

A G E N D A
JAMES CITY COUNTY DEVELOPMENT REVIEW COMMITTEE
REGULAR MEETING
Building A Large Conference Room
101 Mounts Bay Road, Williamsburg, VA 23185
February 15, 2023
4:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. MINUTES

1. November 16, 2022, Meeting Minutes

D. OLD BUSINESS

E. NEW BUSINESS

1. SP-22-0051. Ironbound Crossing Wawa and Church Parking
2. SP-22-0089. Chickahominy Riverfront Park RV Storage Lot

F. ADJOURNMENT

ITEM SUMMARY

DATE: 2/15/2023

TO: The Development Review Committee

FROM: Josh Crump, Principal Planner

SUBJECT: November 16, 2022, Meeting Minutes

ATTACHMENTS:

	Description	Type
	November 16, 2022, Meeting Minutes	Minutes

REVIEWERS:

Department	Reviewer	Action	Date
Development Review Committee	Crump, Josh	Approved	2/7/2023 - 4:33 PM
Development Review Committee	Holt, Paul	Approved	2/8/2023 - 8:00 AM
Publication Management	Daniel, Martha	Approved	2/8/2023 - 8:02 AM
Development Review Committee	Holt, Paul	Approved	2/8/2023 - 8:03 AM

MINUTES
JAMES CITY COUNTY DEVELOPMENT REVIEW COMMITTEE
REGULAR MEETING
Building A Large Conference Room
101 Mounts Bay Road, Williamsburg, VA 23185
November 16, 2022
4:00 PM

A. CALL TO ORDER

Ms. Barbara Null called the Development Review Committee (DRC) meeting to order at approximately 4:20 p.m.

B. ROLL CALL

Present:

Barbara Null, Chair
Frank Polster
Stephen Rodgers

Staff in Attendance:

Josh Crump, Principal Planner
John Risinger, Senior Planner
Jose Ribeiro, Senior Planner II/Landscape Planner
Andrea Case, Community Development Assistant

C. MINUTES

1. August 24, 2022 Meeting Minutes

Mr. Rodgers made a motion to Approve the DRC meeting minutes from August 24, 2022.

On a voice vote, the Motion passed 3-0.

D. OLD BUSINESS

There was no old business.

E. NEW BUSINESS

1. C-22-0070. Monticello Avenue Shops Conceptual Plan

Mr. John Risinger, Senior Planner, stated that Mr. Tim Trant, Kaufman & Canoles, P.C., has submitted a conceptual plan on behalf of Verdad Real Estate, Inc. for a proposed commercial development located at 4744 Old News Road and 3897 and 3905 Ironbound Road. Mr. Risinger stated that the parcels are currently zoned R-8, Rural Residential, designated Neighborhood Commercial on the 2045 Comprehensive Plan Land Use Map, inside the Primary Service Area, with a total size of $\pm$ 2.75 acres. Mr. Risinger stated that the proposal seeks to rezone the property to B-1, General Business, to allow the development of three 4,000-square-foot buildings to be used for office and retail uses. Mr. Risinger stated that the 12,000 square feet of total building area corresponds to a Floor Area Ratio (FAR) of 0.1.

Mr. Risinger noted that this area is designated Neighborhood Commercial on the 2045

Comprehensive Plan Land Use Map. Mr. Risinger further stated that the 2045 Comprehensive Plan recommends neighborhood scale commercial, professional, and office uses for Neighborhood Commercial areas with a maximum recommended FAR is 0.2.

Mr. Risinger stated that the applicant has placed on the item on the Agenda to discuss the project and seek input and questions from the Committee. Mr. Risinger stated that no action by the DRC is required.

Mr. Trant, Kaufman & Canoles, P.C., representing the applicant, noted that this proposal seeks to incorporate the positive aspects of the 2019 application such as landscaping and buffering but improve on the traffic impacts with a different mix of uses. Mr. Trant further noted that the applicant fully intends to provide assurances through proffers and Special Use Permit conditions for mitigation of traffic impacts.

