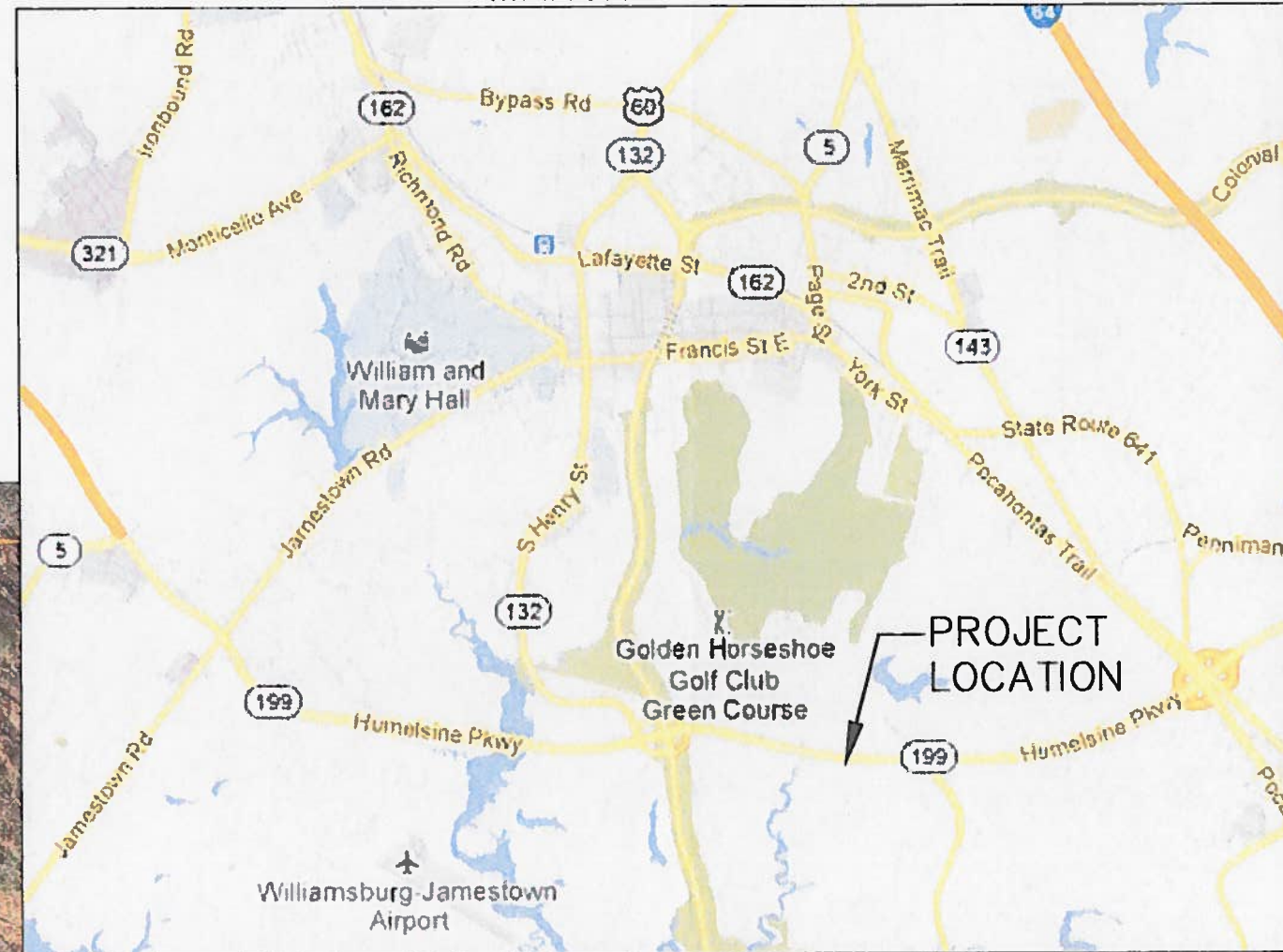
# VICINITY MAP AND CONCEPTUAL SITE LAYOUT



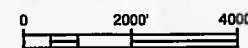
**HRSO**  
North Shore Operations Center  
2389 G Avenue, Newport News, VA, 23602  
Working Hours: (757)833-1720  
Non-Working Hours: (757)417-6600

**HRSA**  
North Shore Operations Center  
2389 G Avenue, Newport News, VA, 23602  
Working Hours: (757)833-1720  
Non-Working Hours: (757)617-6600

IF APPROVED, THE NORTHERN PORTION OF THE SITE WOULD BE USED FOR AN INTERIM PRESSURE REDUCING STATION (PRS) THAT WOULD REDUCE PRESSURES IN THE HRSD, JCSA, WILLIAMSBURG, AND YORK COUNTY SEWER SYSTEMS DURING WET WEATHER. THE NEW INFRASTRUCTURE CONTAINED ON SITE WOULD CONSIST OF PIPING, PUMPS, AND DIESEL FUEL TANKS.



SCALE: 1"=1800'

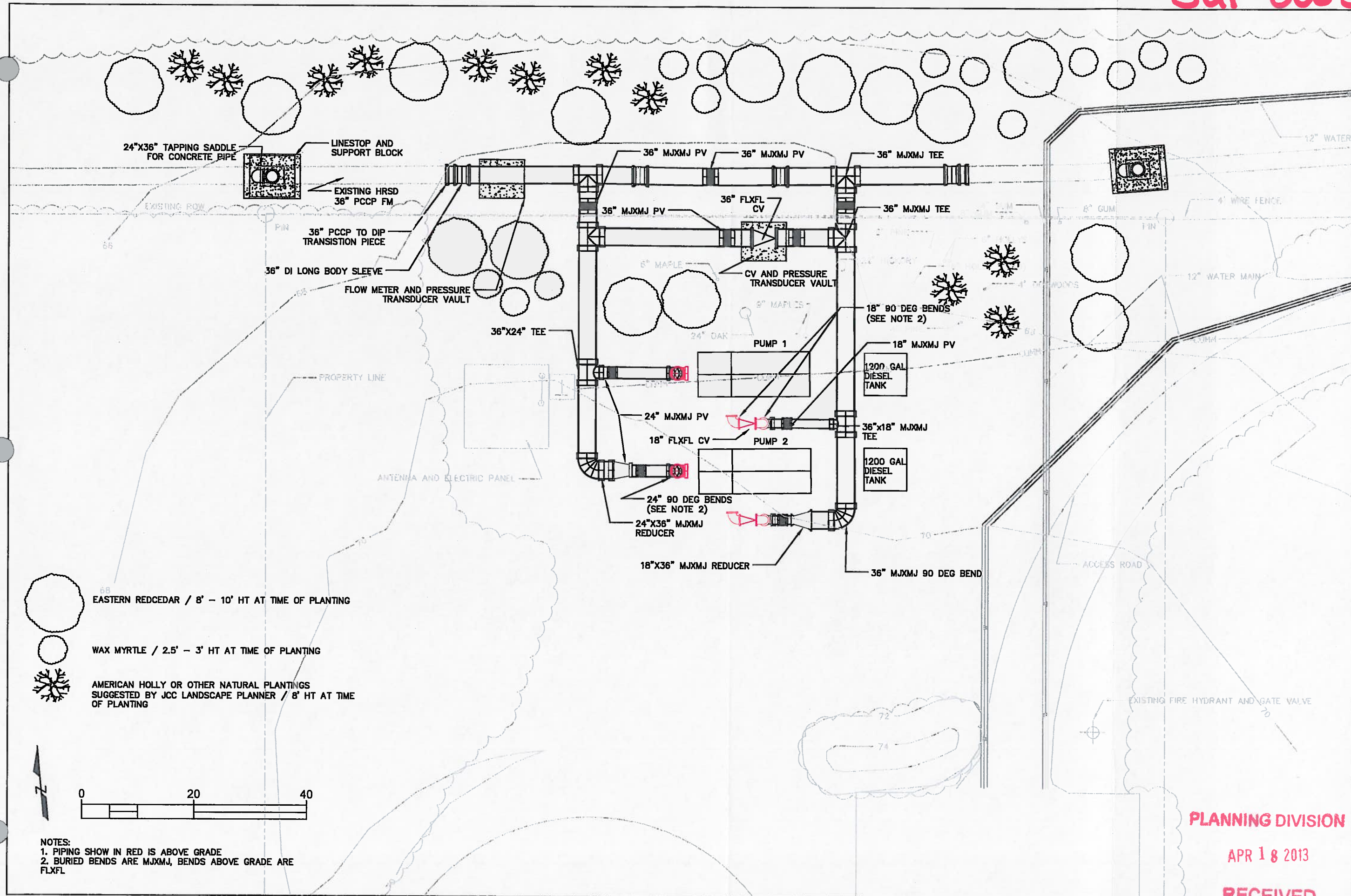


SITE ADDRESS:  
6735 ROUTE 199  
WILLIAMSBURG, VIRGINIA 23185

COUNTY TAX ID: 4920100006A  
PARCEL SIZE: 0.845 ACRES  
PARCEL ZONING: R8 RURAL RESIDENTIAL  
ADJACENT PARCEL: R8 RURAL RESIDENTIAL

TITLE		REVISIONS	DATE	BY
SUBTITLE				
DESIGNED BY:	DATE:	text	text	text
DRAWN BY:	FILE NO.:	text	text	text
CHECKED BY:	SHEET NO.: X OF X	text	text	text





NOTES:  
1. PIPING SHOW IN RED IS ABOVE GRADE  
2. BURIED BENDS ARE MJXMJ, BENDS ABOVE GRADE ARE FLXFL

PLANNING DIVISION  
APR 18 2013  
RECEIVED

**HRSD**  
North Shore Operations Center  
2399 G Avenue, Newport News, VA, 23602  
Working Hours: (757)833-1720  
Non-Working Hours: (757)617-6600

DESIGNED BY: MAP	DATE: MARCH 2013	REVISIONS		DATE BY	
		text	text	text	text
DRAWN BY: MAP	FILE NO.:	text	text	text	text
		text	text	text	text
CHECKED BY:	SHEET NO.: 1 OF 1	text	text	text	text
		text	text	text	text
SCALE: 1" = 16'-0"		text	text	text	text

**WILLIAMSBURG TEMP. PRS**  
**CONCEPTUAL SITE LAYOUT**

# **PUMP INFORMATION AND PHOTOS OF OTHER SKID- MOUNTED APPLICATIONS**

1

**1. DIMENSIONS IN INCHES**

**3. DRAWING IS NOT FOR CONSTRUCTION**

5. SUCTION FLANGE: 24"/150# ANSI RF

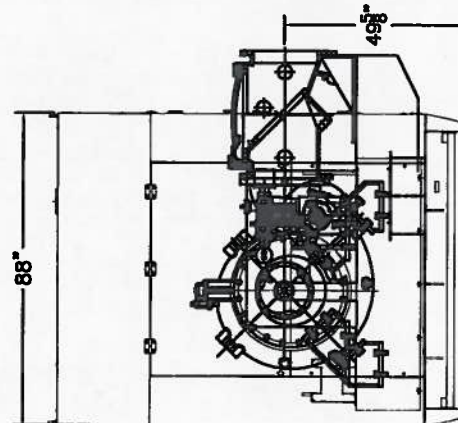
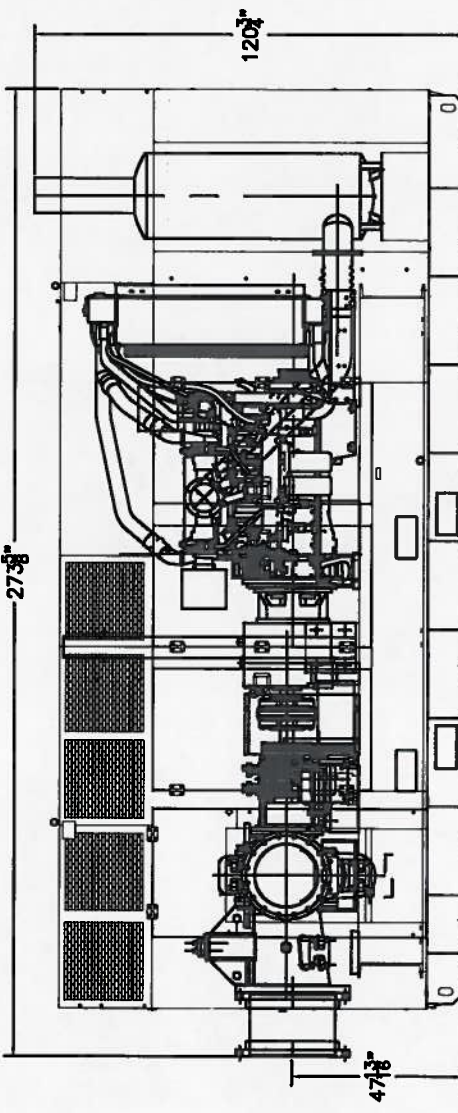
6. DISCHARGE FLANGE: 18 / 130#  
7. APPROX. WEIGHT: 35.000 LBS



35

1

**PRELIMINARY DRAWING**



godwin   
a xylem brand

**THE UNIVERSITY OF CHICAGO PRESS**

**CD500M**

CAT C18 (700hp)

## CRITICAL SILENCE

**Comments:**

07	07E0
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4350

**1 OF 1**

[illegible]

1/1

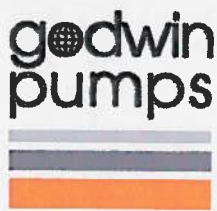

1

22

10

1





# ENGINEERING CATALOG

## Critically Silenced Dri-Prime® Pumps Engineering Data



Skid Mount



CD150M 6" (150mm) Dri-Prime,  
Trailer Mount

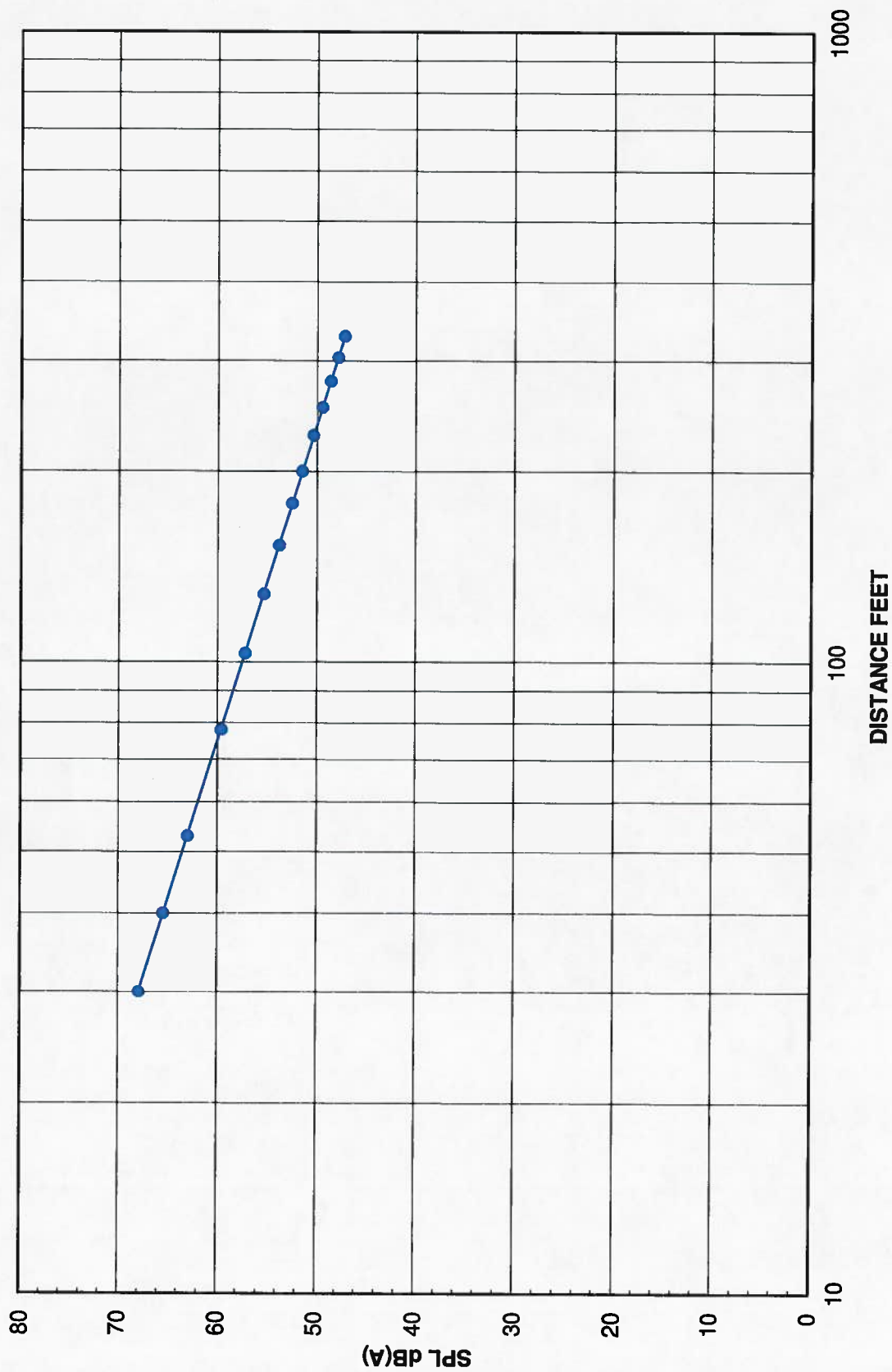
The Critically Silenced enclosure houses the versatile Dri-Prime CD range and HL range pumps in a specially designed, acoustically-silenced enclosure. The Critically Silenced unit is intended for use in any application where pumping is required and engine and other noise must be kept to a minimum. Sound levels are approximately 69 dBA at 30 feet (9 meters).

The Critically Silenced unit is engineered from start to finish for quiet operation. The enclosure consists of 14 gauge sheet metal lined with 1" (25mm) and 2" (50mm) layers of polydamp acoustical sound deadening material. We've designed the engine with a critical grade silenced muffler, silenced the priming exhaust, and isolated engine vibration to further reduce operating noise. Hinged, lockable doors provide convenient access to operating controls and service locations. For added versatility, the entire skid mounted unit can be unbolted and removed from the DOT highway trailer.



Hinged, lockable doors provide access to operating controls and service locations.

# **SOUND LEVEL VERSUS DISTANCE GODWIN CD500 PUMPSETS**







651

Silenced  
Dri-Prime

Silenced  
Dri-Prime















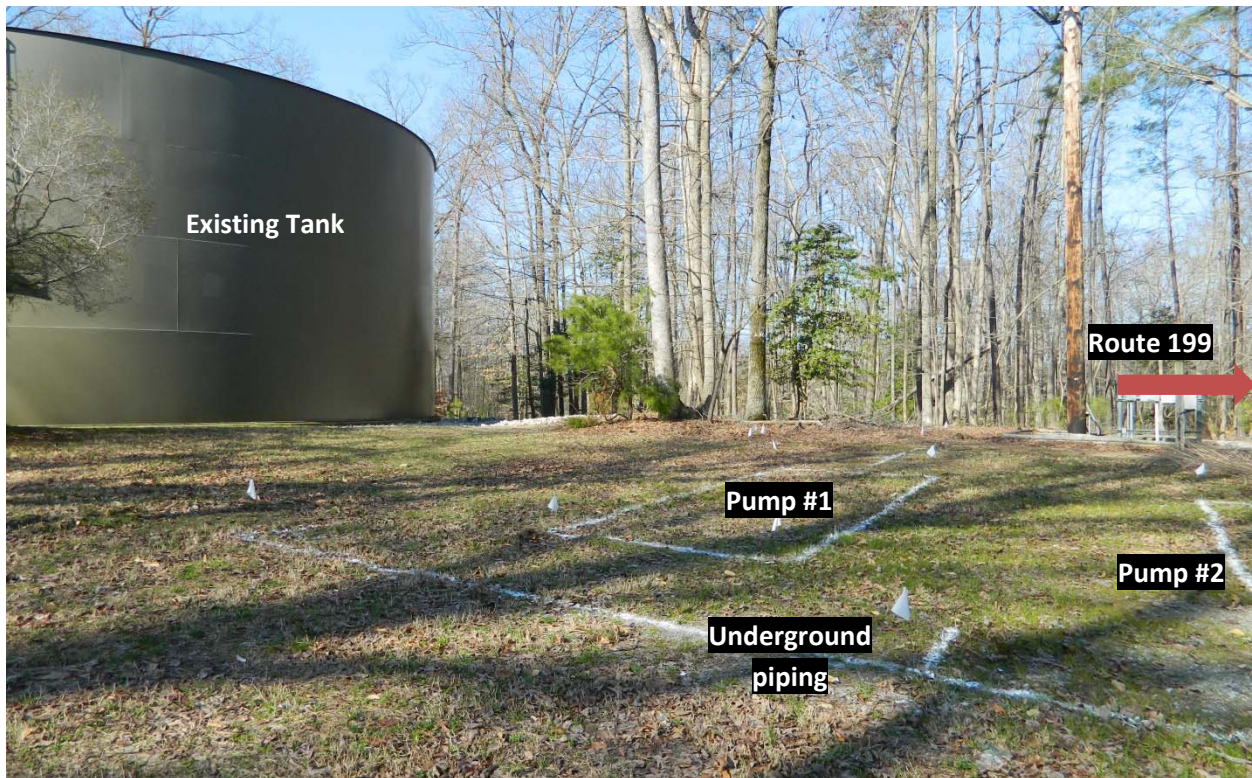




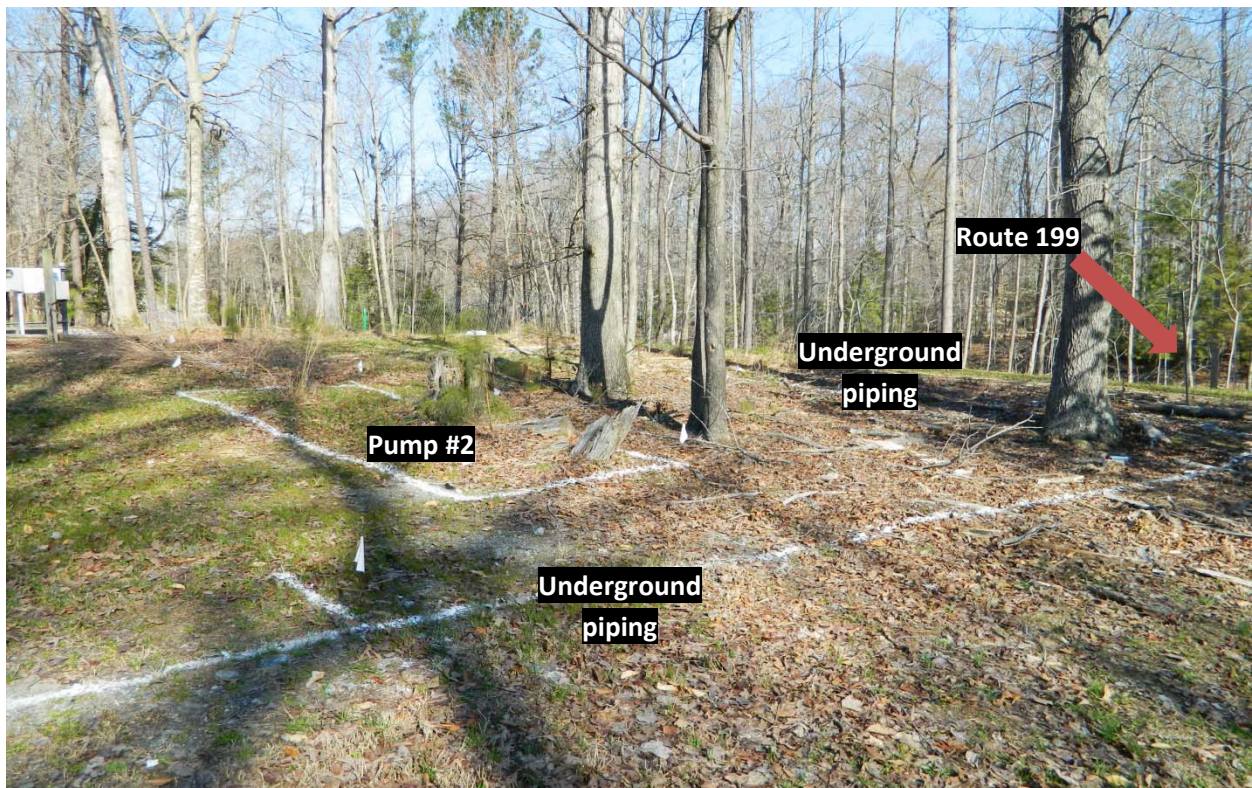




### Attachment 3: Pictures of site layout



Picture 1: View from access driveway looking west.



