

Historic Past, Sustainable Future

Errata Sheet

July 20, 2009

Recommended changes to the 2009 Comprehensive Plan Draft Final Text as distributed to the Steering Committee on July 14, 2009 with:

- June 25th Steering Committee meeting approved revisions
 - ✓ June 30th review comments from Chesapeake Bay Local Assistance
-

Foreword:

Page 2, last paragraph

- The Comprehensive Plan is a powerful tool that can be used to aid in guiding decisions, solving problems, and improving the quality of life in James City County. Ultimately, the plan will be judged by ~~its~~ ~~the~~ results it generates and how the plan takes shape in our community.

Population Needs:

Page 14, 2nd paragraph

Heading: Youth Leadership

- The private sector offers many other programs and services for youth. Organizations such as Big Brothers Big Sisters, Girl Scouts, ~~Boy Scouts~~, and the YMCA are just a few of the ones available to young people in our community.

Economic Development:

Page 25

Heading: Taxes

- Staff to reexamine 1st sentence of 1st paragraph in relation to a comparison of tax rates among surrounding jurisdictions.

Environment:

Page 59 - Add language regarding fisheries for compliance with the Chesapeake Bay Act.

Heading: Resources

- ✓ **Recreational and Commercial Fisheries**

The Chickahominy River is home to a nationally recognized large-mouth bass fishery, and both the James and Chickahominy rivers have an abundance of catfish, perch, crappie, and rockfish, according to the Virginia Department of Game and Inland Fisheries. As stated in a 2005 report entitled, "Economic Contributions of Virginia's Commercial Seafood and Recreational Fishing Industries: A User's Manual for Assessing Economic Impacts," the direct impacts of recreational fishing are estimated at \$1,379,000 and account for 26 full or part-time jobs. The same 2005 report estimated the value of commercial landings in the County at \$138,000, with no job information noted.

Pages 76-81 - Amend GSAs per the Stormwater Program Advisory Committee's recommendations and Mr. Fraley's suggestion for a new action 1.1.2.9:

- 1.1.2. Promote the use of Better Site Design, Low Impact Development, and ~~effective~~ Best Management Practices (BMPs). Promote these techniques by:
 - 1.1.2.3. ~~Utilizing the assistance of~~ *Partnering with* the Virginia Cooperative Extension Service, the US Department of Agriculture Natural Resources Conservation Service, the Colonial Soil and Water Conservation District, and the Hampton Roads Planning District Commission;
 - 1.1.2.5. Promoting early submission of environmental inventories in order to protect trees, County wetlands and highly erodible soils, to most efficiently use permeable soils, and to ~~address~~ *limit* impervious cover;
 - 1.1.2.6. Continuing to encourage the development of regional BMPs *that address cumulative future stormwater impacts and flood control benefits;*
 - 1.1.2.9. *Develop a Site Low Impact Design (LID) Checklist and Guide for consideration of LID methodologies used in Plans of Development;*

- 1.1.7. Identify the specific existing and potential uses of County streams and rivers and identify standards necessary to support these uses. Protect the quality and quantity of these surface waters so they will continue to support these uses. Consideration ~~should~~ *shall* be given to ~~protect~~ existing and potential water resource uses when reviewing land development applications.

- 1.1.13. Continue ~~to use sound science~~ to improve the requirements, standards and specifications used to design, approve, and build BMP facilities in James City County.

- 1.1.16. Implement ~~and develop means for funding~~ the watershed protection and restoration goals and priorities adopted by the Board of Supervisors from the Powhatan Creek Watershed Management Plan, Yarmouth Creek Watershed Management Plan and any other watershed management plans adopted by the Board of Supervisors.

- 1.1.18. Continue to develop ~~regional, cumulative impact focused~~ hydraulic studies for County waterways vulnerable to flooding and develop strategies to ~~address~~ *fix* identified problems.

- 1.1.20. Develop a process utilizing watershed management plans, hydraulic studies and the resulting stormwater master plan and feasibility studies ~~to~~ *and* provide the foundation for a bond or other appropriate funding mechanism to fund needed large scale water resource management projects including but not limited to flooding.

- 1.1.22. *The Stormwater Division and Stormwater Program Advisory Committee shall jointly project a multi-year, prioritized list of all stormwater related projects, including stream restoration, health, safety, and water quality, that includes estimated costs for design and implementation.*

- ~~1.2.9. Encourage residential and commercial water conservation, including the reuse of grey water where appropriate.~~

- 1.3.7. Site development projects, including those initiated by the County, in such a way as to be consistent with the protection of environmentally sensitive areas and the maintenance of the County's overall environmental quality ~~so that development projects do not exacerbate flooding in flood prone areas.~~

Community Character:

Page 87

Heading: Community Character Areas

- Add language to the Community Character Area descriptions to discuss the overlapping areas of the Norge CCA with the Economic Opportunity area, discuss how guidelines are considered in the center of the CCA versus at the outskirts of the area, and clarify how the guidelines in all CCA's are applied to existing residential areas (such as Landfall Village, which is within the Jamestown-Island/Greensprings Road CCA). *Specific language will be provided in conjunction with the discussion on the Land Use Map.*

Page 99 – Amend Action

- 1.1.2. ~~Apply for~~ **Seek** the designation of roads that serve as entrance corridors to the County or have historical or special significance as Virginia Byways. Develop specific guidelines to guide development that occurs along these roads and in these areas.