Mr. Rodgers expressed concern over what appeared to be vehicular access from Ironbound Road.

The applicant team clarified that what is shown on the conceptual rendering are sidewalks to provide connectivity from the adjacent neighborhoods.

Mr. Rodgers inquired about buffering and landscape treatments.

The Committee and the applicant team discussed the site layout, landscaping, and buffering. The Committee noted that there should be some harmony with the existing shopping center to preserve the viewshed. It was noted that reductions in the depth of the buffer is being requested due to the amount of Virginia Department of Transportation right-of-way on the parcels. It was further noted that the buffer would contain the same number of plantings in a smaller footprint.

Mr. Polster inquired about stormwater treatment for the additional impervious cover.

Mr. Jason Grimes, AES Consulting Engineers, stated that the existing pipe under Monticello Avenue was designed to account for all of the existing and future development. Mr. Grimes stated that some small areas of treatment; however, the intent is not to have a stormwater retention pond on the site.

Mr. Polster made a recommendation that the applicant conduct expanded outreach to the adjoining neighborhood to ensure that the residents' concerns were addressed.

Mr. Polster commented that public response to the project will depend on the traffic mitigation and the proposed uses that bring a value to the area that do not already exist or fill in the currently vacant storefronts.

The applicant team confirmed that they would conduct robust public outreach. The applicant assured the Committee that the Planning Commission members would be made aware of public meetings so they could attend if so desired.

Ms. Null thanked everyone for attending the meeting.

F. ADJOURNMENT

Mr. Rodgers made a motion to Adjourn the meeting.

Ms. Null adjourned the meeting at 4:50 p.m. after a unanimous voice vote of 3-0.

Ms. Barbara Null, Chair

Mr. Paul D. Holt, III, Secretary

ITEM SUMMARY

DATE: 2/15/2023

TO: The Development Review Committee

FROM: Tom Leininger, Principal Planner

SUBJECT: SP-22-0051. Ironbound Crossing Wawa and Church Parking

ATTACHMENTS:

	Description	Type
▣	Staff Report	Staff Report
▣	Location Map	Backup Material
▣	Graphic from Page 6 of the Adopted Design Guidelines	Backup Material
▣	Adopted Design Guidelines (full set)	Backup Material
▣	Staff Proposed Solution	Backup Material
▣	Adopted SUP-21-0017 Resolution	Backup Material
▣	Adopted Proffers Z-18-0006	Backup Material
▣	Landscape Plan Sheet L1.0	Backup Material
▣	Applicant Narrative and Hopke Appeal Letter	Backup Material
▣	Applicant Landscape Edge Exhibit	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Development Review Committee	Crump, Josh	Approved	2/7/2023 - 8:16 AM
Development Review Committee	Holt, Paul	Approved	2/7/2023 - 8:26 AM
Publication Management	Daniel, Martha	Approved	2/7/2023 - 8:29 AM
Development Review Committee	Holt, Paul	Approved	2/7/2023 - 8:31 AM

**SITE PLAN-22-0051. Ironbound Crossing Wawa and Church Parking
Staff Report for the February 15, 2023, Development Review Committee**

SUMMARY FACTS

Applicant:	Mr. Mark Rinaldi
Landowner:	G-Square, Inc.
Proposal:	To construct a +/- 6,049-square-foot convenience store with six fueling islands.
Development Review Committee (DRC) Review:	Appeal the decision of the Planning Director that the proposed landscaping along Ironbound Road and Old Ironbound Road do not meet the requirements of a “structural site element” as required and defined by the adopted design guidelines.
Location:	4007 Ironbound Road
Tax Map/Parcel No.:	3840100002A
Property Acreage:	± 1.93 acres
Zoning:	B-1, General Residential with Proffers
Comprehensive Plan:	Mixed Use
Primary Service Area: (PSA)	Inside
Staff Contact:	Tom Leininger, Principal Planner

FACTORS FAVORABLE

1. The request would not negatively impact the surrounding development.

FACTORS UNFAVORABLE

1. Staff finds that the proposed landscaping (shrubs in a hedge row) along Ironbound Road and Old Ironbound Road are not consistent with the adopted design guidelines.