Picture 2: View west looking towards Route 199.



**Case Nos. Z-0001-2013/SUP-0002-2013, Williamsburg Landing, Boatwright Circle  
Staff Report for the May 1, 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**

May 1, 2013 7:00 p.m.  
June 11, 2013 7:00 p.m. (tentative)

**SUMMARY FACTS**

Applicant: Mr. Paul Gerhardt, Kaufman & Canoles

Land Owner: Williamsburg Landing, Inc.

Proposal: To amend the existing proffers and SUP conditions to allow one additional independent living unit on Boatwright Circle.

Location: 5550 Williamsburg Landing Drive

Tax Map/Parcel: 4810100063

Parcel Size: 15.79 acres

Existing Zoning: R-5, Multifamily Residential and AA, Airport Approach Overlay

Comprehensive Plan: Low Density Residential

Primary Service Area: Inside

**STAFF RECOMMENDATION**

Staff finds the proposed use to be consistent with the surrounding zoning and development and compatible with the 2009 Comprehensive Plan. Staff recommends the Planning Commission recommend approval of this application to the Board of Supervisors with the amended proffers and the conditions listed at the end of the report.

Staff Contact: Jennifer VanDyke, Planner Phone: 253-6882  
Proffers: Are signed and submitted in accordance with the James City County Proffer Policy

**PROJECT DESCRIPTION**

Mr. Paul Gerhardt with Kaufman & Canoles has applied on behalf of Williamsburg Landing, Inc. to amend the existing proffers and special use permit (SUP) conditions to allow one additional independent living unit within Boatwright Circle, bringing the total to 28 units on the property located at 5550 Williamsburg Landing Drive. This property is also identified as Parcel No. 4810100063 on the James City County Real Estate Tax Map. The approximate size of the unit will be 2,500 square feet. Independent living facilities are a specially permitted use in the R-5 district. The independent living units currently on the property are operating under an existing SUP issued by the Board in 1993. All conditions associated with this SUP have been satisfied; however, two conditions (Nos. 3 and 4) have been included in the proposed conditions to establish consistency with the other independent living units on the property.

There is currently a maintenance shed at the approximate location of the proposed new unit. This shed will be demolished. A new shed approximately 2,150 square feet will be placed on an adjacent parcel 4820100003 as approved with Case No. SP-0037-2010.

Williamsburg Landing management has engaged in conversations with residents in Boatwright Circle regarding the proposed changes. An announcement was made publically at Resident Council (resident leadership) and Association (all residents) meetings. Management states that they received positive feedback and support for the project and no objections were expressed. Management has closely monitored the activity associated with the maintenance shed and considers it beneficial to have a residential unit in its place due to the increased traffic and activity (starting at 6:00 a.m.) associated with maintenance functions.

### **Project History**

The subject parcel, taken together with the parcels to the north and east, also known as 5560 and 5700 Williamsburg Landing Road, respectively, comprise Williamsburg Landing, a Continuing Care Retirement Community (CCRC). According to the Zoning Ordinance, a CCRC is an age-restricted development that is planned, designed and operated to provide a full range of accommodations for senior citizens, including independent living, assisted living and a skilled nursing component.

In 1993, the subject parcel was rezoned from R-8 to R-5, Multifamily Residential, with proffers. The applicant concurrently applied for a special use permit to allow the development of 27 dwelling units in the area now known as Boatwright Circle.

The parcel to the east currently contains 220 independent living units. The parcel to the north currently contains 63 independent living units, 61 assisted living units and 58 nursing units. Under approved proffers and SUP conditions 87 independent living units, 100 assisted living units and 100 nursing units are permitted under the most recent Board approval in 2008. A site plan was approved in 2011 for each of the unit increases minus 2 nursing units. In 2011, the applicant received approval to extend the commencement of construction associated with Case No. SUP-0005-2011.

### **Williamsburg Landing Unit Counts**

<u>Unit Type</u>	<u>Existing on 4810100063 Subject Parcel</u>	<u>Existing on 4820100002</u>	<u>Existing on 4820100003</u>	<u>Approved for 4820100003 but not yet built</u>
Independent Living Unit	27 + 1 (proposed)	220	63	87
Assisted Living Unit			61	100
Nursing Unit			58	100
<b>Total</b>	<b>28</b>	<b>220</b>	<b>182</b>	<b>287</b>

Staff notes there is an established landscaping buffer along the Lake Powell Road right-of-way as required by Case No. SUP-0007-1993. A new condition has been added with the intent to supplement the existing landscaping along Williamsburg Landing Drive to help screen the new construction from vehicular traffic. The condition would result in approximately ten (10) additional evergreen shrubs.

### **Archaeological Impacts**

The subject property is not located within an area identified as a highly sensitive area in the James City County Archaeological Assessment and therefore an archaeological study is not required.

### **Environmental**

Watershed: College Creek

Engineering and Resource Protection has reviewed this application and has recommended approval.

### **Public Utilities**

The site is located within the Primary Service Area and it is served by public water and sewer. The James City Service Authority (JCSA) has reviewed this application and has recommended approval. Due to the negligible increase in the amount of water usage JCSA staff has not requested a Water Conservation Agreement or a proffer payment.

### **Transportation:**

Staff finds that the proposed unit will generate no more than ten (10) additional vehicular trips with limited impact to the local road system. Vehicular access to the site will be through Williamsburg Landing Drive.

**2009 Traffic Counts (Lake Powell Road):** From Brookwood Drive to Treasure Island Road there were 2,000 trips.

### **COMPREHENSIVE PLAN**

The site is designated Low Density Residential on the 2009 Comprehensive Plan Land Use Map. Low Density Residential has groupings of recommended uses with corresponding development standards; timeshares, retirement and care facilities and communities are recommended uses. Standards as found in the Comprehensive Plan are: the development must complement the residential character of the area; have traffic, noise, lighting and other impacts similar to surrounding residential uses; generally be located on collector or arterial roads at intersections; and provide adequate screening and buffering to protect the character of nearby residential areas. The similar character of surrounding development, physical attributes of the site, buffers and proximity to Lake Powell Road all support development of this type in accordance with the Comprehensive Plan's Low Density Residential Use and Character Compatibility.

The recommended density in the 2009 Comprehensive Plan for Low Density Residential is from one unit per acre up to four units if particular public benefits are provided. The density calculation adjusted to include the additional unit is 1.76 units per acre, up from 1.71 units per acre, a marginal increase. In this case the public benefit is seen as adherence to open space design. The development has retained natural vegetative buffers around the water body (College Creek), has emphasized the use of natural screening/buffering and has protected the designated Community Character Corridor along Route 199. The development also meets the Comprehensive Plan's Residential Development Standards by creating a sense of place.

A portion of the subject parcel is within the Airport Approach (AA) Overlay District. The AA Overlay District is established for the purpose of protecting the public health, safety and general welfare by preventing obstructions that constitute a hazard to air navigation. Condition No. 4 has been carried over from SUP-0007-1993, requiring that all potential residents of Boatwright Circle be properly notified of the development's proximity to the AA Overlay District.

### **RECOMMENDATION**

Staff finds the proposed use to be consistent with the surrounding zoning and development and compatible with the 2009 Comprehensive Plan. Staff recommends the Planning Commission recommend approval of this application to the Board of Supervisors with the amended proffers and the following conditions.

1. **Master Plan:** This Special Use Permit shall be valid for the addition of one independent living unit, all existing independent living units and other minor improvements (the "Project"). The Project shall be located as shown on the master plan titled "Williamsburg Landing Boatwright Circle Modification Conceptual Plan" prepared by AES Consulting Engineers, dated March 14, 2013.
2. **Williamsburg Landing Drive Buffer:** Prior to final site plan approval for any new construction within Boatwright Circle, a landscaping plan shall be approved by the Planning Director for the

Project. The landscaping plan shall include landscaping an area approximately fifteen (15) feet in width starting at the existing fence found approximately seventy (70) feet from the Lake Powell Road property line and running the length of the south side of Williamsburg Landing Drive for one hundred fifty (150) feet. It is the intent of this condition to supplement gaps within the existing landscape buffer with upright evergreen shrubs of a species that will achieve a height of at least ten (10) feet to help screen the new construction from vehicular traffic on Williamsburg Landing Drive.

3. **Lake Powell Road Buffer:** An area of one hundred (100) feet from the edge of the existing Lake Powell Road right-of-way shall be left as buffer area and remain in its natural state except for necessary utility crossings or construction road entrances.
4. **Notification:** All potential residents of the residential structures shall be formally notified by the developer and/or seller the development's proximity to the Airport Approach Overlay District.
5. **Architectural Review:** Prior to site plan approval, the Planning Director shall review and approve building materials and colors for the Project to ensure consistency and compatibility with adjacent residential structures.
6. **Commencement of Construction:** If construction has not commenced on the Project within twenty-four (24) months from the issuance of the special use permit, it shall become void. Construction shall be defined as obtaining permits for building construction and footings and/or foundation has passed required inspections.
7. **Severance Clause:** This special use permit is not severable. Invalidity of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

  
Jennifer Van Dyke

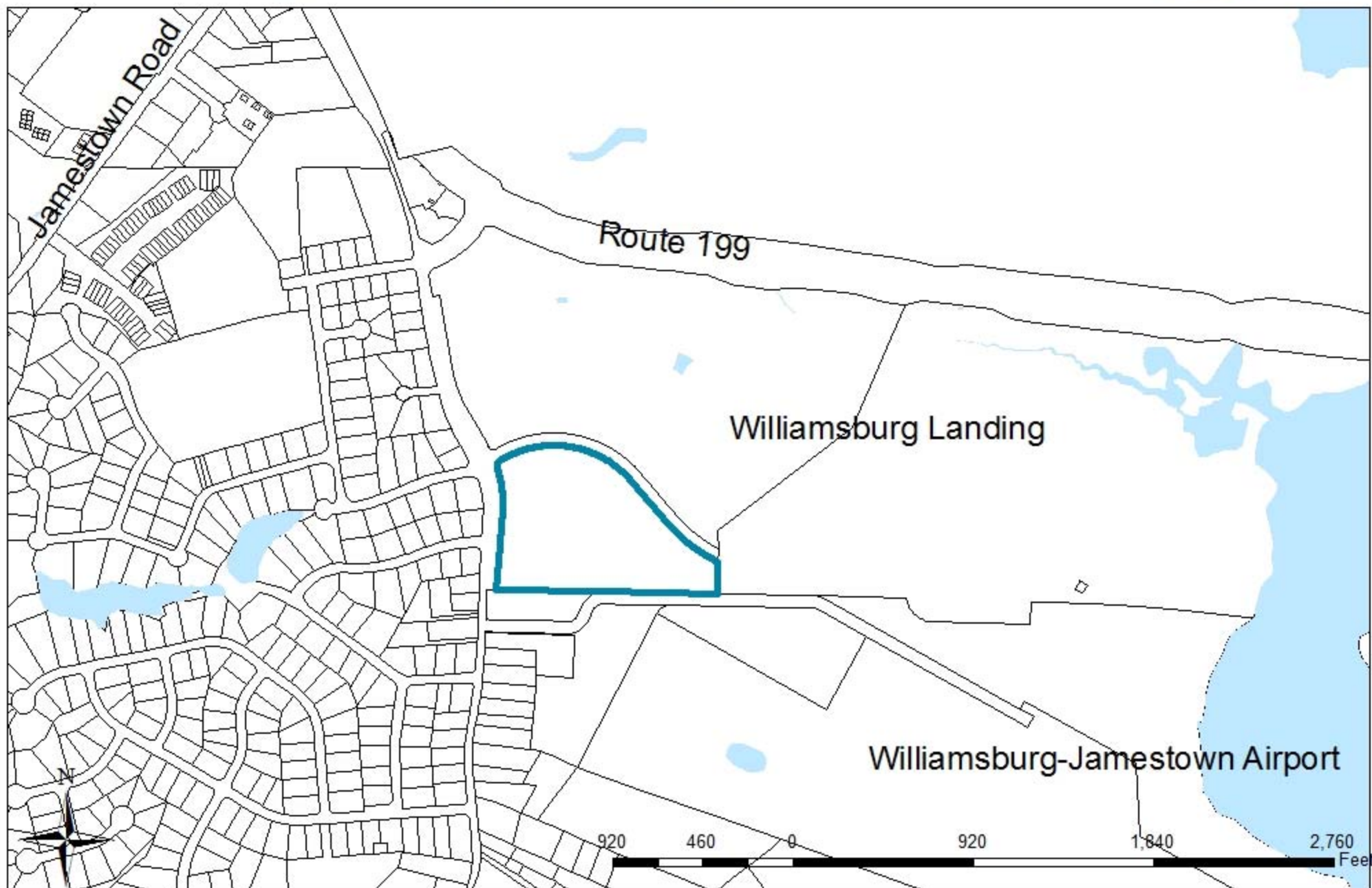
**ATTACHMENTS:**

1. Draft proffers
2. Location map
3. Map including unit counts
4. Photographs of existing units
5. Conceptual Plan



# JCC-Z-0001-2013/SUP-0002-2013

## Williamsburg Landing, Boatwright Circle



Prepared by/Return to:  
Kaufman & Canoles, P.C.  
4801 Courthouse Street, Suite 300  
Williamsburg, Virginia 23188

Parcel No. 4810100063

### **PROFFER AMENDMENT**

*Applicable to Tax Parcel No. 4810100063 (Boatwright Circle Property)*

THIS PROFFER AMENDMENT ("Amendment") is made this 18<sup>th</sup> day of April, 2013, by and between **WILLIAMSBURG LANDING, INC.**, a Virginia non-stock non-profit corporation, and/or its successors and assigns (collectively "WLI") (to be indexed as grantor), and **THE COUNTY OF JAMES CITY, VIRGINIA**, a political subdivision of the Commonwealth of Virginia ("County") (to be indexed as grantee), provides as follows:

#### **RECITALS:**

**R-1.** WLI is the owner of certain real property in James City County, Virginia, being more particularly described on **EXHIBIT A** attached hereto and made a part hereof (the "Boatwright Circle Property").

**R-2.** The Boatwright Circle Property is subject to that certain Proffer Agreement (the "Existing Proffers") dated April 30, 1993 and of record in the Clerk's Office of the Circuit Court for the City of Williamsburg and County of James City, Virginia (the "Clerk's Office") at Deed Book 623 at Page 661.

**R-3.** The Boatwright Circle Property is subject to that certain special use permit dated May 3, 1993 and identified as SUP-0007-1993 (the "Existing SUP").

**R-4.** WLI has made application to the County pursuant to County Case Nos. Z-0001-2013 and SUP-0002-2013 (the "Applications") to amend the Existing Proffers and Existing SUP to increase the number of units permitted to be constructed in accordance with Condition No. 2 of the Existing Proffers by one (1) additional unit.

**R-5.** The provisions of the James City County Zoning Ordinance, Section 24-1, *et seq.* (the "Zoning Ordinance"), may be deemed inadequate for protecting and enhancing orderly development of the Boatwright Circle Property. Accordingly, WLI, in furtherance of the above-described application for rezoning, desires to proffer certain conditions which are limited solely to those set forth herein in addition to the regulations provided for by the Zoning Ordinance for the protection and enhancement of the development of the Boatwright Circle Property, in accordance with the provisions of Section 15.2-2303 *et seq.* of the Code of Virginia, as amended (the "Virginia Code") and Section 24-16 of the Zoning Ordinance.

NOW, THEREFORE, for and in consideration of the approval of the Applications set forth above by the County Board of Supervisors, and pursuant to Section 15.2-2303, *et seq.*, of the Virginia Code and Section 24-16 of the Zoning Ordinance, it is agreed that all of the following conditions shall be met and satisfied in developing the Boatwright Circle Property.

PROFFERS:

1. Amendment of Existing Proffers to Allow for Additional Unit (the "Additional Unit"). Condition No. 2 of the Existing Proffers is hereby amended and restated in its entirety as follows:

*Independent living units shall be limited to a total of twenty-eight (28) units for the Undeveloped Property; however, such limitation shall not apply to the other uses hereby permitted.*

2. Effect of this Amendment. As amended by this Amendment, the Existing Proffers and Existing SUP are hereby ratified and confirmed and all other terms of the Existing Proffers and Existing SUP shall remain in full force and effect.

3. Delegation of Subsequent Approvals. The County Board of Supervisors by accepting this Amendment is exercising its legislative function. While this Amendment and the Existing Proffers provide for subsequent approvals by the County or by its duly authorized designees appointed by the County, such subsequent approvals by any duly authorized designee of the County shall not include the exercise of any legislative function.

4. Severability. In the event that any clause, sentence, paragraph, section or subsection of this Amendment or the Existing Proffers shall be adjudged by any court of competent jurisdiction to be invalid or unenforceable for any reason, including a declaration that it is contrary to the Constitution of the Commonwealth of Virginia or of the United States, or if the application thereof to any owner of any portion of the Boatwright Circle Property or to any government agency is held invalid, such judgment or holding shall be confined in its operation to the clause, sentence, paragraph, section or subsection hereof, or the specific application thereof directly involved in the controversy in which the judgment or holding shall have been rendered or made, and shall not in any way affect the validity of any other clause, sentence, paragraph, section or provision hereof.

5. Successors and Assigns. This Amendment and the Existing Proffers shall be binding upon and shall inure to the benefit of the parties hereto, and their respective heirs, successors and/or assigns.

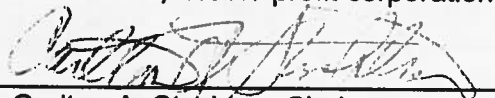
**[SIGNATURES APPEAR ON THE FOLLOWING PAGES]**

[SIGNATURE PAGE TO PROFFER AMENDMENT]

WITNESS the following signatures, thereunto duly authorized:

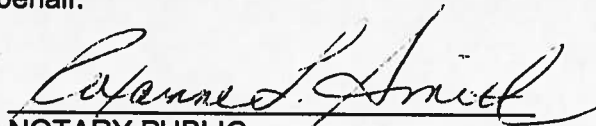
**WILLIAMSBURG LANDING, INC.**  
a Virginia non-stock, not-for-profit corporation

By:

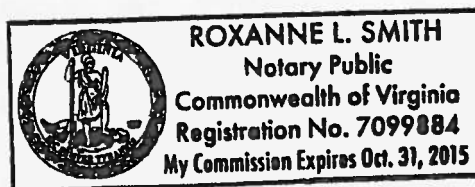
  
Carlton A. Stockton, Chairman

COMMONWEALTH OF VIRGINIA  
COUNTY OF JAMES CITY, to wit:

The foregoing instrument was acknowledged before me this 18<sup>th</sup> day of April, 2013 by Carlton A. Stockton as Chairman of the Board of Directors of Williamsburg Landing, Inc., a Virginia non-stock, not-for-profit corporation, on its behalf.

  
NOTARY PUBLIC

My commission expires: 10/31/2015

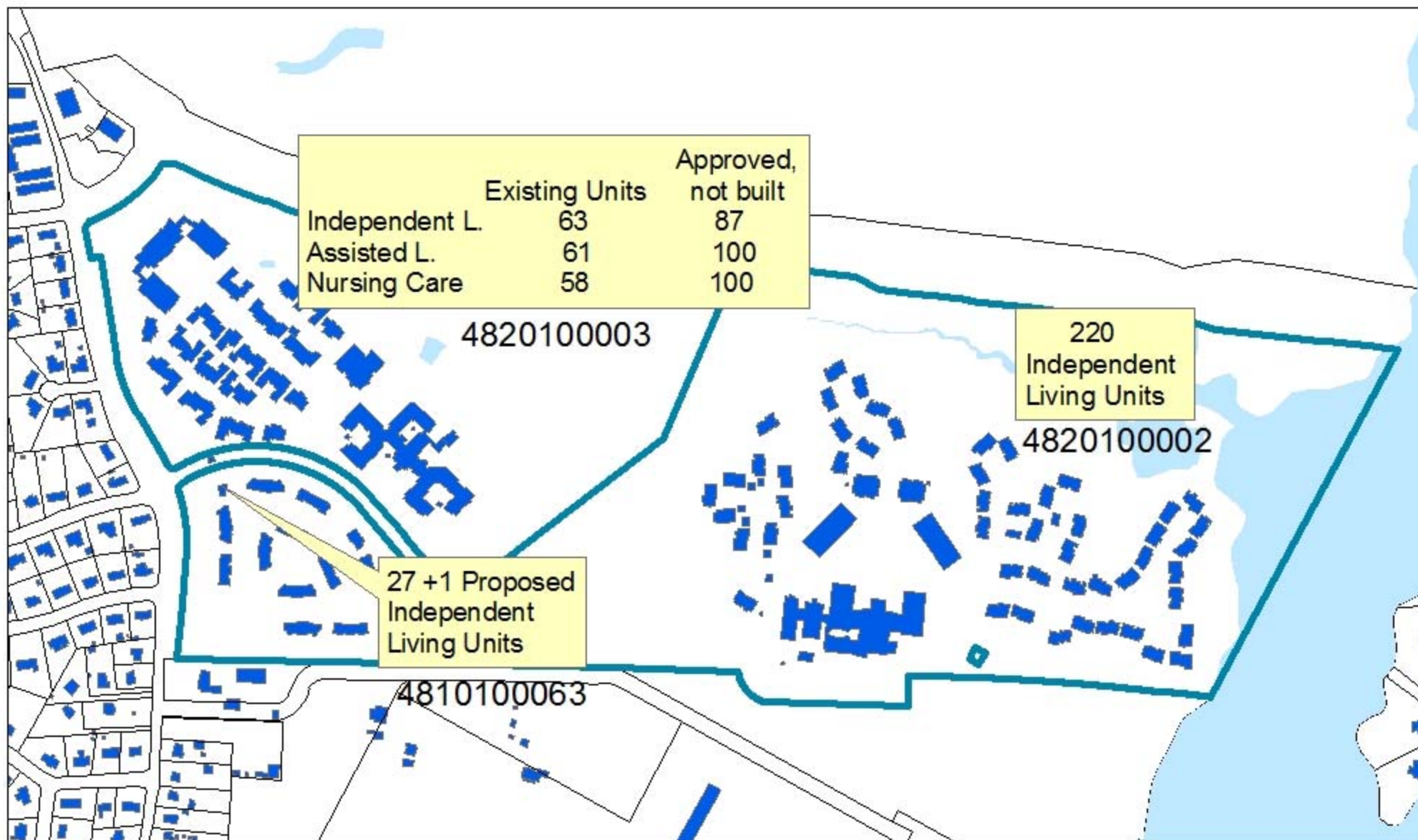


**EXHIBIT A**

All that certain tract or parcel of land situate in James City County, Virginia, and more particularly described as "13.9303 ACRES" as shown on that certain plat entitled "PLAT OF 1.8609 ACRES & 13.9303 ACRES, PARCEL "B" & PART OF PARCEL "C" (P.B. 39, PG. 20 & 21), BEING A SUBDIVISION OF PROPERTY OF AMERICAN RETIREMENT CORPORATION FOR CONVEYANCE TO WILLIAMSBURG LANDING, INC., JAMES CITY COUNTY, VIRGINIA", dated 12-14-92 and prepared by Stephen A. Romeo, Land Surveyor, Langley and McDonald, Engineers-Planners-Surveyors, a copy of which plat is recorded in the Clerk's Office of the Circuit Court for the City of Williamsburg and County of James City in Plat Book 56, Page 72.