Public Facilities:

Page 120

Heading: Water Utilities: James City Service Authority (JCSA)

- ~~JCSA manages the County's water resources, and with~~ **With** the current groundwater withdrawal permit set to expire in 2012, JCSA is ~~reminded~~ **must** not only ~~to~~ identify viable long-term water supplies for the County, but ~~to~~ also look for ways to reduce the County's demand for water. The leading factor in water consumption in James City County is lawn irrigation. ~~JCSA promotes conservation through initiatives.~~ **Initiatives** such as water conservation guidelines (often proffered or conditioned for legislative cases), rebate programs, conservation education, and restrictions on outdoor watering, ~~are used by JCSA to encourage the reduction of water consumption, and have aided in the management of the County's water resources.~~ JCSA has been recognized by the Virginia Department of Environmental Quality (DEQ) as the state's water authority leader in conservation, ~~yet additional~~ **Additional** programs, incentives, and/or mandatory measures may be needed to ensure ~~the adequacy of future adequate~~ **adequate** water supplies, ~~in current and future years.~~ ~~For example, the water reclamation and reuse technologies that will be studied by the~~ **The** DEQ and the Virginia Department of Health ~~may be beneficial, and will be reviewing the feasibility of new water reclamation and reuse technologies that may potentially benefit today's citizens, as well as those of future generations. These benefits have yet to be realized to this point, due to the high costs involved, and to regulatory and engineering challenges; however,~~ JCSA will remain open to, and encourage, the use of water reclamation and reuse technologies wherever feasible in James City County.

- For all measures of performance, the effective capacity rather than the designed capacity of each specific school should be used.
- *For new school sites, factors such as close proximity to neighborhoods, location within the Primary Service Area, ability to minimize transportation costs, availability of land, cost of improvements, and accommodation of multiple users (school, recreation, and community) may translate into smaller urban/neighborhood sites or larger suburban sites as needs dictate.*
- *For new suburban school sites,* the following guidelines apply. These reflect the standards used in constructing the most recent County school sites and include space allowances for recreation considerations (both school and community needs including sports fields) and other community activities. They may be adjusted as needed to take into account the factors listed above. Multi-story structures, shared parking, and regional stormwater facilities may help reduce the amount of developable acres ultimately needed.*

Elementary:

- At least 27 developable acres** for a school with a 500-700 student design capacity;
- Optimally located within a two-mile radius of least 80% of the students

Middle School:

- At least 38 developable acres** for a school with a 700-900 student design capacity;
- Optimally located within an eight-mile radius of at least 80% of the students

High School:

- At least 52 developable acres** for a school with a 1,200-1,400 student design capacity;
- Optimally located within a ten-mile radius of at least 80% of the students

~~*Urban (or neighborhood) school sites will typically be located on much smaller parcels, usually in more densely developed areas inside the Primary Service Area. The size and composition of these sites will necessarily be determined by the specific needs to be accommodated and the space available.~~

**When designing new educational facilities, the square feet per student standard for elementary, middle, and high schools should be considered to ensure efficient and appropriate use and size of design space during planning.

Transportation:

- Minor grammatical changes and relocation of the Multi-Use Paths paragraph to between the Sidewalks and Bikeways paragraphs on page T-4.

Page T-14

- Action 1.1.2 a. Limiting driveway ~~and other~~ access points and providing shared entrances, side street access, and frontage roads;

Page T-15

- Staff proposes the following action on page T-15 in response to the Committee's directive to create an action regarding at-grade rail crossings:

Action 1.1.6: ~~Examine safety and configuration improvements compatible with future high speed train service for all at-grade rail crossings in the County.~~

Land Use

Page 139

Heading: Rural Lands

- Add information about successful Transfer of Development Rights programs in other localities.

Implementation Schedule:

Page 172- New Environment Action 1.1.2.9.

- Timeframe of 0-5 years, County is the main stakeholder, there are no cross sectional impacts.

Page 174- New Environment Action 1.1.22.

- Timeframe of 0-5 years, County is the main stakeholder, there are no cross sectional impacts.

Page 174- Environment Action 1.2.4

- Include neighborhood/non-profit in the stakeholder category.

Page 190- Community Character Action 1.7.2

- Move consideration of adopting a wireless communication facilities master plan from the 6-10 year timeframe to the 0-5 year timeframe.

Page 197- Amended Transportation Subaction 1.1.2.1

- Limiting driveway ~~and other~~ access points and providing shared entrances, side street access, and frontage roads;

Page 198

- Action 1.1.4 deleted as road funding is the State's responsibility.
- Action 1.1.5 amended to match action on page T-15 "Coordinate with the Virginia Department of Transportation (VDOT), adjoining jurisdictions, and prospective developers to implement the most contextually appropriate improvements for the roadway system. (See Land Use.)"

Page 199- New Transportation Action 1.1.6.

- Timeframe of 10+ years, County and Business or related agency as stakeholders, Economic Development listed as a cross-sectional impact.

Appendices

Glossary:

Page 212

- **Context Sensitive Solutions-** A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.
- **Complete Street-** a roadway designed to accommodate pedestrians, bicyclists, motorists, and transit.

Source Document Reference List:

Page 220

- Added the following web link for the Powhatan Creek Watershed Management Plan: <http://www.jccgov.com/environmental/index.html>.
- Added the following source document information: **Yarmouth Creek Watershed Management Plan. James City County Department of Development Management. 2003.** <http://www.jccgov.com/environmental/index.html>
- Changed the Business Climate Task Force web link to: <http://www.jccgov.com/pdf/business/taskforce/08Jan02FINALReport.pdf>

Land Use Map:

Community Character Areas

- Remove all of Ford's Colony from the New Town Community Character Area.
- See also Community Character for requested changes to Community Character Area text.