# Williamsburg Landing







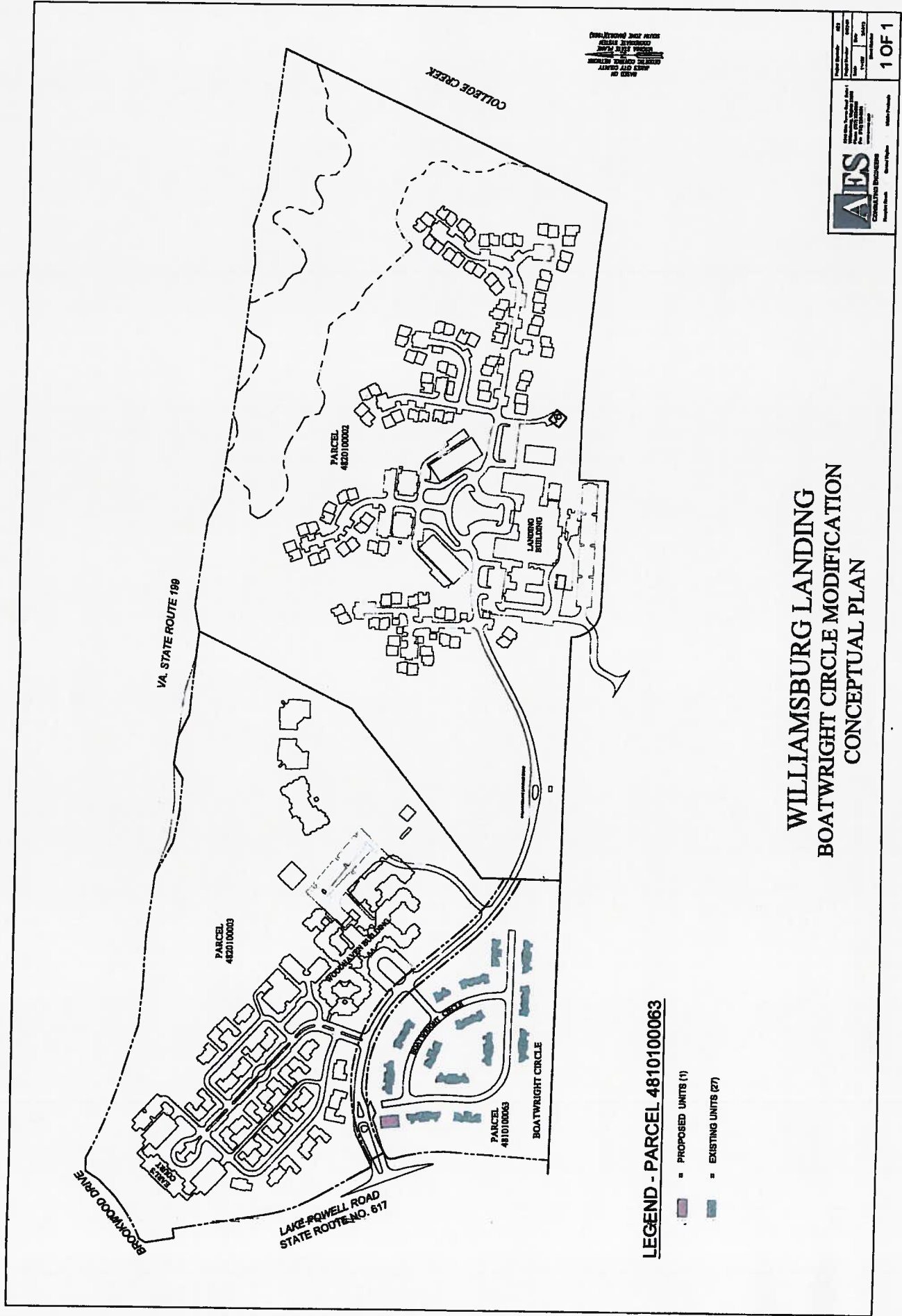




Landscape Services Building



2-0001-2013 / SUP-0002-2013



# MEMORANDUM

DATE: May 1, 2013

TO: The Planning Commission

FROM: Paul Holt, Planning Director

SUBJECT: Preparation for the May 28, 2013 Joint Planning Commission/Board of Supervisors Work Session

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In preparation for the joint Planning Commission/Board of Supervisors work session scheduled for May 28, 2013, the Policy Committee recently discussed the topics of the Coordinated Regional Comprehensive Planning Process and the overall Planning Division work program for FY14. Each topic was introduced in the Policy Committee's March 14 packet (attached), and follow-up questions were presented on April 11 to facilitate the discussion (summarized below).

The Committee is sharing this information with the full Commission to allow for broader Commission discussion and input prior to the work session, if desired. In addition, staff will be working with the Planning Commission and Policy Committee chairs on supplemental meeting materials to guide the discussion.

## Coordinated Regional Comprehensive Planning Process

1. Is the Committee comfortable accepting or formally endorsing the regional work that has been done to date?

*The Committee concluded that the summary document and the James City County/Williamsburg/York County Comprehensive Transportation Study should be endorsed by the Commission/Board to recognize the work that went into producing them and to elevate their status as technical resources and foundational planning documents for future years. The Committee recommended that the Regional Bikeway Map be adopted by the Commission/Board as an official document, similar to the process that has occurred in Williamsburg and York County.*

2. What does the Committee believe should be the focus and scale of the Comprehensive Plan Update process commencing in FY14?

*The Committee suggested an update process that was smaller in scope than a full re-write of the 2009 Comprehensive Plan. The Committee members indicated that replicating the citizen survey would be an important element. The Committee thought the Land Use, Transportation and Economic Development sections would need to be more closely examined but that other sections might remain wholly or substantially in their current state.*

3. Would the Committee conclude that there were enough success/positives to the process over the last two years to make another regional process desirable in future years?

*The Committee members indicated that regional coordination continues to be important and that the process had positive elements. The Committee recommended continued efforts in future years.*

4. If so, would the Committee have any guidance on the possible methodology of the County's participation in future efforts (public meetings and discussion among the Commissions similar to this last process, or inclusion of other elements or processes that might be different)?

*The Committee indicated that public forums and a joint meeting of the Planning Commissions might continue to be components of a process in the future and offered a number of suggestions that could enhance them. Suggestions included considering a different format for the joint Planning Commission meeting (such as a day-long event with a concentration on small group work), using third-party facilitation for the meetings, and changing the level of specificity in the questions that are posed at the public forums.*

Planning Division Work Program – FY14

1. Of the possible ordinance amendment topics listed in the March 14, 2013 memo, what priority order would the Committee recommend? Are there any proposed amendments the committee would recommend not pursuing at all in FY14? Are there any additional amendment topics the committee would like to add to the list?

*The Committee suggested that the Rural Lands public engagement piece and Accessory Apartment items be high priorities, that the restaurants change and housekeeping items be medium priorities, and that the “emerging technologies” item (wind, solar, etc.) be a low priority. The Committee did not add any additional topics to the list.*

Attachments

1. Memos provided to the Committee for its March 14<sup>th</sup> meeting
2. Draft Coordinated Comprehensive Plan Summary Document provided to the Committee for its March 14<sup>th</sup> meeting

## MEMORANDUM

DATE: March 14, 2013

TO: The Policy Committee

FROM: Paul D. Holt, III, Director of Planning  
Tamara A. M. Rosario, Principal Planner

SUBJECT: Update on Coordinated Regional Comprehensive Planning Process

---

The information contained in this memorandum is designed to provide the Policy Committee with an update on the regional comprehensive planning effort, and specifically, to prepare for the upcoming joint meeting of the James City County Planning Commission and Board of Supervisors. The overall goals of today's meeting are to:

1. Inform the Policy Committee of the process to-date;
2. Conduct Policy Committee discussion of next-step options for James City County.

Staff offers the following information in relation to these goals, and looks forward to discussion at the meeting.

### **Process To-Date**

In 2006 the governing bodies of James City County, the City of Williamsburg, and York County agreed to coordinate the timing of their comprehensive plan reviews. In James City County, this commitment was re-affirmed and reset to a 2012 timeframe by adoption of a resolution by the Board of Supervisors in August of 2008. The purpose of the coordinated timing was to promote closer collaboration and communication concerning land use, transportation, and other comprehensive plan issues that cross jurisdictional boundaries. It was agreed from the outset that each locality would be conducting its own independent comprehensive plan review and developing its own plan; the coordinated timing of these reviews was intended to provide an opportunity for citizens of all three localities to talk about issues of mutual interest.

Planning and preparation for this coordinated effort began in 2010 as the three Planning staffs began meeting to discuss and outline a work program and to identify opportunities for jointly conducted baseline studies. The proposed schedule and deliverables were presented to the James City County Board of Supervisors in April 2011. In keeping with the material presented to the Board, work continued through 2011 with the preparation of a combined map depicting existing land use (as of October 2011) across the Historic Triangle. At the request of the three localities, the Hampton Roads Transportation Planning Organization prepared a James City County/Williamsburg/York County Comprehensive Transportation Study, which was completed in March 2012. An Economic Diversification Study was prepared by the Historic Triangle Collaborative and provided to the localities. Finally, a project web site (<http://planning.org>) was developed, with information about the coordinated review process along with reports on demographics, housing, and transportation using data from the 2010 Census and other sources.

The Historic Triangle Coordinated Comprehensive Plan Review process officially kicked off in early 2012 with a series of joint community forums that were held throughout the Historic Triangle. These forums were an opportunity for citizens of all three localities to come together both to learn about the three comprehensive plans and to share their visions and goals for the future of the Historic Triangle, with a particular focus on three key geographic areas where jurisdictional boundaries meet. Although lower York County does not share a common boundary with either James City County or Williamsburg, a fourth forum was held in the Tabb area of York County at the request of the York County Board to provide an opportunity for County residents outside the greater Williamsburg area to participate. Planning Commissioners and Planning staff from the three jurisdictions were present at all four forums to hear the citizens ideas and comments. Meeting dates and locations are listed below:

- February 2, 2012 – Magruder Elementary School (Riverside/Marquis/Busch Area)
- February 23, 2012 – Warhill High School (Lightfoot/Pottery Area)

- February 27, 2012 – Williamsburg Community Building (Northeast Triangle & Surrounding Area)
- March 15, 2012 – Tabb Library (Lower York County)

Following the joint community forums, the three Planning Commissions held a joint work session on April 30, 2012 to review and discuss the citizen comments made at the forums (which were all posted on the project web site) and issues of common concern, such housing affordability, transportation, economic development, and land use compatibility along jurisdictional borders.

Following completion of these activities, York County and the City of Williamsburg continued with their comprehensive plan review and update processes with their respective Planning Commissions and Board of Supervisors/City Council. The staffs of the localities continued to meet on a regular basis to share information about the discussions taking place in their respective jurisdictions. These discussions also led to the inclusion of some Historic Triangle-focused language in the draft documents (in addition to the many other discussions of regional issues and cooperation that have carried over from past plans).

#### A few examples from York County:

- In the Introduction and Citizen Input sections, the text includes a description of the four regional community forums and the overall regional process. The regional community forums were a substantial component of the public meetings held by York County in the citizen input effort leading into the update. (York also had two separate community meetings and conducted a telephone survey.)
- In the Land Use section, the Lightfoot Sub-area description now states, “Adjoining land in James City County is similarly configured and is designated for economic development, which creates an opportunity for very large-scale development in this area. In any event, development on either side of the jurisdictional boundary in Lightfoot would include opportunities for the other county to participate by reviewing plans and offering input. Alternatively, any master planning exercise or development project involving property on both sides of the county line would require joint participation and close cooperation on the part of both counties.”
- In the Transportation section, information and data from the regional Transportation Study noted above were incorporated in the text.
- In the Transportation section, the Regional Bikeways plan and map, which were updated as part of an corollary effort in 2012 by the Historic Triangle Bicycle Advisory Committee, are incorporated in the text.
- In the Transportation section, the walkways description and new map show proposed routes that coordinate with proposed routes in the City and James City County.

#### A few examples from City of Williamsburg:

- In the Introduction section, wording was added stating “we have also, for the first time, coordinated the update of this Comprehensive Plan with the Comprehensive Plans of our two adjoining jurisdictions – James City County and York County.”
- In the Goals section, new items were added such as “work with James City County and York County to ensure that the visual quality of the entrance corridors is consistent among the three jurisdictions.”
- In the Transportation section, information and data from the regional Transportation Study noted above were incorporated in the text (the Study itself is also included as an Appendix).
- In the Transportation section, the Regional Bikeways plan and map, which were updated as part of an ancillary effort in 2012 by the Historic Triangle Bicycle Advisory Committee, are discussed in the text.
- In the Implementation section, under the Inter-Jurisdictional Cooperation heading, it states “for the first time, Williamsburg, James City County and York County have coordinated their individual 2012 Comprehensive Plan updates, hosting four Regional Community Forums and a joint Planning Commission work session as a part of the process. The comprehensive planning process should continue to be coordinated in future years between the three jurisdictions.”

In the memo provided to the James City County Board of Supervisors in 2011, it stated that at the completion of the process, a summary document for all three Comprehensive Plans would be developed, including a consolidated future land use map, to supplement the individual Comprehensive Plans for Board consideration and approval. Therefore,

while the localities have worked on their plans, staff also prepared a draft summary document (attached) that reflects information in each plan. The draft document has been compiled with the purpose of providing the regional scale background information that had been prepared, and describing the areas and topics where the localities had similar approaches as well as those areas where the localities' approaches were different. It is staff's understanding that this summary document, which reflects information in their updated plans, will be going forward to the Williamsburg and York Planning Commissions and Board/Council as informational items. In other words, having adopted their updated Comprehensive Plans, the summary document in the other two localities will be a technical document that is accepted, rather than an adopted component of the localities' plans. Substantial progress towards completion of the updated comprehensive plans in Williamsburg and York has now occurred. Williamsburg's Comprehensive Plan was adopted on January 10, 2013. York County held a public hearing on the Comprehensive Plan at its February 13 Planning Commission meeting and anticipating a vote by the Planning Commission in April.

#### **Next Steps for James City County**

As has been discussed with the Commission and Board over the last few years, the situation in James City County is different than in the other two localities due to the last update of our Comprehensive Plan having been completed in 2009. The County has participated in the joint community forums, the meetings of the Commissions and Boards, prepared the specified deliverables, and conducted many meetings with the staff of the other jurisdictions.

Staff now hopes to discuss and define the path forward for the County in relation to the regional work that has been done. The specific discussion points should include:

- 1.) Staff will review the attached draft summary document and the other referenced work products with the Policy Committee and would appreciate input and feedback.
- 2.) Accepting, either for informational purposes, or more formally endorsing, the regional work that has been done to date.
- 3.) Based on that work completed to date, and in keeping with a five-year clock from the County's 2009 Comprehensive Plan, staff would appreciate input and early discussion regarding those elements that should be included as part of the next Comprehensive Plan Update commencing in FY14. Staff anticipates this could at a minimum include the regional elements (Regional Bikeway Map; Regional Transportation Study; and demographic information related to the 2010 Census data); the Land Use Section; and confirmation of the Goals, Strategies and Actions.
- 4.) And finally, staff would appreciate input and feedback from the Policy Committee on the Coordinated Regional Comprehensive Planning Process as it has progressed (e.g., successes/positives, etc.) over the last two years. As a corollary, discussion and input into how the coordination process, including participation in regional meetings and discussions, should be pursued in future years following the upcoming Comp. Plan update would be appreciated.

The process as undertaken in 2012 has not resulted in common text in the plans, nor in the development of unified strategies memorialized in common goals, strategies or actions. However, from staff's perspective, the regional process has resulted in a number of items of value – hearing from citizens about issues that cross jurisdictional boundaries, joint locality meetings of the Planning Commissions and Boards/Council, preparation of comparable technical information on land use, transportation, housing, and demographics, and preparation of information on similar/different approaches on these topics.

#### **Conclusion**

Staff looks forward to the Policy Committee's discussion and input on March 14, 2013. As noted above, staff anticipates that the Committee's discussion of this issue will be conveyed at the joint meeting of the James City County Planning Commission and Board of Supervisors, which is tentatively scheduled for May 28, 2013.

#### **Attachments**

1. Draft summary document



## MEMORANDUM

DATE: March 14, 2013  
TO: The Policy Committee  
FROM: Paul D. Holt, III, Director of Planning  
SUBJECT: Planning Division Work Program – Remainder FY13 and FY14

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The information contained in this memorandum is designed to provide the Policy Committee with an update on the Planning Division work program for the remainder of fiscal year 2013 and for fiscal year 2014. Staff is particularly interested in talking to the Committee about item II, Ordinance amendments, in the context of the Comprehensive Plan and the other work program items noted below.

### ***I. Comprehensive Plan-related activities***

As has already been outlined in a separate memo, staff anticipates some work on the Comprehensive Plan in the next fiscal year, and looks forward to additional discussion and input on this category.

### ***II. Ordinance amendments***

Currently underway are an examination of pawnshops and changes to the landscape ordinance. Other potential ordinance amendments, together with a short description, are listed below:

Rural Lands Public Engagement	This major item was part of the original Zoning Ordinance Update. Anticipate bringing forward a proposed methodology to define a public engagement process to solicit public/stakeholder input into the commercial and residential aspects of the Rural Lands districts.
Chickens in Residential Districts	This item was brought to Commission's and Board's attention in 2012. Anticipate examining whether to permit chickens, and if so, under what circumstances.
Accessory Apartments	This item was discussed by the Policy Committee. Anticipate re-examining whether to permit/specially permit accessory apartments in the various districts and their associated standards and conditions.
Fast Food Restaurant	Clarify the current definition, based on recent experience/inquiries and the industry.
Other Housekeeping	Based on recent experience, staff anticipates small "tweaks" to the Parking, Wireless Communication Facilities, and R-4 sections of the ordinance.
Wind and Solar Production/ Electric Vehicle Charging	Examine changes to the ordinance to accommodate these technologies.

### ***III. Transportation projects***

Preparation of information and coordination of transportation items has been a significant work program item in past years, and staff anticipates this category continuing and increasing in scope in coming years. In particular, the two County-administered corridor studies will be major planning efforts spanning 12-18 months and will include technical reports and public/stakeholder input.

Management of Corridor Studies – Longhill Road and Mooretown Extended
Updates to Six Year Plan
Participation in on-going regional effort to secure a VDOT enhancement money for Rt. 60
Work with VDOT on approved transportation improvement projects (such as Rt. 60 relocated, Skiffes Creek Connector, Racefield Road, Croaker Multi-Use Trail, etc.)
On-going work with the Hampton Roads Transportation Planning Organization on funding of existing projects
Preparation of new requests for various funding sources (CMAQ, RSTP, Transportation Alternatives Program, etc.)



#### ***IV. Other "Special Projects"***

Cumulative Impact Tracking project – next steps include assigning per unit/lot impacts in various impact categories (especially re: traffic and transportation)
Establishment of an AFDs of Local Significance Program (per recent changes in State Code)
Follow-up to items adopted during the Zoning Ordinance update (green building internal and external training, establishment of protocols for the Housing Opportunity Policy)

#### ***V. "Routine" duties***

In addition to the items above, staff will complete "routine" duties, including, but not limited to; current planning case review and preparation (conceptual, site, subdivision, rezoning, SUP, etc.); demographic and socioeconomic updates and information; work with groups such as the Historical Commission, HTBAC, Williamsburg Botanical Garden, New Town DRB, etc.; greenspace acquisition and monitoring assistance; coordinating updates of the Comprehensive Plan Goals, Strategies and Actions; preparation of Capital Improvement Program materials; tracking State Legislation; and Division management (budget, workload indicators, work program, etc.).

#### **Division Resources**

During the last Comprehensive Plan update, the Division had nine staff planners, plus management and support staff. At the present time, the Division has six staff planners, plus management and support staff.

#### **Conclusion**

Staff looks forward to the Policy Committee's discussion on March 14, 2013. Staff looks to the Committee for its priorities, information about the Committee's expectations (scope, timing, etc.) for the projects described above, and information on any other items the Committee may wish to consider in FY13/FY14. This input will help prepare staff for the Planning Commission/Board of Supervisors joint work session, with an aim toward better aligning the work program and resources to expectations.

## INTRODUCTION

In 2006 the governing bodies of James City County, the City of Williamsburg, and York County agreed to coordinate the timing of their next comprehensive plan reviews. Each of the three localities has an adopted comprehensive plan – a long-range plan for the physical development of the area within its jurisdiction – and by state law these plans must be reviewed at least once every five years. The purpose of the coordinated timing was to promote closer collaboration and communication concerning land use, transportation, and other comprehensive plan issues that cross jurisdictional boundaries. It was agreed from the outset that each locality would be conducting its own independent comprehensive plan review and developing its own plan, the coordinated timing of these reviews was intended to provide an opportunity for citizens of all three localities to talk about issues of mutual interest. This is just one of many examples of inter-jurisdictional cooperation among the three localities. Others include the [Williamsburg Area Transport system](#), the [Williamsburg Regional Library system](#), the [Regional Bikeway Plan](#), the [Historic Triangle Bicycle Advisory Committee](#), and the [Regional Issues Committee](#).

Planning and preparation for this coordinated effort began in 2010 as the three planning staffs began meeting to discuss and outline a work program and identify opportunities for jointly conducted baseline studies. This work continued through 2011 with the preparation of a combined map depicting existing land use (as of October 2011) across the Historic Triangle. At the request of the three localities, the Hampton Roads Transportation Planning Organization prepared a *James City County/Williamsburg/York County Comprehensive Transportation Study* (which was completed in March 2012). In addition, a project logo was designed and a project web site (<http://planning.org>) was developed, with information about the coordinated review process along with reports on demographics, housing, and transportation.

The Historic Triangle Coordinated Comprehensive Plan Review officially kicked off in early 2012 with a series of joint community forums that were held throughout the Historic Triangle. These forums were an opportunity for citizens of all three localities to come together both to learn about the three comprehensive plans and to share their visions and goals for the future of the Historic Triangle, with a particular focus on three key geographic areas where jurisdictional boundaries meet. Although lower York County does not share a common boundary with either James City County or Williamsburg, a fourth forum was held in the Tabb area of York County to provide an opportunity for County residents outside the greater Williamsburg area to participate. Planning Commissioners and planning staff from the three jurisdictions were present at all four forums to hear the citizens ideas and comments. Meeting dates and locations are listed below:

- February 2, 2012 – Magruder Elementary School (Riverside/Marquis/Bush Area)
- February 23, 2012 – Warhill High School (Lightfoot/Pottery Area)
- February 27, 2012 – Williamsburg Community Building (Northeast Triangle & Surrounding Area)
- March 15, 2012 – Tabb Library (Lower York County)

The combined attendance at these forums was 162, representing 131 citizens, some of whom attended more than one forum. Of those who participated, 36% were from James City County, 34% from York County, 24% from Williamsburg. The remaining 6% lived outside the Historic Triangle or did not clearly indicate their place of residence. Following the joint community forums, the three Planning Commissions held a joint work session on April 30 to review and discuss the citizen comments made at the forums and issues of common concern, such as housing affordability, transportation, economic development, and land use compatibility along jurisdictional borders.



**Joint Planning Commission Meeting, Legacy Hall, April 30, 2012**

Following completion of these activities, York County and the City of Williamsburg continued with their comprehensive plan review and update processes with their respective Planning Commissions and Board of Supervisors. The staffs of the localities continued to meet on a regular basis to share information about the discussions taking place in their respective jurisdictions. Following adoption of the updated Williamsburg and York County comprehensive plans in January and \_\_\_\_ 2013 respectively, this document has been compiled with the purpose of providing regional background information and describing the areas and topics where the localities had similar approaches as well as those areas where the localities' approaches were different. The purpose of this document is to serve as a foundation for ongoing dialogue and cooperation.

## A STATISTICAL SNAPSHOT OF THE HISTORIC TRIANGLE

### Introduction

Virginia's Historic Triangle, defined as the area encompassing the City of Williamsburg, James City County, and portions of York County (Bruton District, the Naval Weapons Station, and the Yorktown village), is located in the Virginia Coastal Plain on the peninsula formed by the James and York Rivers and the Chesapeake Bay. It is part of the Hampton Roads region and the Virginia Beach-Norfolk-Newport News VA NC Metropolitan Statistical Area (MSA). This area has been dubbed the Historic Triangle because of its unique role in the founding of our nation. The western point of the triangle, Jamestown, located in James City County, was founded by the first settlers in 1607 and is the site of the first permanent English settlement and the first colonial government in America. Williamsburg, the northern point, served as Virginia's colonial capital during most of America's struggle for independence. The eastern point, Yorktown, where independence was won, is located in York County and is the site of the final major battle of the American Revolutionary War.



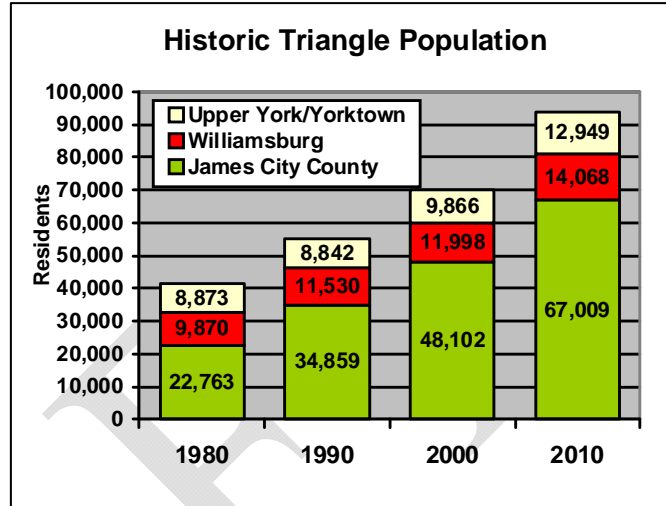
With 207 square miles, the Historic Triangle occupies slightly over half the total land area (53%) of the Virginia Peninsula, which also includes lower York County and the Cities of Newport News, Hampton, and Poquoson. In population, however, the Historic Triangle represents only 17% of the Peninsula's total population of approximately 484,000.

- Land Area: 207 square miles
- Population: 94,026
- Population Density: 454 persons per square mile
- Average Household Size: 2.45 persons per household
- Average (Mean) Household Income: \$86,793



## **Population and Demographics**

- According to the 2010 Census, the Historic Triangle is home to slightly more than 94,000 people. The population has grown by about a third since 2000. Over three quarters of this growth took place in James City County, which now accounts for 71% of the area's population; Williamsburg and upper York County/Yorktown account for 15% and 14% of the population respectively. The area's population grew by 34% between 2000 and 2010 – 39% in James City County, 17% in Williamsburg and 31% in York County (upper York/Yorktown). By comparison, the state of Virginia grew by 13%.
- The Historic Triangle is less racially diverse than the MSA or the state as a whole, with whites representing 78% of all residents, blacks 14%, and Asians 3%. American Indians and Alaska Natives, Native Hawaiians and other Pacific Islanders, and other races represent a combined total of 2% of the population, while another 3% of residents fall into the "Two or More Races" category. The MSA and the state of Virginia have smaller proportions of whites (60% and 69% respectively) and larger proportions of both blacks (31% and 19% respectively) and Asians (4% and 6% respectively). Hispanics make up 5.0% of the population, compared with 5.4% in the MSA and 7.9% in Virginia.
- The average household size in the Historic Triangle – at 2.45 persons per household, according to the 2010 Census – is relatively low. The MSA has an average of 2.55 persons per household while the Virginia average is 2.54.
- Compared with the MSA and the state, the Historic Triangle has more residents, proportionally, who are 55 years of age and older and fewer who are in their teens, twenties, and thirties. Those 55 and older constitute 32% of the Historic Triangle's population, 23% in the MSA, and 24% in the state. Residents under the age of eighteen, who represent 24% and 23% of the MSA and state populations, respectively, constitute 20% of the population of the Historic Triangle.
- The population of the Historic Triangle is relatively well-educated, with 45% of residents age 25 and older holding a Bachelor's Degree or higher (compared to 27.1% in the MSA and 33.4% in the state). Similarly, 92.1% in the Historic Triangle hold at least a high school diploma (compared to 88.8% in the MSA and 85.8% in the state).

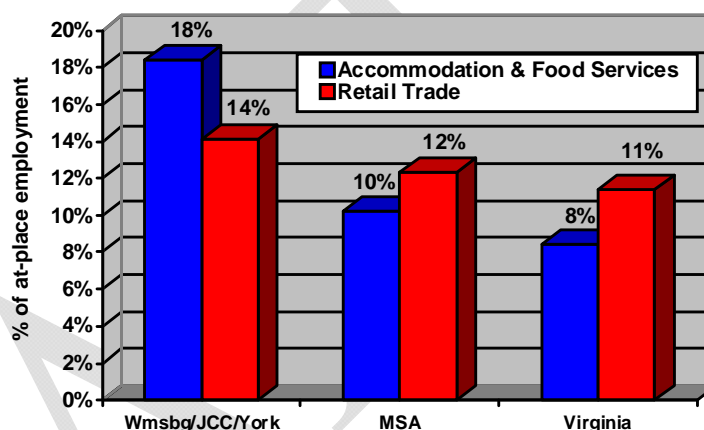


## **Economics**

- Residents of the Historic Triangle are relatively affluent, with a mean household income of \$86,793. This compares favorably with the Virginia Beach MSA (\$70,589) and the state of Virginia (\$80,851).

- The importance of tourism in the Historic Triangle is reflected in the high proportion of jobs in the Accommodation and Food Services industry, which, according to the Virginia Employment Commission, represents 18.4% of total employment in Williamsburg, James City County, and York County. By comparison, this sector represents only 10.2% of employment in the MSA and 8.4% in the state. These are relatively low paying jobs – \$329 a week, on average – which might help to explain why the average weekly wage in the three Historic Triangle localities (\$632) trails the MSA (\$763) and Virginia (\$928) averages. The highest-paying jobs on the Peninsula, on average, are in Hampton and Newport News.
- As of July 2011, the combined unemployment rate for the three localities is 6.1%, lower than both the MSA (7.0%) and the state (6.2%) rates.
- Over three quarters of workers in the Historic Triangle age 16 and over – 78.5% – drive alone to work. Most of the rest – 10.1% of the total – carpool, while 3.7% walk, 1.2% use public transportation, 1.2% use other means, and 5.3% work at home. Walking to work is most prevalent in the City of Williamsburg, where walkers represent 24.7% of the employed labor force.
- At \$2 billion in 2010, total taxable sales in James City County, Williamsburg, and York County fell for the third consecutive year. The large role that tourism plays is reflected in the fact that 9.5% of the three localities' taxable sales come from accommodation (i.e. hotels and motels, bed-and-breakfasts, campgrounds, etc.), which accounts for only 3.3% of taxable sales statewide.

**Employment in Selected Job Sectors**



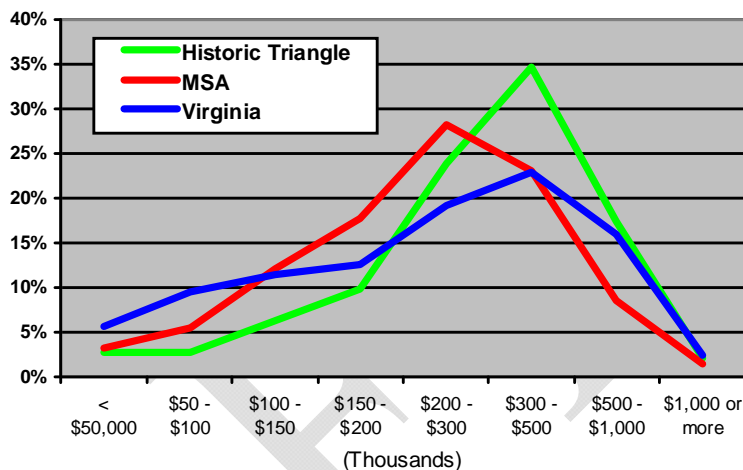
## **Housing**

- There are a total of 41,458 housing units in the Historic Triangle – an increase of 45% (12,932 units) since 2000. Single-family detached homes make up the majority (69%) of the area's housing stock. For the MSA and the state, they represent 62% and 63% of the housing stock respectively.
- The amount of renter-occupied housing – though relatively high in Williamsburg, where it represents 56% of all occupied housing units – is disproportionately low in the Historic Triangle as a whole, representing 28% of the occupied housing stock. By comparison, rental housing represents 37% of occupied housing in the MSA and 33% across the state.
- Home vacancy rates in the Historic Triangle are slightly higher than in surrounding areas. For owner-occupied housing, the vacancy rates are 2.8% in the Historic Triangle, 2.5% in the MSA, and 2.1% in Virginia. The corresponding rates for rental housing are 8.0%, 7.6%, and 7.6% respectively.

- With almost a third of all housing units (31%) built in the last ten years, the area's housing stock is relatively young. Only 10% of housing units in the Historic Triangle are at least 50 years old, compared to 23% in the MSA and 24% statewide.

- House values are generally higher in the Historic Triangle than in the MSA or the state as a whole. James City County leads with a median house value of \$334,100, followed by York County (\$316,100) and Williamsburg (\$311,200). The median house value is \$233,600 in the MSA and \$247,100 statewide. Likewise, the median gross monthly rent is \$1,124 in York County, \$1,017 in James City County, and \$950 in Williamsburg. For the MSA and the state, the median gross monthly rents are \$918 and \$931 respectively.

**Value of Owner-Occupied Housing**



- Compared with the MSA and the state, the Historic Triangle has a smaller proportion of households that are paying more than 30% of their income on housing. For homes with a mortgage, about a third of households in the Historic Triangle (33.6%) are spending more than 30% of their incomes on housing; for the MSA and the state, the proportions are 38.2% and 34.6% respectively. For rental housing, the figures are 46.3% for the Historic Triangle, 50.2% for the MSA, and 46.8% for the state.

**Sources:**

- United States Bureau of Labor Statistics
- United States Census Bureau, 2000 and 2010 Censuses
- United States Census Bureau, American Community Survey, 2005-09
- Virginia Department of Taxation
- Virginia Employment Commission



## TRANSPORTATION IN THE HISTORIC TRIANGLE

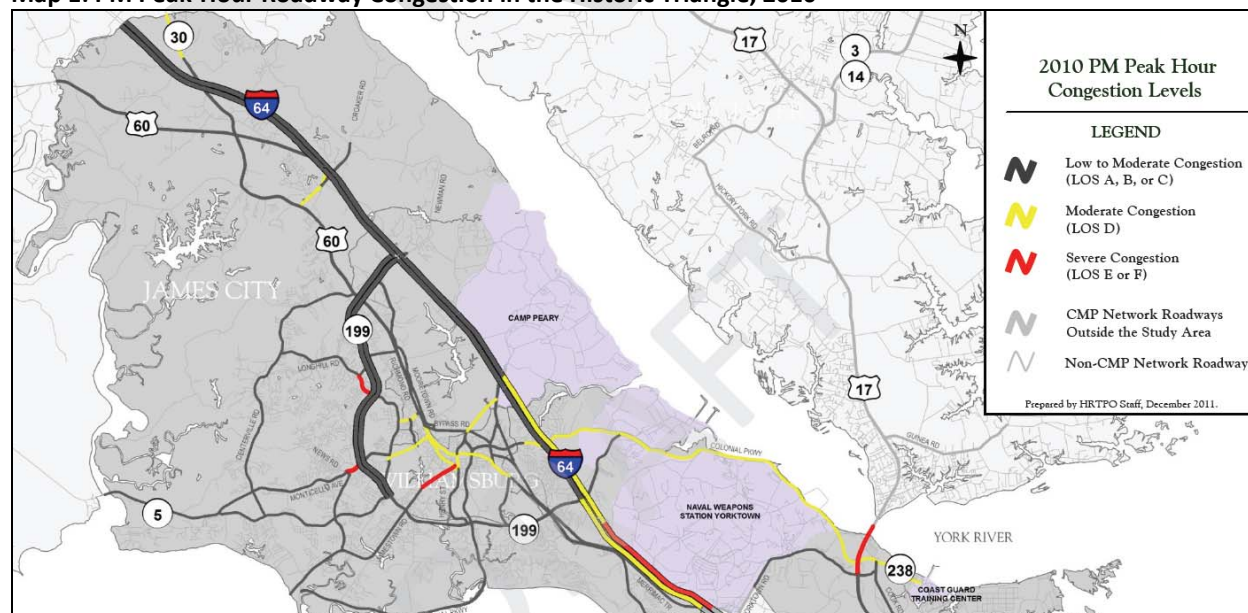
Traffic does not stop at the county or city line, and neither do most of our roads, bus routes, railroads, bikeways, or sidewalks. Transportation is an inherently regional concern that calls for regional approaches. Residents and businesses in the Historic Triangle rely on a number of major transportation arteries that cross the often invisible boundaries of the three localities, including Interstate 64, Routes 60, 132, 143, and 199, Ironbound Road, Jamestown Road, Longhill Road, Monticello Avenue, Mooretown Road, Penniman Road, Second Street, the Colonial Parkway, and the CSX railroad tracks.

As members of the [Hampton Roads Transportation Planning Organization](#) (HRTPO) – the intergovernmental transportation planning agency for the Hampton Roads region – James City County, Williamsburg, and York County have a long history of working closely and cooperatively with one another and their neighbors to develop plans and policies to promote the safe and efficient movement of people and goods. As part of this coordinated comprehensive plan review, the HRTPO prepared the [James City County/Williamsburg/York County Comprehensive Transportation Study](#), which provided much of the background information and technical analysis that have been incorporated into the localities' comprehensive plans.

### Roadways

The HRTPO has identified roads on the Congestion Management Process network (i.e., interstates, freeways and other expressways, principal and minor arterials, and some collector) that are either congested or projected to be congested by 2034. Roadway segments in the Historic Triangle that are currently experiencing severe congestion (as shown on Map 1) are I-64 westbound between the James City County/York County line and the Grove Interchange; Jamestown Road between College Creek and Boundary Street; Longhill Road between Olde Towne Road and Route 199, Monticello Avenue between News Road and Route 199, and Route 17 (George Washington Memorial Highway) between the Gloucester County line and Goosley Road.

**Map 1: PM Peak-Hour Roadway Congestion in the Historic Triangle, 2010**

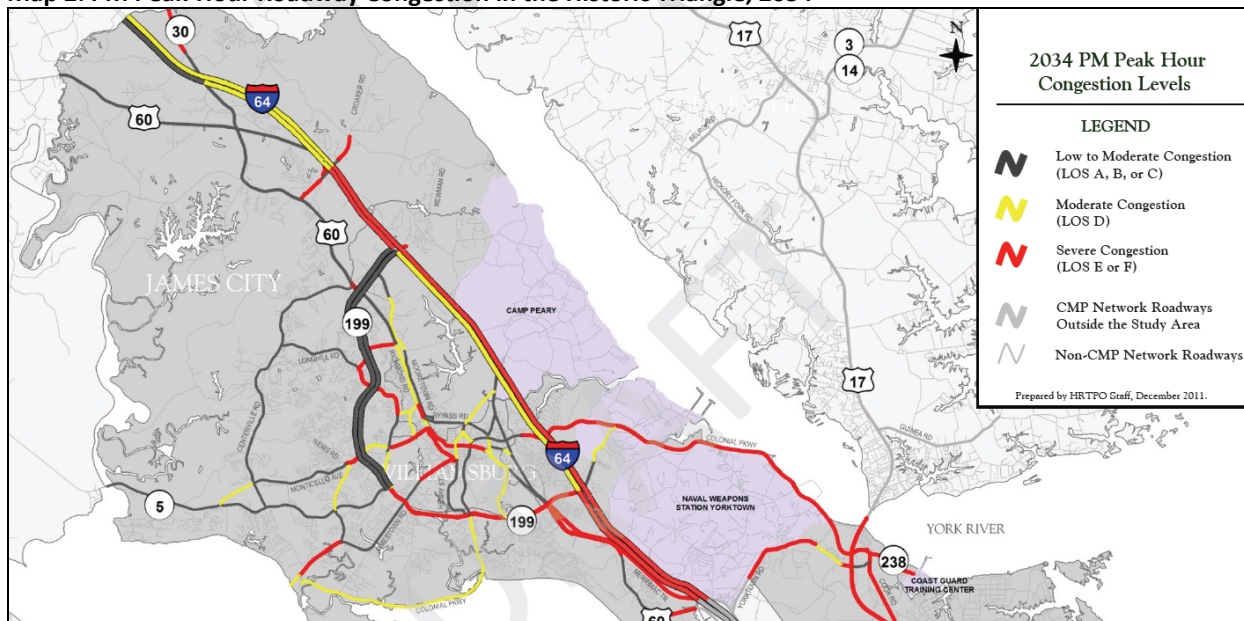


Source: Hampton Roads Transportation Planning Organization

According to the HRTPO's traffic modeling, the Historic Triangle is expected to experience a fourteen-fold increase in the amount of severely congested road mileage from 4.1 miles in 2010 to 64.4 miles by 2034, including the roadway segments listed below and shown in Map 2:

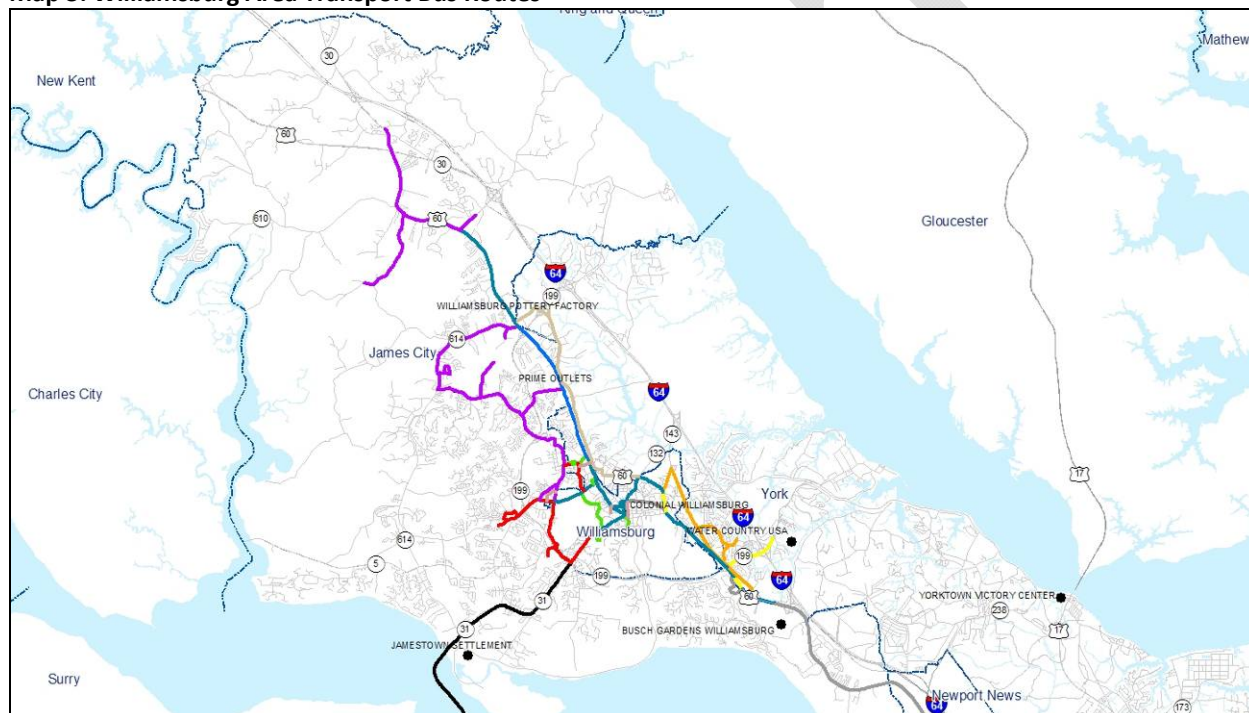
- Ballard Street between Cook Road and U.S. Coast Guard Training Center,
- Boundary Street between Jamestown Road and Francis Street,
- Colonial Parkway between Williamsburg city line and Ballard Street,
- Cook Road between Route 17 (George Washington Memorial Hwy) and Ballard Street,
- Croaker Road between Route 60 and Maxton Lane,
- Interstate 64 between the Croaker interchange and the Newport News city line,
- Jamestown Road between Colonial Parkway and Sandy Bay Road,
- Lafayette Street between Richmond Road and Capitol Landing Road,
- Longhill Road between the Longhill Connector and Olde Towne Road,
- Longhill Connector between Longhill Road and Ironbound Road,
- Merrimac Trail between Newport News city line and Route 199,
- Monticello Avenue between Ironbound Road and Richmond Road,
- Newman Road between Interstate 64 and Fenton Mill Road,
- Old Stage Road between the New Kent County line and Barnes Road
- Old Williamsburg Road between Newport News city line and Goosley Road,
- Olde Towne Road between Longhill Road and Richmond Road,
- Pocahontas Trail - BASF Road to Newport News city line and JCC line to Grove Interchange,
- Richmond Road between Lightfoot Road and Route 199; between Ironbound Road and Bypass Road, and between Boundary Street and Monticello Avenue,
- Rochambeau Drive between 0.7 mi. east of Ashington Way and Croaker Road, and
- Route 199 between John Tyler Highway and Interstate 64.

**Map 2: PM Peak-Hour Roadway Congestion in the Historic Triangle, 2034**



Source: Hampton Roads Transportation Planning Organization

### Map 3: Williamsburg Area Transport Bus Routes



## Rail Travel

Historic Triangle Coordinated Comprehensive Plan Review Summary Report – Page 9



York, and Boston. Expanded and improved passenger service, including higher-speed inter-city rail service and commuter rail, will require significant railroad track upgrades along the Peninsula and in the Richmond area, where the CSX ACCA Yard is a notorious choke point for rail traffic.

Rail plays an important role in moving freight as well as passengers through the Historic Triangle area and the Hampton Roads region. With spurs and sidings to industrial areas, the CSX line serves several industrial users in James City and York Counties, including the Anheuser Busch InBev brewery, Ball Metal, the Dominion Virginia Power Yorktown Power Station, and the Western oil refinery. Because there is only one track throughout much of the CSX rail corridor, the shared use of the rail line for both passenger and freight service represents a major capacity constraint.

### **Bikeways**

There are roughly 104 miles of bikeways in the Historic Triangle, 40 of which run through the Colonial National Historical Park (see Map 4). Bicycle facility planning is a joint effort of the three localities, dating back to 1993 and the adoption of a Williamsburg-James City County-York County Regional Bikeway Plan and the formation of the [Historic Triangle Bicycle Advisory Committee](#) (HTBAC). The HTBAC, comprised of citizen appointees and staff from each locality as well as the [National Park Service](#), the [Colonial Williamsburg Foundation](#), and the [College of William and Mary](#), is responsible for recommending bike-way projects for implementation; recommending amendments to the bikeway plan; and developing and implementing promotional, informational, and safety initiatives related to bicycling. This partnership has resulted in the addition of over 35 miles of bikeways throughout the Historic Triangle.

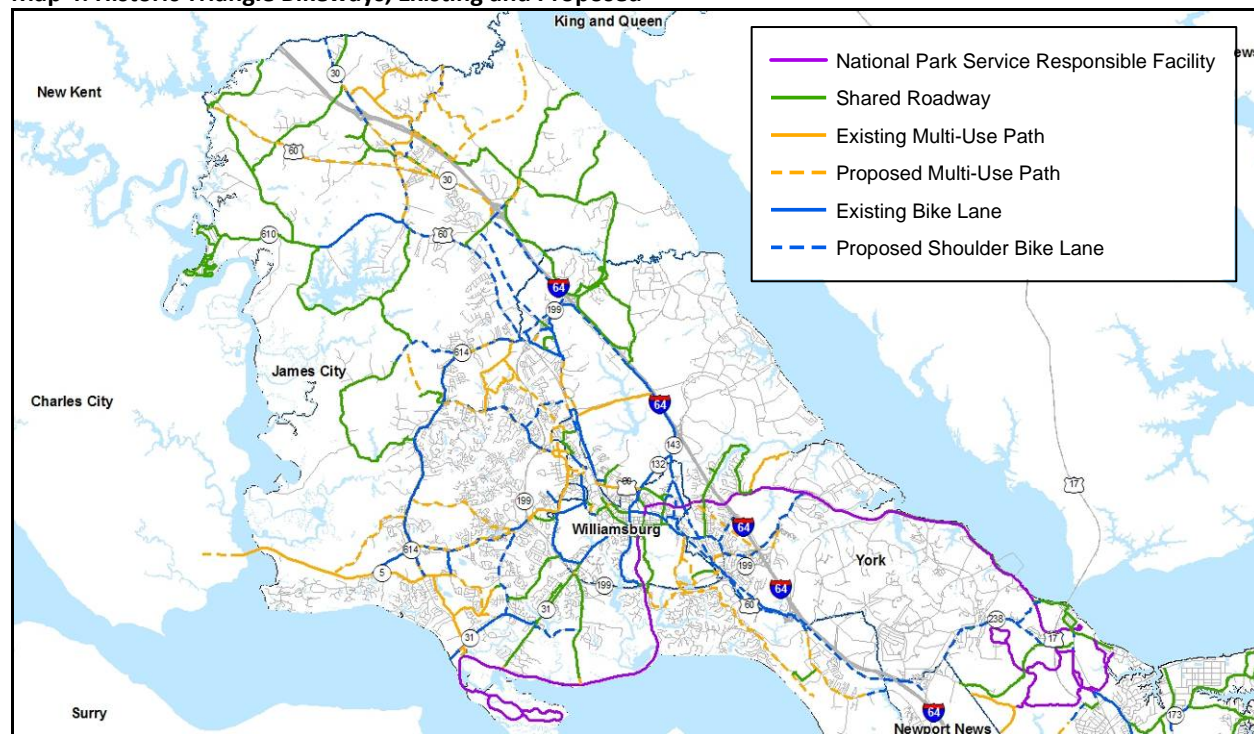
Bikeways fall into three basic categories:

- Multi-Use Paths are constructed physically separate from the highway. They are usually eight to ten feet wide and are designed to accommodate pedestrians and two-way bicycle traffic.
- Bike Lanes are constructed adjacent to traffic lanes and are generally delineated by pavement markings. They are typically four to six feet wide and considerably less costly to construct than multi-use paths. To accommodate two-way traffic, these bike lanes must be constructed on each side of the road. Shoulder bike lanes can often be built in conjunction with highway construction or repaving projects.
- Shared Roadways are travel lanes that are shared by all users of the roadway. Occasionally the travel lanes are widened to 14 or 15 feet rather than the standard 12 feet, but often signage is the only accommodation. There are no bikeway pavement markings associated with these facilities, and the roadway may be signed as a bicycle route. Shared roadways are typically designed on roads with very light traffic and in developed areas where other modes are not feasible.

Bikeways do not necessarily require significant local public investment. For example, bike facilities are less costly to construct when incorporated into a road construction, widening, or repaving project, as in the case of the extension of Mooretown Road in York County, the repaving of Capitol Landing Road/Route 143 and Lafayette Street/York Street in Williamsburg, and the extension of Monticello Avenue in James City County. Official VDOT policy is to initiate highway construction projects with the presumption that the projects will accommodate bicycling and walking. In addition, there are several federal and state funding sources available for bike facilities – such as the Transportation Enhancements, CMAQ (Congestion Mitigation and Air Quality), and VDOT Revenue Sharing programs – that require the locality to pay as little

as 50%, 20%, or even 0% of the project cost. Finally, ensuring that developers install bike and pedestrian facilities along designated routes as a condition of development approval requires no initial local government expenditures and lessens the ultimate cost of providing complete, interconnected linkages.

**Map 4: Historic Triangle Bikeways, Existing and Proposed**



## Walkways

According to the Census Bureau's American Community Survey, 3.7% of workers in the Historic Triangle who are at least 16 years old walk to work. This is slightly higher than in the Virginia Beach MSA (2.3%) and the state as a whole (2.8%). Walking is most prevalent in Williamsburg, where walkers represent almost a quarter of the employed labor force (24.7%), and least prevalent in James City County, where 0.8% commute on foot. In upper York County, the proportion of walking commuters is 1.3%, while 9.5% in the Yorktown village walk to work. Williamsburg's relatively compact scale and fairly extensive sidewalk network contribute to the high degree of pedestrian activity in the City. Over the past 25 years the City has filled in many gaps in its sidewalk system while requiring new development to include sidewalks. In James City County, which adopted a Sidewalk Master Plan in 1989, amended it in 1998, and adopted a Pedestrian Accommodations Plan in 2011,



Sidewalk on Second Street in York County

most sidewalks have been constructed by the private sector in conjunction with land development; however, many sidewalk projects have been implemented by the County using state and federal funds. York County, which adopted its sidewalk plan in 1995, has also worked to create a more pedestrian-friendly environment through private as well as public sector efforts. In recent years, York County has eliminated some critical gaps in the Historic Triangle sidewalk network by adding sidewalks along Merrimac Trail, Second Street, and Richmond Road in York County to connect with existing sidewalks in the City of Williamsburg that ended at the County line. The result has been a vast improvement in pedestrian mobility and safety. As the localities continue to identify and address their respective sidewalk needs, the interconnection of local sidewalk networks should remain a priority.

### **Airports**

The Historic Triangle communities are served by three major commercial airports: [Newport News-Williamsburg International Airport](#) (located in Newport News with runways extending into lower York County), [Richmond International Airport](#), and [Norfolk International Airport](#). These three airports offer daily commercial passenger flights serving both domestic and international travel. In addition, the [Williamsburg-Jamestown Airport](#) is a small general aviation facility located in James City County that is a base for a flight school and small private planes. There is no scheduled commercial passenger service, and the population served is confined to tourists and business clientele who travel by private plane.

An update of the master plan for Newport News-Williamsburg International Airport is currently underway that will consider runway, terminal, and other enhancements to accommodate projected growth in both passenger and freight activity. The airport is projected to grow from 492,548 enplaned passengers in 2009 to around a million (between 948,000 and 1,092,000) by 2032.

### **Waterways**

The many waterways in and around the Historic Triangle are used by residents and businesses for a variety of purposes, including seafood harvesting, recreation, and passive enjoyment, but only the James and York Rivers serve as transportation arteries for both cargo and passengers. Much of the cargo transported by water along the York River in years past has consisted of military supplies to and from the Naval Weapons Station; crude oil and refined petroleum products to and from the Western refinery; and both raw materials and finished paper products to and from the paper mill in West Point. Along the James River, the Virginia Port Authority (VPA) worked with private interests in 2008 to launch a new James River Barge Service between the Port of Virginia and Richmond. The VPA expects this regularly scheduled express barge service, when fully operational, to remove 58,000 trucks from Virginia's roads.

One heavily used mode of water transportation in the Historic Triangle is the Jamestown-Scotland Ferry service on the James River, which links Surry County with the greater Williamsburg area. The four ferry boats, which carry commuters and tourists alike, are part of Virginia's only 24-hour state-run ferry operation.

On the York River, Yorktown has effectively become the port-of-call for the Historic Triangle, hosting recreational vessels for short-term dockage, tall ships, regional passenger cruise lines, and dinner and sightseeing cruise vessels. This activity was made possible by the construction of new docking facilities as part of the County's Riverwalk Landing waterfront redevelopment project, which opened in May 2005. Facilities include a 395-foot boat pier located at the foot of Ballard Street, which provides ample space for tall ships, large and small motor and sailing vessels, and regional cruise lines; the second, smaller pier is



located between the larger pier and the Coleman Bridge and is available for smaller craft such as day-trippers and pleasure boaters visiting the village shops and restaurants. The piers also provide the ability for overnight stays.

### **Future Plans**

Through the Hampton Roads Transportation Planning Organization (HRTPO), the Historic Triangle Bicycle Advisory Committee, the Williamsburg Area Transportation Authority, and various other efforts, transportation – not just roads but rail, transit, bikeways, walkways, etc. – is an issue on which there is a considerable amount of intergovernmental cooperation and agreement among the Historic Triangle localities. This multi-modal and multi-jurisdictional approach is well captured in one of the strategies set forth in James City County's Plan: "Plan and coordinate transportation improvements at the regional and local levels for all modes of travel to ensure efficient transitions from other jurisdictions without congestion or hazard."

A major deficiency in the transportation network of the Historic Triangle and the entire Peninsula is Interstate 64, which is the major northern gateway into the Historic Triangle and the Hampton Roads region. In 1999 VDOT and the Federal Highway Administration (FHWA) sponsored a Major Investment Study of the I-64 corridor that identified the need to widen I-64 to six lanes between I-95 in Richmond and the southern Route 199 (Water Country USA) interchange, and to eight lanes (including two HOV lanes) between Route 199 and I-664. This recommendation was endorsed by James City County, Williamsburg, and York County, all of whom also urged VDOT to pay particular attention to preserving the aesthetic value of this scenic corridor. Thirteen years later, no progress has been made toward widening I-64, and VDOT is once again studying the corridor to determine whether or not to add lanes, and if so, whether to add lanes in the median or on the outside of the existing lanes and whether or not to add tolls. Running through both James City and York Counties Interstate 64 serves as a major gateway into the Historic Triangle. All three comprehensive plans express support for widening this facility while stressing the need for VDOT to carefully explore the tradeoffs between widening the roadway within the median versus widening along the edge of the right-of-way with the goal of preserving at least some of the wide, partially vegetated grass median.

Another potential problem area is the area surrounding the Route 199 interchanges at I-64 and Route 60/Route 143, where the HRTPO traffic modeling indicates severe congestion on all the major roadways – Route 199, Pocahontas Trail, and Merrimac Trail – by 2034. Although congestion on these roads is currently in the low to moderate range, future development in this area – Quarterpath at Williamsburg, additional phases of The Marquis shopping center, and the expansion of Water Country USA – is expected to add significant amounts of traffic that will greatly reduce Levels of Service.

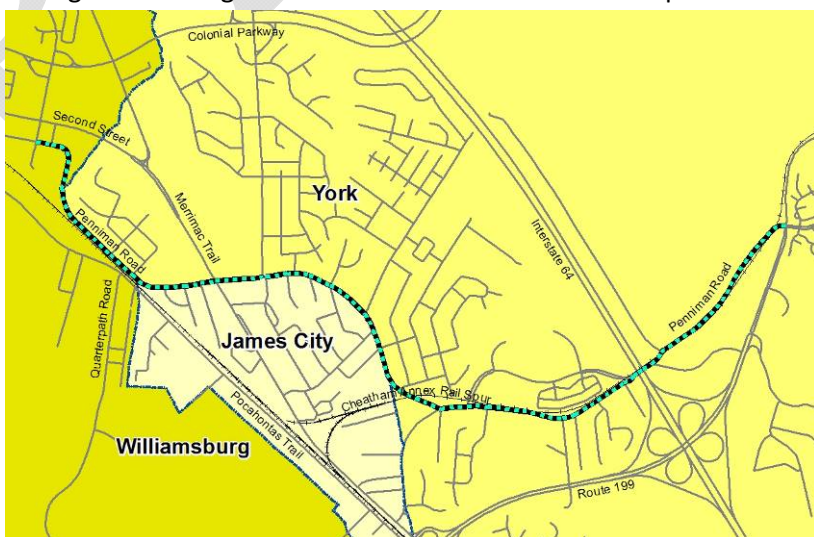
It should be noted, however, that traffic forecasting is not an exact science, and no traffic model is perfect. Long-range forecasts of severe future congestion do not necessarily indicate that improvements will be needed. For example, the HRTPO modeling indicates that the Colonial Parkway and Route 132 in York County – two roads where traffic appears to flow smoothly, even in the morning and afternoon peak hours – are currently experiencing moderate congestion that will become severe by 2034. Forecasts notwithstanding, York County's Comprehensive Plan does not recommend any future improvements to either of these roads or to Ballard Street in Yorktown, which is a relatively low-volume road with little congestion that provides access to the Coast Guard base and a small residential area (Surrender Field) that has very little privately owned land available for future development. Furthermore, as noted in the HRTPO Comprehensive Transportation Study, several of the roadways that are expected to be congested in 2034

are located in historic, educational, or recreational areas and could not be widened without severe impacts on the character of these areas. Such roadways include the Colonial Parkway, Lafayette Street through downtown Williamsburg, Jamestown Road and Richmond Road around the William and Mary campus, Jamestown Road in James City County, and Cook Road and Ballard Street in the vicinity of the Yorktown battlefield.

One potential future road construction project that is discussed in both the James City County and York County comprehensive plans is the extension of Mooretown Road from its present terminus at Lightfoot Road in York County to Croaker Road in James City County. York County's Plan states that this project would have no significant benefit in terms of alleviating traffic congestion but could potentially yield economic benefits by improving accessibility to the Pottery property. Accordingly, the Plan specifies that any extension of Mooretown Road in York County should be developer-funded and not paid for with scarce public highway funds. James City County's Plan, in contrast, states that while private funding to extend Mooretown Road is expected, public funds might also be used.

The three localities, both individually and collaboratively, have made significant progress toward the creation of seamless networks of bikeways and walkways throughout the Historic Triangle. The Coordinated Comprehensive Plan Review provided an opportunity for the three localities to review existing plans and identify areas where bicycle and pedestrian connectivity can be further enhanced. For bikeways, the HTBAC undertook an exhaustive review of the adopted Regional Bikeway Plan and recommended various changes to the proposed projects.

Opportunities for improved pedestrian connectivity across jurisdictional boundaries were also identified as part of the comprehensive plan review process. One such area is Penniman Road which runs through all three Historic Triangle localities. James City County's Pedestrian Accommodations Plan recommends a sidewalk along its segment of Penniman Road, which serves as the boundary line between James City County and York County. York County's Comprehensive Plan also recommends a sidewalk along its portion of Penniman Road, possibly involving a trail along the inactive Cheatham Annex rail spur that runs parallel to the road, which would incorporate approximately 800 feet of existing sidewalk west of Merrimac Trail (in front of the Wawa convenience store/gas station and the Animal Clinic of Williamsburg) and an additional 600 feet of existing sidewalk along the eastern end of the road in front of Penniman Road Commerce Park. On the Williamsburg portion of Penniman Road, a mixed-use development known as the Carlton Holdings project has been approved – with a 13,250-square foot commercial building and 29 condominium units – that will include construction of a sidewalk along the north side of Penniman Road as part of the residential portion. By coordinating these efforts, the three localities could greatly enhance pedestrian mobility along this multi-jurisdictional corridor. The 4.6-mile corridor Mooretown Road is another opportunity for a coordi-



nated effort between James City and York Counties, both of which have identified Mooretown Road as potential future sidewalk corridors.

The three localities worked together recently to develop a conceptual plan for corridor improvements along Pocahontas Trail (Route 60) between the I-64 Grove Interchange and Capitol Landing Road. These include bicycle and pedestrian amenities as well as landscaping and other corridor and gateway beautification efforts, such as the removal of overhead utilities. The three localities have jointly applied for funding for these improvements through the VDOT Transportation Enhancements program. If approved, this grant funding would require the localities to pay 20% of the total project cost of \$4.5 million), with the remaining 80% paid by VDOT. This project can serve as a model for other such collaborative efforts.

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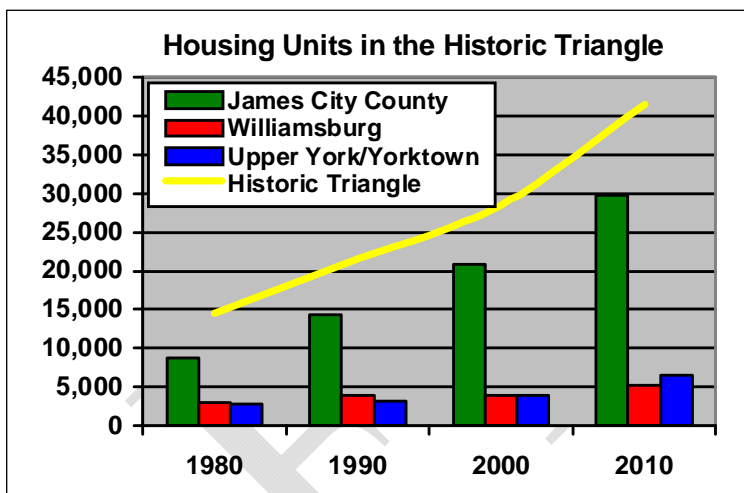


## HOUSING IN THE HISTORIC TRIANGLE

According to the 2010 Census, there are 41,458 housing units in the Historic Triangle – an increase of 45% (12,932 units) since 2000. This includes both year-round units and units that are for seasonal, recreational, or occasional use. Most of the growth in the area's housing stock between 2000 and 2010 was in James City County, which grew by 9,025 units, followed by upper York/Yorktown, which had a net increase of 2,609 units. The City of Williamsburg experienced a net increase of 1,296 units. (At least a portion of the net increase in York County appears to be attributable an undercount of time-share units by the Census Bureau in 2000.)

Single-family detached homes dominate the area housing market, constituting over two-thirds of the housing stock in the Historic Triangle.

Apartments, townhouses, and duplexes are most prevalent in Williamsburg, where they represent half of the housing stock. Single-family detached homes are most prevalent in upper York/Yorktown, where they make up 86% of all housing.



The development of two higher-density neo-traditional mixed-use developments – New Town in James City County and High Street in Williamsburg – has introduced a new type of compact urban form to the Historic Triangle that brings residential and commercial development together into vibrant, walkable environments where people can live, work, and shop. These two developments have greatly increased the number of townhouses and apartments in the area. Nevertheless, Census Bureau statistics indicate that single-family detached housing has actually *increased* from 67% of the housing stock in 2000 to 69% in the latter part of the decade (based on the American Community Survey for 2005-09).



With the rapid rate of home construction activity in recent decades, the Historic Triangle's housing stock is much newer, on average, than in the metropolitan area or the state. For example, almost half the homes (48%) were built since 1990, compared to 29% in Virginia and 25% in the MSA. Likewise, only 10% of the housing was built before 1960 vs. 23% in the MSA and 24% in Virginia. This is reflected in the fact that homes in the Historic Triangle tend to be larger and have higher assessed values than in the metropolitan area or the state as a whole.

According to the 2010 Census, 87% of the housing in the Historic Triangle is occupied. This is slightly lower than both the statewide occupancy rate of 91%, and the metropolitan area rate of 92%. The overall homeowner vacancy rate is 2.8%, while the vacancy rate for rental housing is 8.0%, both of which are higher than the corresponding vacancy rates for both the metropolitan area and the state.

One-fifth (19.9%) of the housing units in the Historic Triangle are classified by the Census Bureau as being “for seasonal, recreational, or occasional use,” including time-share units. This is significantly more than in either the MSA (2.2%) or the state (2.4%) as a whole. Of the 2,906 seasonal units in the area, almost half (49.5%) are located in James City County, while York County and Williamsburg account for 44.3% and 3.5% respectively.

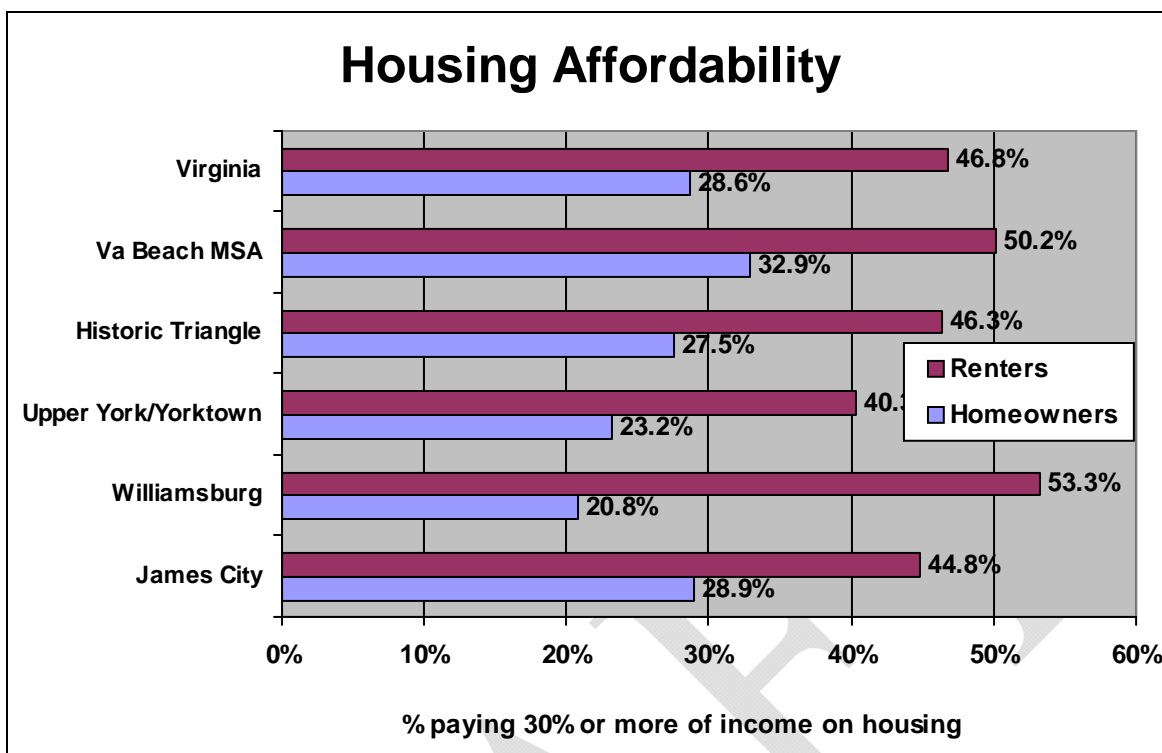
Homeownership is high in the Historic Triangle, where 72% of occupied housing units are owner-occupied. A relatively high percentage (56%) of the occupied units in Williamsburg are renter-occupied in comparison with the surrounding counties (24%). The City of Williamsburg’s large college student population accounts for some of the disparity between rental occupancy in Williamsburg and the surrounding areas, but cities generally tend to have higher rental rates than suburban counties; in the Cities of Hampton and Newport News, for example, rental units account for 42% and 49% of all occupied units respectively. William and Mary houses 73% of its full-time undergraduate students and 14% of full-time graduate students, and the demand for rental housing near campus remains high.

People who live in group quarters (dormitories, correctional facilities, military quarters, nursing homes, etc.) represent 6% of the Historic Triangle’s population. Almost three-quarters of these 5,541 residents are William and Mary students who live on campus, while the Virginia Peninsula Regional Jail and the Merrimac (juvenile detention) Center in James City County account for another 471 residents, followed by the Naval Weapons Station Yorktown with 270. Nursing facilities and skilled nursing facilities in James City County and Williamsburg account for most of the remainder (492).

### **Housing Affordability**

In general, housing values are higher in the Historic Triangle than in the MSA or the state of Virginia as a whole. At \$334,100, James City County has the highest median house value in the area, followed by York County (\$316,100) and Williamsburg (\$311,200). The MSA and state averages are somewhat lower at \$233,600 and \$247,100 respectively. Similarly, rents also tend to be higher in the Historic Triangle, with the median gross monthly rent ranging from \$950 in Williamsburg to \$1,124 in York County; the median rent is \$1,017 in James City County. For the MSA and the state, the figures are \$918 and \$931 respectively.

Although house values and rents are generally higher in the Historic Triangle than in the rest of the metropolitan area, Census figures indicate that housing affordability affects a smaller proportion of households. A common measure of housing affordability is the general rule that no household should have to spend more than 30% of its annual gross income on housing. According to the Census Bureau’s American Community Survey for 2005-09, 27.5% of households living in owner-occupied homes in the Historic Triangle were paying at least 30%. The figures are 32.9% and 28.6% for the metro area and the state respectively. For rental housing, the figures are 46.3% for the Historic Triangle, 50.2% for the MSA, and 46.8% for the state.



Housing within this range is termed “affordable housing,” “low/moderate income housing,” and/or “workforce housing.” The baseline used to determine affordability is the HUD (U.S. Department of Housing and Urban Development) Area Medium Income (AMI), which for 2012 is \$69,900 for the Virginia Beach-Norfolk-Newport News MSA (Metropolitan Statistical Area). Within this affordable range, 80%-120% AMI is considered to be moderate income (\$55,920-\$83,800), 50-80% is considered to be low income (\$34,950-\$55,920), and 30-50% is considered to be very low income (\$20,970-\$55,920). When you look at the 50-80% of AMI range, this roughly equates to a house value of \$150,000-\$250,000.

A large percentage of the area’s housing stock (excluding rental apartments) falls within this affordable range as shown in the *2012 Housing in Affordable Range* and *2012 Housing Values* tables, based on 2012 real estate tax records. There are over 14,000 existing dwelling units in the 50%-80% of AMI range (house values of \$150,000-\$250,000). Williamsburg has the largest percentage of non-apartment housing stock in this range (32%), followed by York County (30%) and James City County (27%)., there are over 14,000 existing dwelling units in the affordable range, which represents 32% of the City’s non-rental housing stock.

#### 2012 Housing Values

	Williamsburg		James City County		York County	
Range	Number	Percent	Number	Percent	Number	Percent
\$100,000 or less	253	8.1%	687	2.6%	168	0.8%
\$100,000-\$150,000	469	14.9%	2,352	8.9%	1,803	8.8%
\$150,000-\$200,000	627	19.9%	3,354	12.7%	2,346	11.5%
\$200,000-\$250,000	389	12.4%	3,825	14.5%	3,762	18.4%
\$250,000 or more	1,405	44.7%	16,096	61.2%	12,371	60.5%
Total	3,143	100.0%	26,314	100.0%	20,450	100.0%

Source: 2012 Property Tax Records for Williamsburg, James City County, and York County



**2012 Housing in Affordable Range**

Range	Williamsburg		James City County		York County	
	Number	Percent	Number	Percent	Number	Percent
\$100,000 or less	253	8.1%	687	2.6%	168	0.8%
\$150,000 or less	722	23.0%	3,039	11.5%	1,971	9.6%
\$200,000 or less	1,349	42.9%	6,393	24.3%	4,317	21.1%
\$250,000 or less	1,738	55.3%	10,218	38.8%	8,079	39.5%

Source: 2012 Property Tax Records for Williamsburg, James City County, and York County

Among the three localities in the Historic Triangle, Williamsburg has the smallest proportion of homeowners – but the highest proportion of renters – spending more than 30% of their income on housing. This most likely reflects the City’s disproportionately large proportion of homeowners who do not have a mortgage (44%) and the large number of college students living in off-campus rental housing.

Each of the three localities in the Historic Triangle has developed programs for meeting the housing needs of the community. In James City County, some major successes include 661 units voluntarily proffered at reduced rents or sale prices within new developments between 2000 and 2008, implementation of a Cluster Overlay District that gives density bonuses for developments that provide significant public benefits (including affordable housing), and development of a housing fund to use as leverage for state and federal grants or for other revitalization projects. In addition, approximately 100 of the 661 total proffered units have utilized a soft-second mortgage held by James City County. These soft-second mortgages reduce the amount borrowed by the buyer, while still allowing the unit to have a higher sales price. The amount of the soft second equals the difference between the contract sales price and the proffered affordable sales price. This “discount,” secured by the County, is forgiven to the homeowner over a period of time as long as the property is not sold or leased. Some noteworthy affordable housing projects in James City County are the Ironbound Square Redevelopment, Michelle’s Point, and the Longhill Grove Apartments, which have a combined total of 332 units, 212 of them affordable.

In the City of Williamsburg, recommendations in the 1953 and 1968 Comprehensive Plans led to the establishment of the Williamsburg Redevelopment and Housing Authority (WRHA) in 1969. Projects sponsored by the WRHA include Crispus Attucks Place, a 19-lot subdivision; Strawberry Plains Redevelopment Area, a 56-lot subdivision; the Blayton Building, a 38-unit elderly housing apartment complex on Scotland Street; and three subsidized apartment complexes on Mimosa Drive (14 units), in Highland Park (29 units), and on New Hope Road (28 units). This a total of 75 single family lots and 104 subsidized rental units. The City’s 2006 Comprehensive Plan recognizes the need for more affordable low- and moderate-income housing and has identified several areas as being suitable for this use. These include the undeveloped portion of the Wales subdivision on Ironbound Road, which will support at least 19 additional single-family homes; the Mixed-Use area on Strawberry Plains Road south of Berkeley Middle School, which will support up to 140 dwelling units; a 12-acre undeveloped parcel in the Highland Park neighborhood located on the east side of



The Blayton Building in the City of Williamsburg

North Henry Street north of the 29-unit WRHA-subsidized apartment complex on Dunning Street; and the Blayton Building property on Scotland Street, which can support approximately 39 additional elderly housing units.

York County encourages the construction of moderately priced housing through the *Affordable Housing Incentive Provisions*, which are set forth in the Planned Development regulations of the Zoning Ordinance. This is accomplished through the reduction or elimination of otherwise applicable planned development open space requirements depending on whether the proposed lots are less than or greater than 7,500 square feet. In exchange, these provisions require either modular dwelling units or other approved single-family detached dwelling units and establish a maximum unit size, all with the objective of promoting affordability. Five planned developments, with a combined total of 385 units, have been developed under the Affordable Housing Incentive Provisions since their inception in 1986. Two of these developments – the 88-lot Bruton Glen subdivision and the 22-lot Sunset Meadows subdivision – are located in the upper County.

## LAND USE IN THE HISTORIC TRIANGLE

As with traffic, the development and growth patterns within the Historic Triangle are influenced by factors from all three localities. Although each of the localities retains individual control over the land use designations and zoning of land within its borders, residents, businesses, and visitors alike view the area more holistically when making decisions about where to live, work, and shop. In recognition of this, the City of Williamsburg, York County, and James City County consult with each other not only when considering changes to the future land uses along common border areas, but also when reviewing specific plans for development in these areas.

To further aid in the localities' coordination efforts regarding development, the staffs of the three localities agreed to prepare combined maps of existing and future land uses as part of the coordinated review process. These combined maps allowed staff to analyze more readily the conditions in the focus areas. The existing land use map reflect current conditions on the ground, while the future land use map projects the desired conditions as development occurs and land uses change over the twenty-year horizon.

Conducting this effort required staff to translate the specific land use designations used in each locality into a common language. The table below lists the general categories shared between localities and details the individual future land use designation and densities each locality associates with that category.

LAND USE	WILLIAMSBURG	JAMES CITY COUNTY	YORK COUNTY
<b>Agricultural</b>	None	Rural Lands	None
<b>Residential</b>	Low Density Single Family (3 dwelling units/net acre) Medium Density Single Family (5 du/net ac.) Medium Density Multi-Family (7 du/net ac.) High Density Multi-Family (14 du/net ac.) Downtown Residential (14-22 du/net ac.) Urban Residential (20 du/net ac.)	Low Density Residential (1-4 du/gross ac.) Moderate Density Residential (4-12 du/gross ac.)	Low Density Residential (1 du/gross ac.) Medium Density Residential (1.75 du/gross ac.) High Density Residential (3 du/gross ac.) Multi-Family Residential (10 du/gross ac.)
<b>Mixed Use</b>	Mixed Use (8-22 du/net ac.) Economic Development (10-12 du/net ac.)	Mixed Use (18 du/gross ac./0.4 FAR-Floor Area Ratio) Economic Opportunity (Residential development al- lowed at density in Zoning Ordinance)	Yorktown Mixed Use overlay designation (0 du/gross ac.)
<b>Commercial</b>	Office Downtown Commercial (14-22 du/net ac.) Corridor Commercial (14 du/net ac.) Urban Commercial (14 du/net ac.)	Neighborhood Commercial (0-0.2 FAR) Community Commercial (0.2-0.4 FAR)	Limited Business General Business Economic Opportunity (NO FAR LIMITS)
<b>Institutional</b>	Public and Semi-Public Colonial Williamsburg Historic Area Colonial Williamsburg Support Colonial Williamsburg Resort College of William and Mary	State, Federal, and County Land (portion) Park, Public or Semi Public Open Space (portion)	



LAND USE	WILLIAMSBURG	JAMES CITY COUNTY	YORK COUNTY
<b>Industrial</b>	None	Limited Industry (0.2 - no limit FAR) General Industry (0.2 - no limit FAR) Airport	Limited Industrial General Industrial NO FAR LIMITS
<b>Military</b>	None	State, Federal, and County Land (portion)	Military
<b>Parks, Open Space, Green- ways</b>	Parks, Parkway and Recreation Sensitive Environmental Areas	Conservation Area Park, Public, or Semi Public Open Space (portion) State, Federal, and County Land (portion)	Conservation
Notes: <ul style="list-style-type: none"> <li>• AC = Acre</li> <li>• DU = Dwelling Units</li> <li>• FAR = Floor Area Ratio (Gross floor area of all buildings or structures on a lot divided by the total lot area)</li> <li>• There are no FAR requirements except where noted.</li> </ul>			

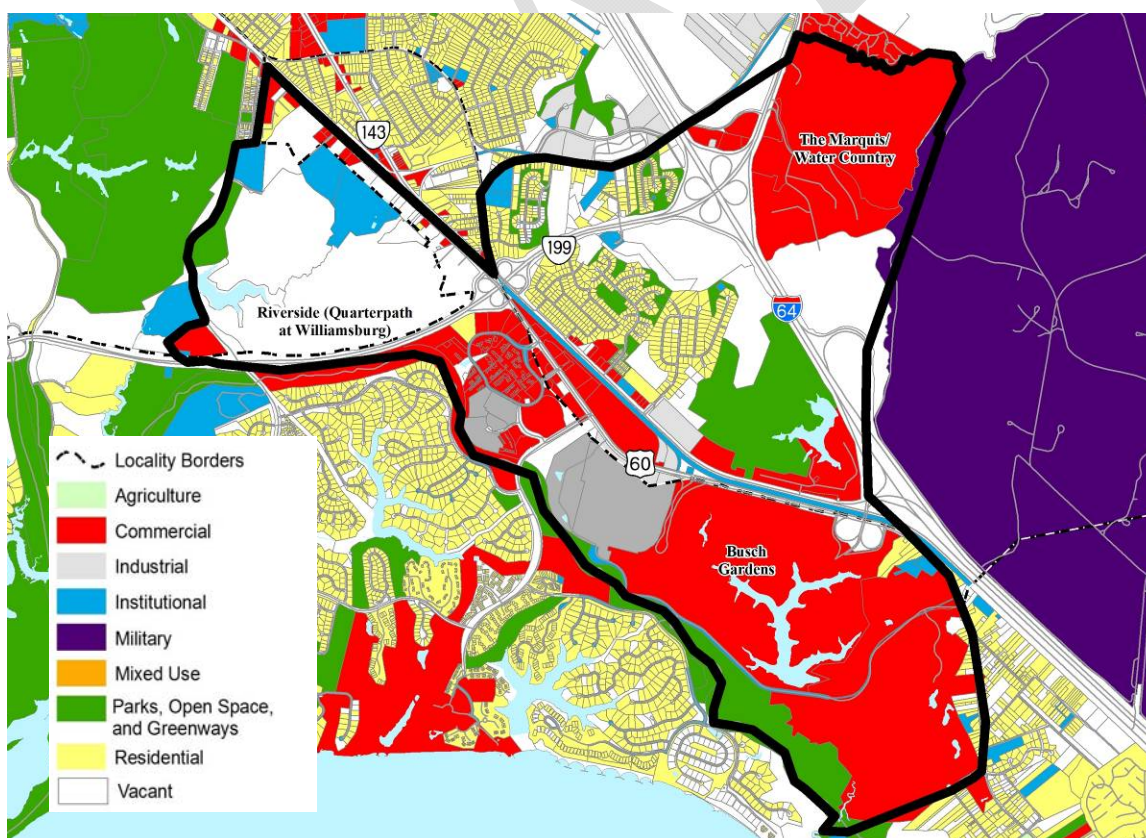
## RIVERSIDE/MARQUIS/BUSCH FOCUS AREA

### Description of the Focus Area

The Riverside/Marquis/Busch focus area surrounds the southern Interstate 64/Route 199 interchange and the nearby Route 199/Route 143/Route 60 interchange. This focus area occupies slightly over 3,000 acres of land, 44.3% located in James City County, 41.4% in York County, and 14.3% in the City of Williamsburg.

### Existing Land Use

Most of the existing development in this area is commercial, with major uses including Busch Gardens, the InBev brewery, and the Busch Commerce Center in James City County, and, in York County, the Marquis shopping center, Water Country USA, and the Parkside timeshare resort. The Williamsburg portion of this area is largely vacant, except for the Quarterpath Crossing shopping center, the Colonial Williamsburg Distribution Warehouse and the WATA/Penske facility, both of which are accessed from Route 60, and the Colonial Williamsburg Nursery on Quarterpath Road. On the east side of Quarterpath Road is Redoubt Park, a 21.4-acre passive park. Residential development in this area is primarily single-family detached and mostly confined to the area bounded by Penniman Road, Merrimac Trail, and I-64 in York County, with such subdivisions as Carver Gardens, Country Club Acres, Williamsburg Bluffs, Penniman East, and Highgrove. There is also a 14-unit duplex development called Callahan Village.



Existing Land Use – Riverside/Marquis/Busch Focus Area

## **Future Land Use**

The three adopted comprehensive plans essentially call for a continuation of the existing land use pattern, which is mostly commercial and industrial. The biggest change on the horizon is in Williamsburg, where Riverside Healthcare Association is developing a 328-acre mixed-use development called Quarterpath at Williamsburg, located on the north side of Route 199 between Quarterpath Road and Route 60. This is the largest tract of undeveloped land under single ownership in the City. Williamsburg's Comprehensive Plan designates the lower section along Route 199 as Economic Development, which is a mixed-use category, while the upper section north of Tutter's Neck Pond is designated Medium Density Residential. The development will be anchored by Doctors' Hospital, a 40-bed facility that is now under construction and is slated to open early in 2013. In addition to the hospital, this property will have commercial, office, and medical office uses, and the potential for 1,467 dwelling units.



Riverside Doctors' Hospital



Verbolten at Busch Gardens

The Williamsburg Comprehensive Plan calls for a section of Quarterpath Road adjacent to Redoubt Park and Tutter's Neck Pond to be closed to vehicular traffic, with alternate access provided by the future construction of Redoubt Road. The closed section of Quarterpath Road would become a multi-use trail that would connect to the proposed trail system for Quarterpath at Williamsburg and the existing multi-use trail on Quarterpath Road.

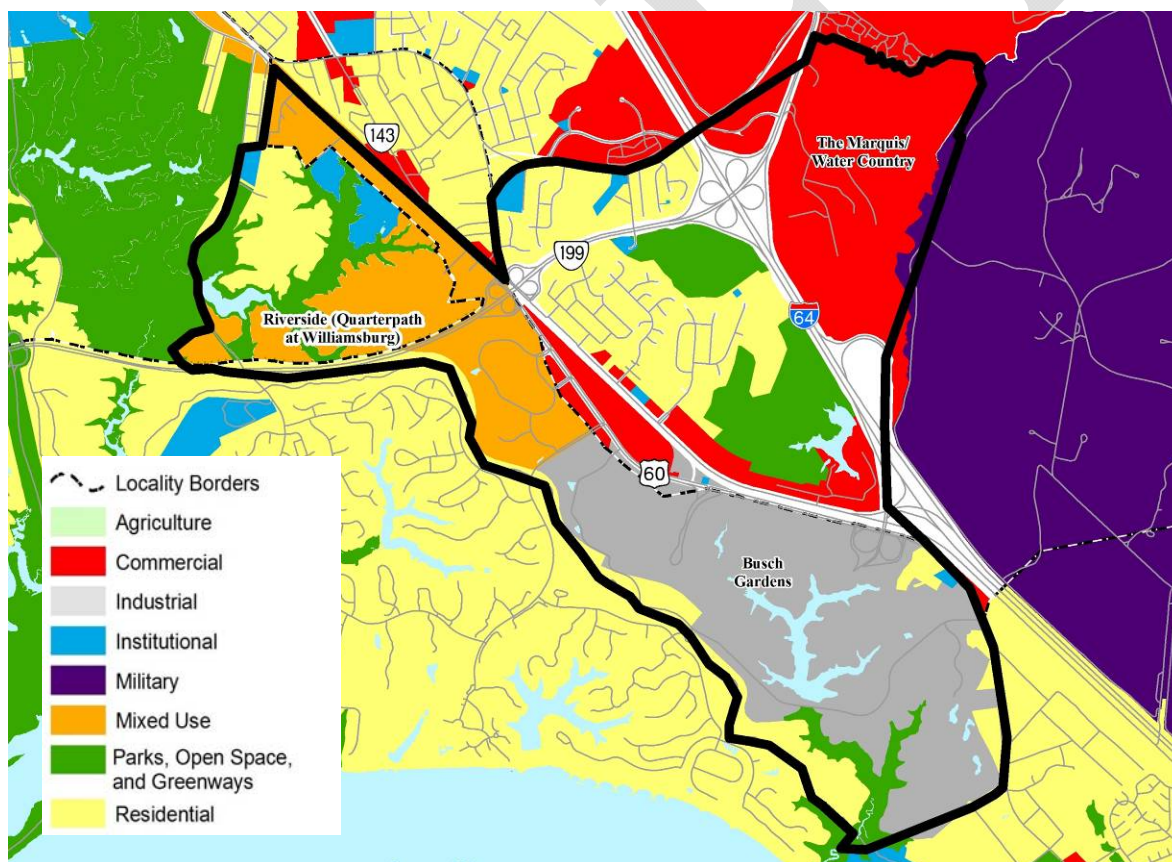
Some of the infrastructure improvements associated with the Quarterpath at Williamsburg project are in James City County, where the vacant land along Route 60 north of Route 199 is designated for Mixed Use with the expectation of some spillover retail and office development generated by the project. Otherwise, there is very little vacant land in this area that is located in James City; however, Busch Gardens, is continually making changes, adding new rides and other attractions, the latest of which is Verbolten – a thrill ride in the Germany section of the park that opened in 2012.

The York County Comprehensive Plan does not recommend any major changes to the current land use pattern in this area, maintaining I-64 as the dividing line between commercial and residential development. On the east side of I-64 is the Marquis shopping center, which contains approximately 400,000 square feet of commercial space and is planned for at least an additional 200,000 square feet. Adjacent to the Marquis on Route 199 is the Water Country USA theme park, which occupies 221 acres of land and, like Busch Gardens, is constantly adding new attractions. Approved expansion plans will see the water park grow from 41 acres to 84 total acres of attractions, with the additional 43 acres to be devel-



oped in five phases over the next twenty years. On the west side of I-64 are approximately 100 acres of vacant land designated for medium and high-density single-family detached residential development, which can accommodate an estimated 220 or so dwelling units.

Percentage of Focus Area Acreage		
Land Use	% of Existing Land Use	% of Planned Future Land Use
Residential	8%	22%
Commercial	45%	21%
Mixed Use	0%	15%
Industrial	6%	28%
Open Space/Conservation	11%	12%
Institutional	4%	2%
Vacant	26%	0%
TOTAL	100%	100%



Planned Future Land Use – Riverside/Marquis/Busch Focus Area

## Summary

A 2.3-mile segment of Interstate 64 and two interchanges are located in this focus area. As noted previously, VDOT and the FHWA are working on a study of the I-64 corridor from I-95 in Richmond to I-664 in

Hampton. This study will identify transportation needs within the I-64 corridor and evaluate the impacts of proposed improvements. As part of this process a Draft Environmental Impact Statement was completed in October 2012 which identified five build alternatives for further, more detailed study. In addition to the “no build” alternative, construction alternatives being studied involve widening I-64 to the inside (both with and without tolls) and widening it to the outside (with and without tolls). These studies are the first step toward the eventual widening of I-64, which all three comprehensive plans support. Funding for construction has yet to be identified and would be many years in the future.

Another major transportation artery that runs through this focus area is Pocahontas Trail (Route 60), where the three localities have a plan, as yet unfunded, to implement corridor improvements – landscaping, beautification, pedestrian, and bicycle improvements – between the I-64 Grove Interchange and Capitol Landing Road. The three localities have jointly applied for funding for these improvements through the VDOT Transportation Enhancements program as along portions of this 4-mile corridor. If approved, this grant funding would require the localities to pay 20% of the total project cost of \$4.5 million), with the remaining 80% paid by VDOT.

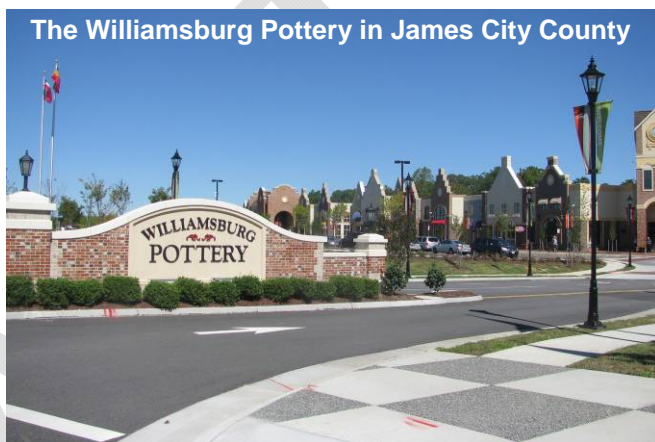
## LIGHTFOOT/POTTERY AREA

### Description of the Focus Area

The Lightfoot/Pottery area directly involves only two of the three Historic Triangle jurisdictions – James City County and York County. The focus area's boundaries are largely defined by major transportation features – Interstate 64, Croaker Road, and Richmond Road—as well as large existing and planned activity centers.

### Existing Land Use

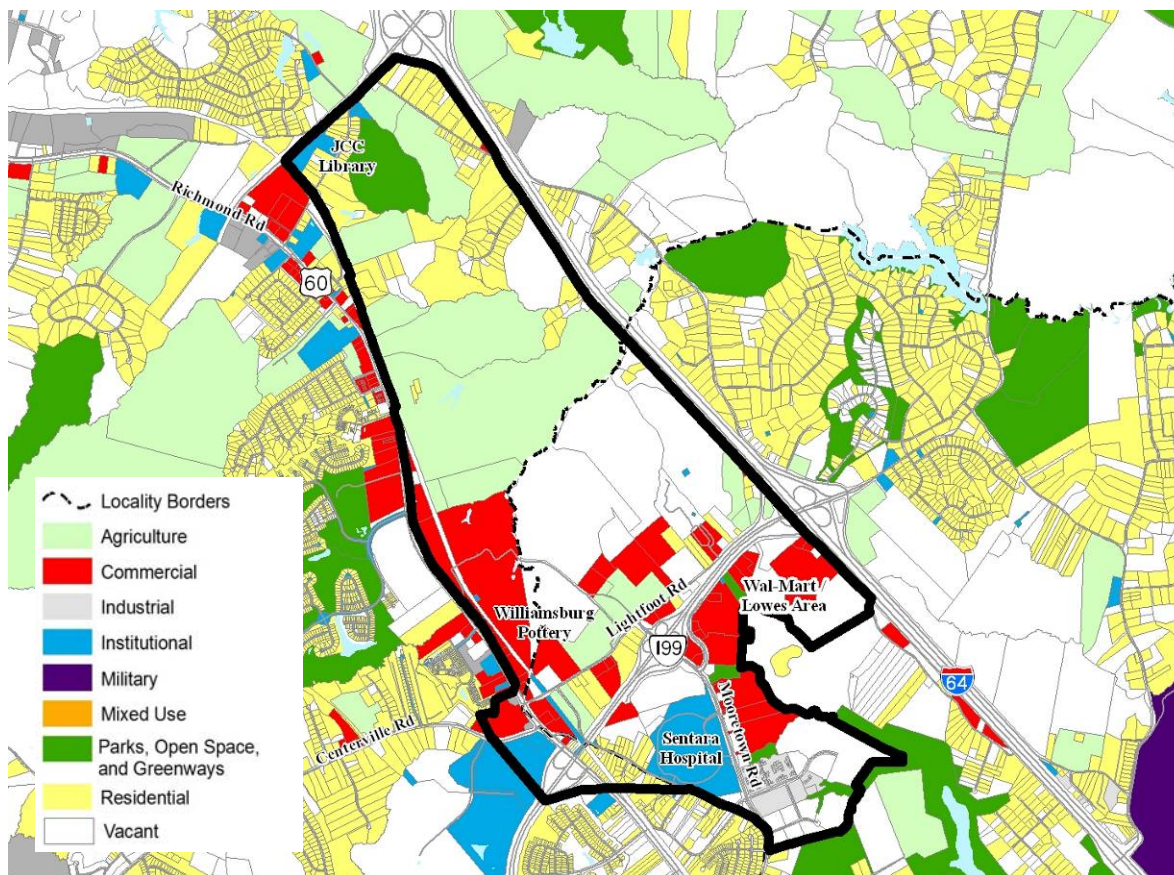
There are a variety of land uses from one end of the focus area to the other. Agriculture and vacant land are predominant, representing a combined total of 58% of the land area, followed by commercial (16%) and residential (14%). Much of the land in James City County is currently in agricultural or residential uses, with a concentration of commercial uses in and around the Williamsburg Pottery. Existing institutional uses within or adjacent to the focus area include the James City County Library, Warhill High School, Thomas Nelson Community College's Historic Triangle Campus, and the new Law Enforcement Center. In York County, most of the land (56%) is vacant, while the developed land is occupied mostly by commercial and institutional uses as the area has grown in recent years with the addition of the Michael Commons office park, the Williamsburg Marketcenter, and the Sentara Williamsburg Regional Medical Center.



Lightfoot has been a hub of activity dating back to the establishment of the Pottery in 1938. Over the years, the surrounding commercial area has grown to include supporting retail and restaurants. The more recent transformation of the Lightfoot area into a major regional activity center is a result of decisions stemming from York County's 1991 Comprehensive Plan. Until that time, much of the area had been designated for low density residential. However, recognizing the need for a larger commercial base to offset the fiscal demands generated by rapid population growth, and seizing on the proximity to the I-64 interchange at Lightfoot and the improved access to be provided by the extension of Mooretown Road and the completion of Route 199 itself, York County designated the entire area Economic Opportunity. This



Economic Opportunity designation was created as part of the 1991 Comprehensive Plan with the goal of providing for a mix of retail, office, tourist-related, and light industrial uses in certain areas of York County. Lightfoot is now home to three of York County's six largest private sector employers: Sentara Williamsburg Regional Medical Center, Great Wolf Lodge, and Walmart.



Existing Land Use – Lightfoot/Pottery Focus Area

### Future Land Use

Based on the two comprehensive plans, future land use in the Lightfoot/Pottery Area is expected to be nearly 80% Economic Opportunity – split between mixed use and commercial – 11% agriculture, and 5% institutional. The shift from the predominant existing land uses expected over time is attributable to continued implementation of the Economic Opportunity designation first made in the York County's 1991 Comprehensive Plan, and more recently, the decision made during the James City County 2009 Comprehensive Plan update to redesignate approximately 900 acres (shown in orange area on the map) from Rural Lands and Mixed Use to Economic Opportunity. This change eliminated one of the major cross-jurisdictional land use incompatibilities in the Historic Triangle.

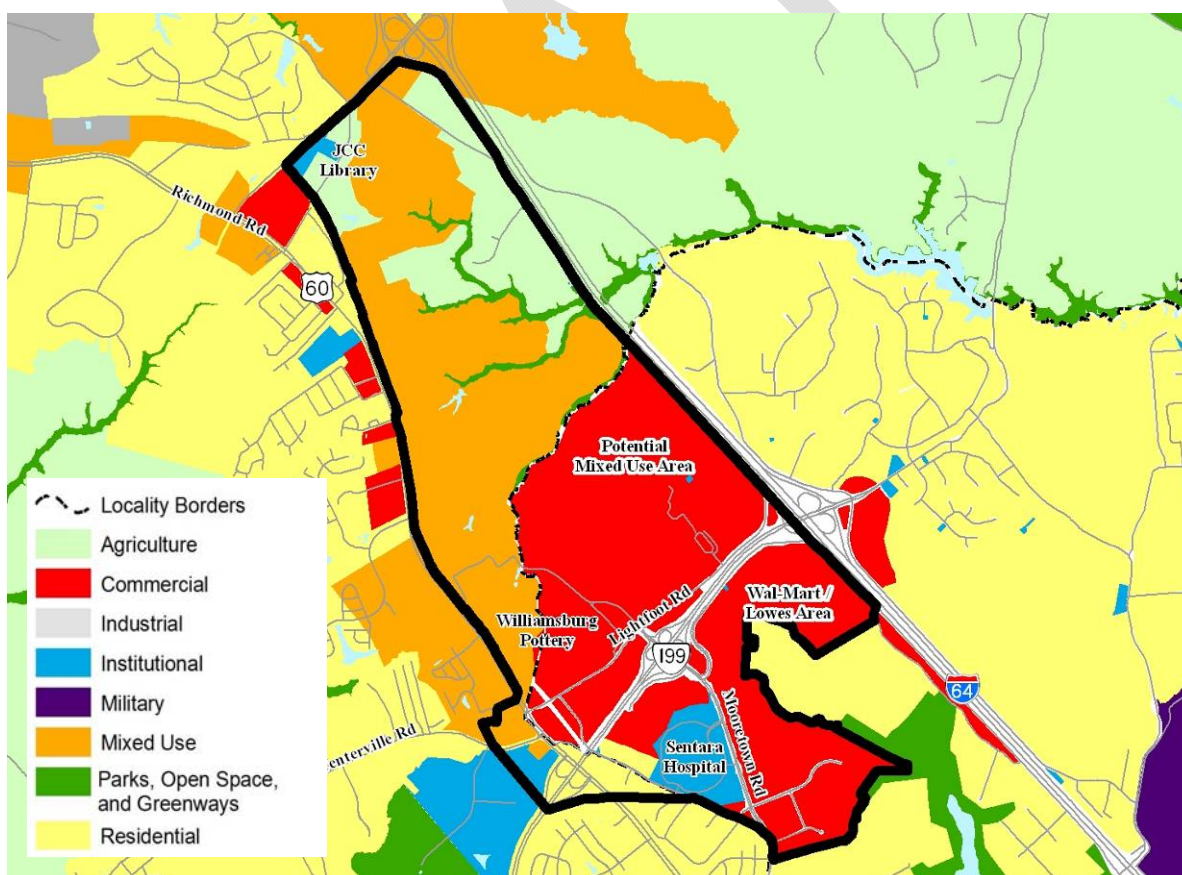
On the York County side, there is still considerable potential for additional development beyond the current 2.3+ million square feet of commercial, hotel, timeshare, office, and hospital space, particularly on the north side of Lightfoot Road, where development remains relatively sparse. There are several large parcels under single ownership (Williamsburg Pottery), which creates the potential for a large master

planned development. As mentioned previously, the York County Comprehensive Plan designates this area as Economic Opportunity with a potential mixed use overlay.

For James City County, the Economic Opportunity designation incorporates the Pottery area and surrounding properties, and seeks specifically to maximize the economic development potential of the area with primary uses of industrial, light industrial, and office uses which encourage development types **and land uses** that have a positive fiscal value, are environmentally friendly, and support local economic stability. Retail and mixed-cost housing is allowed but limited to amounts necessary to support the industrial/office component. The designation further stresses the following considerations:

- The importance of a multi-jurisdictional master planning process to ensure available infrastructure, and compatible community character;
- Inclusion of the master planned areas within James City County's Primary Service Area (PSA) to allow connection to public water and sewer; and
- Matching the preferred development pattern with any plans for commuter rail or other type of transit.

This text was the guidance for the recently developed and adopted Economic Opportunity zoning district in James City County. The majority of the remaining future land use designations in the focus area continue to be in Rural Lands.



Planned Future Land Use – Lightfoot/Pottery Focus Area

One of the considerations going forward for this area that is intimately related to planned land use is transportation. The HRTPO transportation study conducted as part of the coordinated comprehensive plan review projected that a number of roadways in this focus area, including Croaker Road, Richmond Road in the vicinity of its intersection with Centerville Road, and I-64, are projected to have severe congestion in 2034. To deal with this congestion and to help fulfill the economic potential of this area, there are a number of improvements planned for this area. These include preliminary engineering/right-of-way acquisition funds for widening Croaker Road from two to four lanes, as well as preliminary engineering/right-of-way acquisition and construction funding for turn lane/intersection improvements on Richmond Road/Centerville Road and Route 199/Richmond Road. Another potential project identified in the localities' comprehensive plans would extend Mooretown Road from its current terminus at Lightfoot Road to tie into Croaker Road or Rochambeau Road. At the request of James City County, the Hampton Roads Transportation Planning Organization, approved \$400,000 to study this corridor and determine an alignment. The actual construction cost is estimated to be \$15.8 million, for which future funds would need to be secured.

Of final note is the previously mentioned VDOT/Federal Highway Administration study of the I-64 corridor from Richmond to I-664 in Hampton. The study is scheduled to be completed in early 2014 and would be the first step in getting I-64 widened, which has been a goal of the three localities for some time. Funding for construction has yet to be identified and, given the general lack of transportation funding in Virginia, would likely be many years in the future.

In addition to these road projects, there are several noteworthy bicycle, walkway, and transit projects in this focus area. There is one bicycle/pedestrian project with funding for preliminary engineering, right-of-way acquisition, and construction in the study area – a multi-use path along Croaker Road. In addition, the Mooretown Road extension study would examine the road as a “complete street,” which is a road that includes facilities for pedestrians and bicyclists as well as cars. Also on the table for discussion during this regional process are shoulder bike lanes along Rochambeau Drive and Richmond Road. As a final note on transit, the Transit Vision Plan for Hampton Roads recommends commuter rail that could include service to this focus area. Among the questions to be answered would be what land use patterns would emerge in this area (since higher densities of commercial and residential would tend to better support this service) and any capacity issues created by commuter rail, Amtrak, and freight rail sharing the same tracks. These are all part of ongoing conversations among the localities, the region, the state, and the transit providers.

## **Summary**

As noted previously, the vast majority of land in this focus area is designated Economic Opportunity. In James City County, this designation calls primarily for industrial, light industrial, and office uses as well as limited amounts of retail and mixed-cost housing. In York County, the Economic Opportunity designation calls for a mix of retail, office, tourist-related, and light industrial uses. Unlike James City County, York County does not provide for residential development in its Economic Opportunity designation. However, it should be noted that the Economic Opportunity designation for the vast acreage north of Lightfoot Road and west of I-64, most of which is owned by the Williamsburg Pottery, also has a Mixed Use overlay designation. This overlay designation is intended to create well-designed communities with a mix of commercial and residential uses – and different types of residential uses – within a single, relatively compact development under a unified, coherent master plan. The York County Comprehensive Plan does note that the ability of a particular applicant to use the Mixed Use overlay designation is dependent on the availability of infrastructure and public services and the designation of a certain area



should not be construed as a guarantee that a mixed use development would necessarily be approved. Neither comprehensive plan specifies a recommended residential density range in the Economic Opportunity designation description. Both localities also have Economic Opportunity zoning districts, and York County has a Planned Development Mixed Use (PDMU) zoning district that would be used to implement the Mixed Use overlay designation. The James City County EO District permits residential densities of up to 10 dwelling units per acre. The York County EO district does not permit residential uses, but the PDMU District permits residential densities of up to approximately 10 dwelling units per acre, and that the amount is tied to the amount of commercial square footage.

While there are some differences in terminology and technical approaches used, the Economic Opportunity portion of this focus area, particularly the Williamsburg Pottery property, is very similar between the two counties. One key item to note is that the documents of both counties allow substantial flexibility. In each case, the documents would allow a purely commercial use, such as a light industrial park, but also provide for the possibility of a master-planned mixed use community that includes integrated retail and residential uses. Both counties' comprehensive plans recognize the importance and potential of this area without establishing a specific vision. In accordance with longstanding practice, any large-scale development on either side of the jurisdictional boundary in Lightfoot would include opportunities for the other county to participate by reviewing plans and offering input. Alternatively, any master planning exercise or development project involving property on both sides of the county line would require joint participation and close cooperation on the part of both counties.

As noted, both comprehensive plans include the extension of Mooretown Road in their future transportation plans but with one key difference: whereas James City County has pursued public funding for study of this project, York County's Plan states that any extension of Mooretown Road – at least in York County – should be paid for with developer funds and not with increasingly limited public road funds. Ultimately, whether or not public funds will be applied to this project will most likely be decided by the HRTPO based on objective evaluation criteria such as congestion relief, safety, viability, environmental impact, economic utility, and cost-benefit. Since the road extension would be a cross-jurisdictional facility, any such funding request would need to be coordinated between the two counties.

There are also opportunities for inter-jurisdictional coordination on bikeway and sidewalk connections in the focus area. York County may consider pursuing sidewalks on existing Mooretown Road which could connect to a planned sidewalk along the James City County portion of Mooretown Road and to any future extension of this road. In addition, the Regional Bikeway Plan recommends shoulder bike lanes on Richmond Road in this area, particularly in James City County but also a short segment in York County.

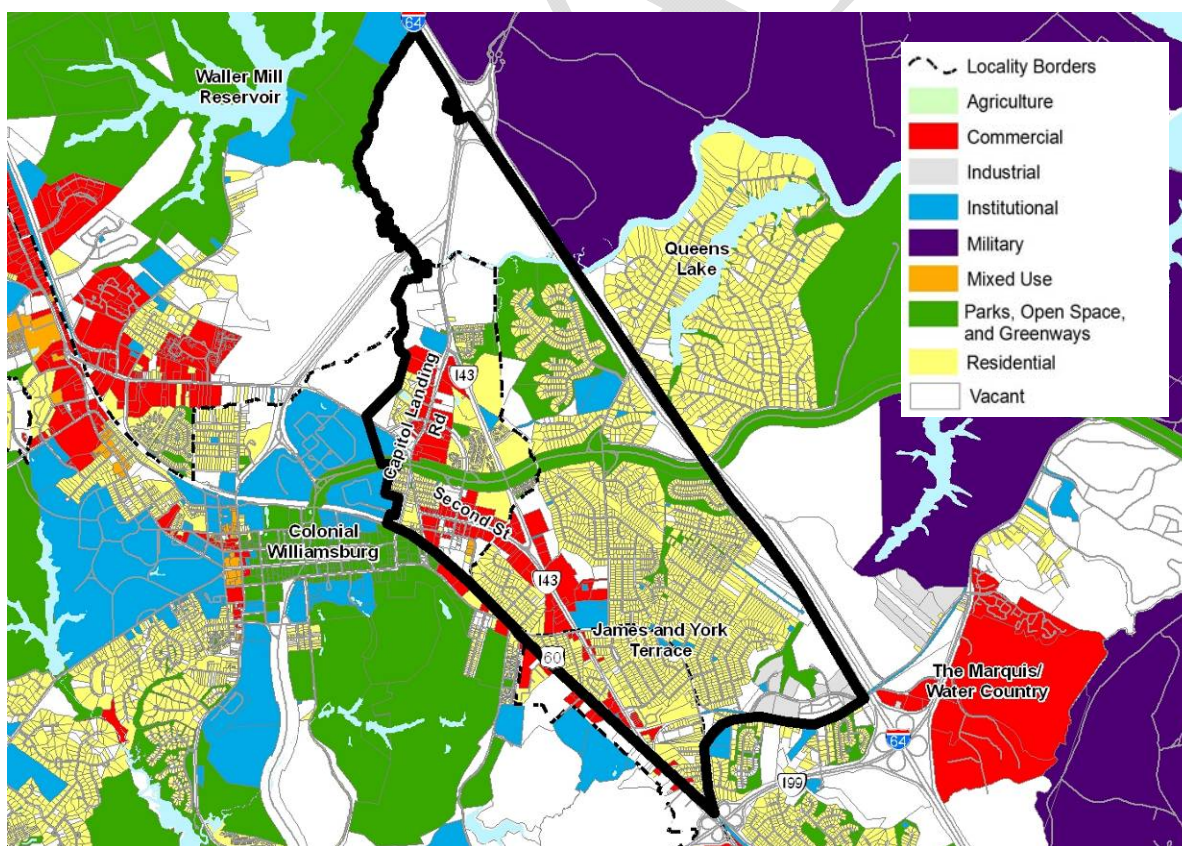
## NORTHEAST TRIANGLE AND SURROUNDING AREA

### Description of the Focus Area

The Northeast Triangle and Surrounding Area involves all three Historic Triangle jurisdictions - Williamsburg, James City County and York County. The Focus Area's boundaries are largely defined by major transportation features – Interstate 64, Route 143 (Capitol Landing Road and Merrimac Trail), Second Street, and the CSX Railroad – as well as by the existing residential and commercial areas.

### Existing Land Use

York County represents 70% of the Northeast Triangle and Surrounding Area, Williamsburg 22%, and James City County 8%. Within this focus area are a variety of existing uses, the predominant ones being residential and vacant (combined 75%), followed by open space at 11% and commercial at 9%. Commercial uses are concentrated along the major corridors of Capitol Landing Road (Williamsburg), Second Street (Williamsburg and York County), and Merrimac Trail/Route 143 (York and James City Counties). The majority of the commercial uses are located in Williamsburg (56%), with 37% in York County and 7% in James City County along Merrimac Trail. The predominant commercial uses in the focus area are hotels, automotive related businesses, restaurants, and retail. York County has most of the residential land use (66%), with James City County and Williamsburg each containing 17% of the residential acreage. Residential is the primary land use in the James City County portion of the focus area. Most of the vacant land is in York County.

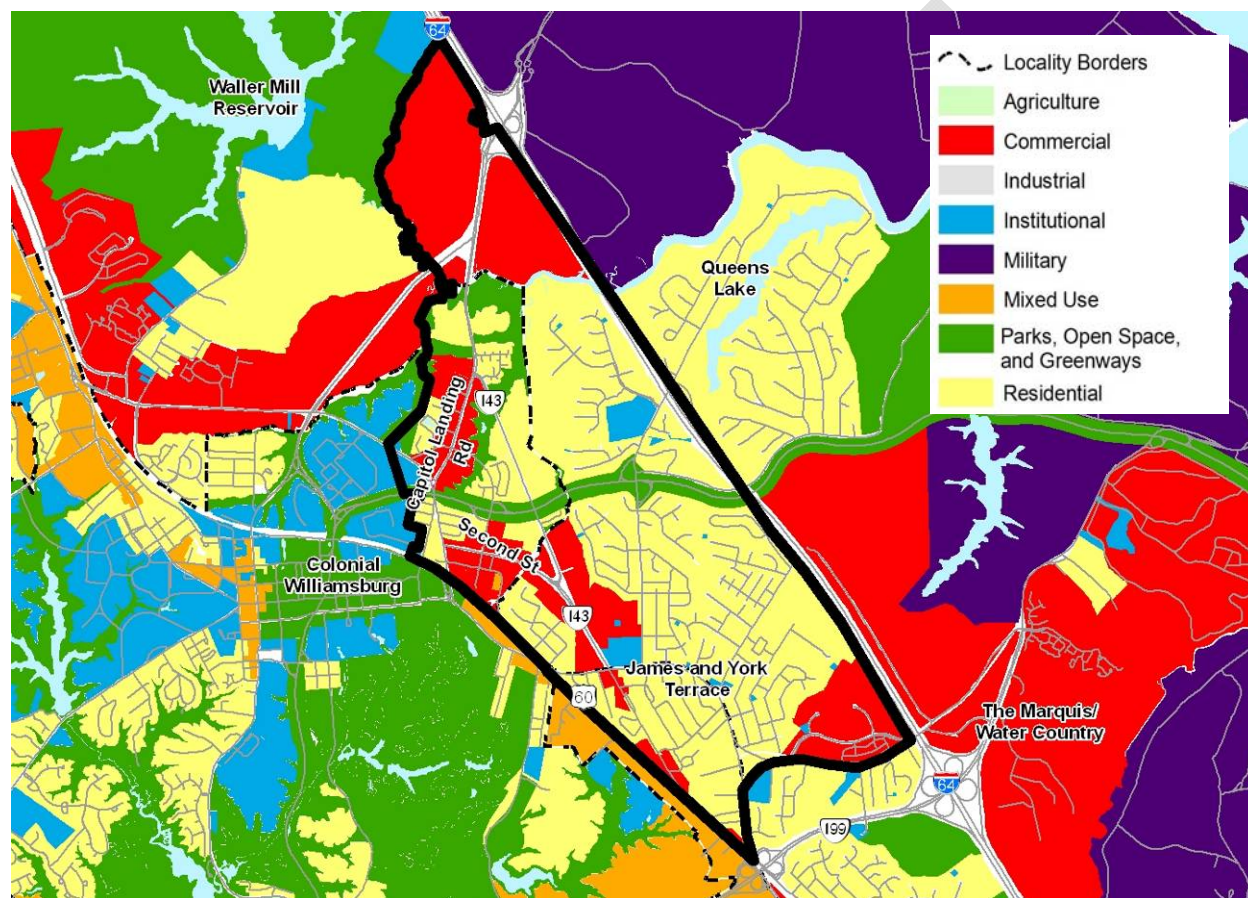


Existing Land Use – Northeast Triangle and Surrounding Area



## Future Land Use

Based on the planned future land use designations in each locality's adopted comprehensive plans, the predominant land use in this area will continue to be residential (54%), but commercial land use is planned to grow from 9% to 31% of the area, primarily in York County. Commercial expansion in James City County and Williamsburg will be incremental, and primarily along the existing commercial corridors. Parks and open space land use will remain at 11% for the focus area. Other than the widening of I-64, no major road improvements are planned for this area.



**Planned Future Land Use – Northeast Triangle and Surrounding Area**

The Williamsburg portion of the Northeast Triangle and Surrounding Area has much potential for future development and redevelopment. There are several projects underway, or soon to be underway, in the area:

- Queen Mary's Port Subdivision, 41 single family detached lots located on Capitol Landing Road at Queen Creek, was approved in 2011;
- Capitol Landing Green, a 16 lot single family detached and duplex subdivision between Capitol Landing Road and Page Street, is now under construction;
- the Second Street Boutique, a mixed-use commercial and condominium development, has been approved with a special use permit, and the site plan and architectural plans for the commercial section have been approved by the City.



In addition to these specific projects, there is a 16-acre parcel between Penniman Road and the CSX railroad tracks that was originally approved for 400 timeshares which were not built; it is now available for development and is designated for Mixed Use in the Comprehensive Plan.

A seven-member Focus Group appointed by the City Council spent 2011 evaluating its Northeast Triangle Area in the City, and this was used as the basis for the Comprehensive Plan's recommendations for the area. The plan recommends a coordinated program of infrastructure improvements, including underground wiring on Page Street, Second Street and Capitol Landing Road; streetscape improvements such as improved street lighting, directional signage and landscaping; bicycle and pedestrian facility improvements; and further work on the development of a Capitol Landing Park.

The basic future land use designations in Williamsburg's 2006 Comprehensive Plan have been carried over to the 2012 Plan, with the exception of new Mixed Use areas between Penniman Road and the CSX Railroad and The Beeches at 1030 Capitol Landing Road near Queen Creek. Residential future land use remains unchanged, except for the Capitol Heights/Pine Crest/Capitol Landing Green area, which has been redesignated to Medium Density Single Family Detached land use to recognize the existing residential density of the area. Residential uses in mixed use projects in Corridor Commercial areas are proposed to be limited to no more than 75% of the total floor area to ensure commercial development in these identified corridors. Capitol Landing Road, Page Street and Second Street are designated as Entrance Corridors, and Capitol Landing Road between Merrimac Trail and Queen Creek is designated as a Greenbelt Corridor (as is the York County segment between Queen Creek and the I-64 interchange). The majority of the City's Northeast Triangle area is in designated Architectural Preservation and Corridor Protection Districts, subject to review by the Architectural Review Board. The Capitol Heights area and Capitol Landing Road between Merrimac Trail and Queen Creek are in designated Archaeological Review Districts subject to review by the Planning Commission.

The York County portion of the Northeast Triangle and Surrounding Area is mostly developed, but there are opportunities for redevelopment and adaptive re-use – such as the recent proposal to convert the George Washington Inn from a hotel to an assisted living facility – and infill development, such as the 22-lot Sunset Meadows subdivision, which is located between the York Terrace subdivision and the Busch Industrial Park and is being developed under the County's Affordable Housing Incentive Provisions.



Sunset Meadows in York County

Most of the vacant land in this area is on the west side of the Camp Peary interchange, where the Colonial Williamsburg Foundation owns approximately 350 acres on both sides of Capitol Landing Road that are designated Economic Opportunity in the York County Comprehensive Plan. The Colonial Williamsburg property is protected with 300-foot scenic easements along Capitol Landing Road, East Rochambeau Drive, and Route 132, which are gateways into the Historic Triangle. These easements will preserve the natural vegetation and maintain the aesthetic appeal of these properties if and when development occurs. Also along Capitol Landing Road, the County secured state and federal funding to add shoulder bike lanes between East Rochambeau and the Queen Creek bridge, thereby eliminating one of the missing links in the regional bikeway network. VDOT completed this project in early 2013.

Although there has not been a lot of new development in this part of York County in recent years, there have been some important changes. Since the last comprehensive plan update in 2005, York County has worked to address sidewalk deficiencies along Merrimac Trail and Second Street that were first identified in the original 1991 comprehensive plan when the County could be defined as the place where the sidewalk ends. The County funded most of this sidewalk construction, but there was also assistance from the development community – specifically Wawa, the Animal Clinic of Williamsburg, and James York Plaza – all of which agreed to incorporate sidewalks into their development plans. The County also added a sidewalk along Hubbard Lane to safely accommodate pedestrian traffic in the area of Magruder Elementary School and the newly expanded James York Playhouse.

James City County has the smallest portion of the focus area (8%), and the future land use designations in its Comprehensive Plan generally reinforce the existing residential and commercial land uses. Some redevelopment of the uses along Merrimac Trail (Route 143) may occur in the future. All existing and proposed commercial land use is along Merrimac Trail.

### **Summary**

The basic land use designations for the Northeast Triangle and Surrounding Area have been in place for some time and are basically compatible among the three jurisdictions. Based on the three adopted comprehensive plans, commercial uses will continue to be concentrated along the major corridors of Capitol Landing Road (Williamsburg), Second Street (Williamsburg and York County), and Merrimac Trail (Route 143 in York and James City Counties). The predominant commercial uses in the focus area are hotels, auto-related businesses, restaurants, and retail. Residential land use will continue to be predominant, representing 54% of the total future land use, but commercial land use will grow to 31%, with the major growth in York County.

One area where the land use designations differ on opposite sides of a jurisdictional boundary is Capitol Landing Road (Route 143), where Queen Creek serves as the boundary between the City of Williamsburg and York County. On the Williamsburg side of the line, the land along Capitol Landing Road is designated as a “Sensitive Environmental Area” adjacent to the creek, where most of the land is located within a Chesapeake Bay Resource Protection Area (RPA), and Low Density Residential and Mixed Use between Queen Creek and Merrimac Trail. On the York County side, the land along Capitol Landing Road, which is owned by the Colonial Williamsburg Foundation and extends all the way to I-64 and the Camp Peary interchange, is designated Economic Opportunity, which provides for a range of retail and office uses. The Economic Opportunity designation dates back to the 1991 Comprehensive Plan, which sought to maximize the economic potential of the vast amounts of undeveloped land surrounding the County’s three I-64 interchanges in the Williamsburg area, and has been carried forward with each subsequent Plan update. By virtue of restrictive covenants recorded in 1975, Colonial Williamsburg will ensure that any development of this property will incorporate 300-foot vegetative “buffer zones” along East Rochambeau Drive, Capitol Landing Road, and Route 132 within which “no change will be made... [other than entrances into the property] that would alter the character of such lands as forest land.” These covenants also prohibit any development on the 10-acre parcel bounded by Route 132, Capitol Landing Road, and Queen Creek. The cumulative effect of these covenants and the Chesapeake Bay RPA buffer along Queen Creek is to reduce the developable acreage from approximately 350 to 215 acres and to preserve the natural, park-like character of these important scenic gateways into Colonial Williamsburg.

Williamsburg’s Comprehensive Plan proposes a new Mixed Use area on Penniman Road, replacing the previous Corridor Commercial land use. This will be implemented if an acceptable master plan for rede-

velopment is submitted, which will allow review of the project by both Williamsburg and York County. A second new Mixed Use area is proposed on Capitol Landing Road near Queen Creek, to be implemented only upon receipt of an acceptable master plan.

A major need in the Northeast Triangle and Surrounding Area is for better connectivity of pedestrian and bicycle facilities. This is recognized by the three comprehensive plans, as well as by the Regional Bikeway Plan. Williamsburg and York County have made major improvements to sidewalks in the area over the past ten years, and future needs are recognized in the three comprehensive plans. Critical areas that have been identified for future improvements include Bypass Road and Parkway Drive (Williamsburg) and Penniman Road (Williamsburg and York County). Adjacent to this area, Williamsburg plans to improve the pedestrian connection to the Colonial Williamsburg Historic Area by filling in a missing link on York Street and improving the pedestrian crossing of Lafayette Street. These improvements will improve pedestrian connectivity for all three jurisdictions. Similar improvements are proposed for future enhancements to bicycle facilities. The City's future plans call for bike lanes on Capitol Landing Road between Merrimac Trail and the Colonial Parkway, and along Parkway Drive between Capitol Landing Road and Penniman Road. York County proposes extending the existing Penniman Road bike lanes from the Williamsburg City limits to Route 143, and future bike lanes are proposed along Route 143 in James City and York Counties. These pedestrian and bicycle improvements will improve the connections between and among all three jurisdictions, addressing concerns raised at the Joint Community Forum in February 2012.

All three comprehensive plans recognize the need for preserving the character of the area's important entrance and tourism corridors. Scenic easements have been provided in Williamsburg and York County along Capitol Landing Road, East Rochambeau Drive and Route 132, preserving the character of the main entrance to the Colonial Williamsburg Historic Area from I-64. Williamsburg has identified the need for future streetscape improvements on Second Street, Page Street and Capitol Landing Road, including underground wiring. York County's Comprehensive Plan recommends that the County utilize the VDOT Revenue Sharing Program and/or the Transportation Enhancements Program to obtain matching funding to support new or expanded streetscaping/landscaping enhancements along various "gateway" corridors in the County, including Route 199, Merrimac Trail, Route 60 (Pocahontas Trail, Bypass Road, Richmond Road), Second Street, Mooretown Road, and East Rochambeau Drive. ...



## CONCLUSION

The Historic Triangle Coordinated Comprehensive Plan Review of 2012 is not the beginning of inter-jurisdictional communication and cooperation among the three localities of the Historic Triangle; rather, it is the continuation – in a more formalized, structural way – of a cooperative approach to planning that began long before the three governing bodies first agreed to coordinate the timing of their comprehensive plan reviews. James City County, Williamsburg, and York County have a long history of working together on issues of mutual concern. The development and implementation of the Regional Bikeway Plan and the establishment and operation of the multi-jurisdictional Williamsburg Area Transport system are perhaps two of the most concrete examples of joint, cooperative planning in action. In addition, the Regional Issues Committee, which first conceived the idea of a Regional Bikeway Plan as well as a coordinated comprehensive plan review process, provides a regular forum for City Council and Board of Supervisors members, Planning Commissioners, and other stakeholders from across the Historic Triangle to raise and discuss issues that affect the entire area. On a more occasional basis, Planning Commissioners from the three localities have participated with one another in Regional Planning Commission Forums, joint “visioning” exercises, and other such activities. In fact, the September 8, 1953 York County Planning Commission minutes contain a reference to a joint meeting that was held with the Williamsburg and James City County Planning Commissions.

Similarly, there is a considerable amount of interaction in the area of development review. Each jurisdiction notifies neighboring localities of any rezoning or Special Use Permit applications in proximity to the city or county border, in accordance with the *Code of Virginia*. However, the localities also offer adjacent localities opportunities to review and comment on plans for projects near their jurisdiction that are permitted as a matter of right and do not require notification.

Given this history, it should come as no surprise that the comprehensive plans of James City County, Williamsburg, and York County demonstrate a high degree of land use compatibility across jurisdictional boundaries as well as agreement on numerous goals and objectives. Importantly, one of those shared goals is inter-jurisdictional cooperation. James City County’s Comprehensive Plan, adopted in 2009, stresses the importance of cooperation among all neighboring localities to ensure compatibility of land uses and sustain a strong community. Toward that end, the Plan states that the County will “communicate with adjacent jurisdictions regarding development plans that have potential impacts on adjacent localities and public facilities” and “work with them to coordinate plans and to identify and mitigate areas where there are conflicts.” Likewise, the 2006 and 2013 Williamsburg Comprehensive Plans note that “‘regionalism’ in planning is widely promoted within the City and surrounding jurisdictions” and that “regional approaches to schools, libraries, parks, and recreation programs have been successfully orchestrated and implemented by and between the three locales.” Since 1991, York County’s Comprehensive Plan has included language recommending that the County “consider development patterns and plans established in adjoining jurisdictions when making local land use decisions and designations” and strive to “maintain ‘compatibility zones’ in areas adjoining jurisdictional boundaries to provide for comparable zoning and development patterns.”

It should be emphasized that these statements are not new; they have appeared in the three localities’ comprehensive plans for many years, providing guidance to local leaders in establishing the land use, development, transportation, and other policies that have helped to shape not just their respective localities but the Historic Triangle as a whole. Perhaps more than anything else, the three localities are in agreement that cooperative efforts among the three localities should continue.

PLANNING DIRECTOR'S REPORT  
May 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 April but did review and approve several sign permits and reviewed elevations and grading for Section 12. Their next meeting is scheduled for May 16.
- **Regional Comprehensive Planning Effort.** The Policy Committee continued its discussion at its April 11, 2013 meeting and has summarized its discussion for Planning Commission review. This topic is among those scheduled for the joint Planning Commission/Board of Supervisors work session in May.
- **Dominion Power Lines.** The evidentiary hearing with the State Corporation Commission concluded on April 18. Briefs are due in May and then the Hearing Examiner and SCC will evaluate the case prior to making a final determination.
- **Monthly Case Report.** For a list of all cases received in the last month, please see the attached document.
- **Historical Commission.** The Commission held a well-attended dedication for the Community of Grove marker in April. Pictures are on the James City County Facebook page. The Commission is holding a ribbon cutting for the Norge Depot in May.
- **Board Action Results**
  - April 9, 2013
    - SUP-0001-2013. Carolina Furniture Building Addition (Approved 5-0)
    - ZO-0004-2013. Pawn Shops and Payday/Title Loan Establishments (Approved 5-0)
    - ZO-0001-2013. Professional Landscape Assessment Team, Amendments to Chapter 24, Division 4 Landscaping and creation of an Enhanced Landscaping Policy. Case Nos. ZO-0002-2013 and ZO-0003-2013. Amendments to Chapter 24, Division 16, Public Lands district and Chapter 24, Division 17, Economic Opportunity district. (Approved 5-0)

**NEW CASES FOR MAY**

Case Type	Case Number	Case Title	Address	Description	Planner	District
Agricultural and Forestal District	AFD-0001-2013	AFD-09-86-2013 Gordon Creek Pickett Holdings Addition	2171 BUSH NECK ROAD	Application to add 349 acres to the Gordon Creek AFD	Luke Vinciguerra	02-Powhatan
Conceptual Plan	C-0020-2013	3893 Strawberry Plains Road Minor Subdivision five lots	3893 STRAWBERRY PLAINS	5 Lot minor-subdivision at 3893 Strawberry Plains Road to be served JSCA water and sanitary sewer.	Scott Whyte	04-Jamestown
	C-0021-2013	Veritas Preparatory School - McLaws Circle	275 MCLAWS CIRCLE	Proposal for a 30-50 student private school serving grades 6 - 10.	Jennifer VanDyke	05-Roberts
	C-0022-2013	Cox Communications Power Supply - Greensprings West		Installation of a communications power supply box	Luke Vinciguerra	
	C-0023-2013	Freedom Market Stormwater/Spill Prevention plan	5534 CENTERVILLE RD	Stormwater pollution prevention plan and spill prevention plan for Freedom Market	Luke Vinciguerra	02-Powhatan
Subdivision	S-0021-2013	Stonehouse Tract 12 Stockpile Subdivision Construction Amendment	9455 FIELDSTONE PARKWAY	Clearing and expanding temporary soil stockpile in Phase III of Tract 12 development located adjacent to Fieldstone Pkwy near Briarhill Way. Will meet new stockpiling ordinance requirements.	Leanne Reidenbach	01-Stonehouse
	S-0022-2013	Windmill Meadows, Section 4, Lots 54-60	6001 CENTERVILLE RD	Final plat of 7 lots on 1.98 acres.	Jose Ribeiro	02-Powhatan
	S-0023-2013	Housing Partnership Inc. - Chisel Run		Subdivision for three lots on 5.32 acres	Jose Ribeiro	
	S-0024-2013	BLA 8397 & 8399 Pocahontas Trail	8399 POCAHONTAS TR	Boundary line adjustment between two neighboring properties	Luke Vinciguerra	05-Roberts



Case Type	Case Number	Case Title	Address	Description	Planner	District
Site Plan	SP-0021-2013	Busch Gardens Oktoberfest Attraction Expansion SP Amend	7851 POCAHONTAS TR	Site Plan Amendment to include field changes implemented during construction to SP-0014-2011 - Verbolten (primarily related to stormwater).	Leanne Reidenbach	05-Roberts
	SP-0022-2013	Williamsburg Memorial Park Office Lighting SP Amend	130 KING WILLIAM DR	Site Plan amendment to remove two light fixtures from the lighting plan.	Jennifer VanDyke	02-Powhatan
	SP-0023-2013	JCC Rec Center Force Main Repair	5301 LONGHILL ROAD	The project involves repairing a force main from the recreation center to a JCSA gravity sewer line located in the City of Williamsburg. The line is 2-1/2" in diameter and will increase the reliability of sewage disposal for the rec center improving its use as an emergency shelter.	Leanne Reidenbach	04-Jamestown
	SP-0024-2013	Ford's Colony Sec. 6, Lots 152 and 153, Drainage Improvements	101 BERROW	Site Plan amendment proposed for storm pipe network and ditch realignment along Berrow Road.	Jennifer VanDyke	04-Jamestown
	SP-0025-2013	Ford's Colony Sec. 3, Lots 16-18, Drainage Improvements	165 ST ANDREWS DR	Site Plan amendment proposed for storm pipe network and ditch realignment along St. Andrews Drive.	Jennifer VanDyke	02-Powhatan
	SP-0026-2013	James City County Fire Station #4	5312 OLDE TOWNE ROAD	Construction of a new Fire Station Building to be constructed while exisiting building is in use. Services will be transferred to new building upon construction. This site plan is associated with SUP-0006-2012.	Jose Ribeiro	04-Jamestown
	SP-0027-2013	New Town Sec. 9 (Settlers Market) SP Amend.	5225 SETTLERS MARKET BLVD	Amend plan to address removal of landscape island (at the rear of Homegoods) and the removal of sidewalk in between Ulta and Stienmart.	Leanne Reidenbach	04-Jamestown
	SP-0028-2013	Eco-Discovery Park Trails	2054 JAMESTOWN ROAD	Trail plan for Eco Discovery Park	Luke Vinciguerra	03-Berkeley
	SP-0029-2013	Smith Farmer's Market SP Amend.	5813 CENTERVILLE RD	Farmers market less than 2,500 square feet-amending site plan to sell produce in a display area rather than a truck.	Leanne Reidenbach	02-Powhatan
	SP-0030-2013	Powhatan Resort Entrance SP Amend	4300 FITHIAN LANE	Application proposes new sign, fence, and landscaping at Resort entrance.	Scott Whyte	03-Berkeley

Case Type	Case Number	Case Title	Address	Description	Planner	District
Special Use Permit	SUP-0002-2013	Williamsburg Landing/Boatwright Circle	5550 WILLIAMSBURG LANDING DR	Application to amend the SUP conditions to allow one additional independent living unit in Boatwright Circle at Williamsburg Landing.	Jennifer VanDyke	05-Roberts
	SUP-0003-2013	JCSA Route 199 Water Tank HRSD Pressure Reducing Station	6735 ROUTE 199	Construction of an interim pressure reducing station (PRS) that will significantly reduce sanitary sewer overflows for HRSD, JCSA, Williamsburg, and York sewer systems.	Leanne Reidenbach	05-Roberts
	SUP-0004-2013	Jones Family Subdivision, 2981 John Tyler Highway	2981 JOHN TYLER HGWY	Subdividing a two acre parcel as a family subdivision.	Scott Whyte	03-Berkeley
Rezoning	Z-0001-2013	Williamsburg Landing, Boatwright Circle	5550 WILLIAMSBURG LANDING DR	Application to amend the existing proffers to allow the addition of one independent living unit in Boatwright Circle at Williamsburg Landing.	Jennifer VanDyke	05-Roberts