SUMMARY STAFF RECOMMENDATION

After review of the site plan, the Planning Director finds that the proposed row of landscape shrubs (in hedge row form) along Ironbound Road and Old Ironbound Road do not meet the requirement of a “structural site element, such as fencing or a wall or combination, or the equivalent” as required by the adopted design guidelines (Attachment No. 3) for the site.

Staff recommends the DRC not approve this request.

PROJECT DESCRIPTION

Mr. Mark Rinaldi has submitted a site plan for the development of a convenience store with fuel for 4007 Ironbound Road. Per the adopted proffers, this site plan must be substantially consistent with Z-18-0006, which was approved by the Board of Supervisors in 2018 and SUP-21-0017, which was approved by the Board of Supervisors in 2022.

During the 2018 rezoning, the Board of Supervisors approved the application and rezoning request. Part of the adopted rezoning included design guidelines which were put forth to ensure that

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.

**SITE PLAN-22-0051. Ironbound Crossing Wawa and Church Parking
Staff Report for the February 15, 2023, Development Review Committee**

development of the site was consistent with surrounding development and consistent with the New Town Community Character Area designation of the 2045 Comprehensive Plan. The adopted design guidelines were also proffered in consideration of several reductions in building setbacks and landscape buffers. The design guidelines provide development standards and landscape standards for the parcel.

As part of the site plan review, staff ensures that the proposed development is in accordance with the adopted proffers (Attachment No. 6) and adopted Special Use Permit (SUP) conditions (Attachment No. 5), which include requirements that the site be in accordance with the adopted design guidelines.

On Page 6 of the adopted design guidelines (Attachment No. 2), a diagram is shown to determine the location of building frontage zones, the Monticello landscape edge and slope easement, and the landscape edge of the subject property.

Page 6 also details the requirements of a **landscape edge** as:

“Landscape Edges are formal landscaped areas along property boundaries that may include a town-fence, retaining walls, hedges, etc. Street trees are to be provided along Monticello unless topography or other constraints would preclude them. These landscape edges create a foreground for building facades or, in the absence of a building façade, act to create a “hard edge” to the adjacent street.”

On Page 7, paragraph 2 of the design guidelines (Attachment No. 3), it states the following:

The Frontage Zones are areas in which 75% of the boundary facing façade of buildings must reside. This is designated to

*encourage the developer to enhance the streetscapes with architecturally rich treatment and, if possible, public entrances. It is recognized that not all user types which might occupy the site would lend themselves to that arrangement. For example, a bank or restaurant with a drive-through would require vehicular travel lanes all around the building, negating the ability to pull the façade close to the property line. **In such cases, these guidelines require that the landscape edge be developed with a “hard edge” that would include a structural site element, such as fencing or a wall or combination, or the equivalent.** The developer will have the option of choosing one or more of the multiple frontage zones available across the site within which to site a building, depending on the nature and specific requirements of the end user. Said another way, the master plan does not intend to require that all available frontage zones will or should be occupied by building structures.*

Based on the above text, staff has requested that the areas along Old Ironbound Road and Ironbound Road of the site shall achieve a “hard edge” by providing a structural site element such as fencing or a wall or combination, or the equivalent. Rather than something constructed or erected, the applicant is requesting to provide a row of hedges along Ironbound Road and Old Ironbound Road to provide the referenced “hard edge”.

Staff does not interpret the statement above to allow for the use of landscaping to achieve the “hard edge”.

Given the numerous easements and utilities along the two frontages, staff would be agreeable to a portion of a New Town style fence. Staff believes this solution would meet the intent of the design guidelines and avoid any conflicts with those easements and utilities (see staff proposed solution - Attachment No. 4).

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**SITE PLAN-22-0051. Ironbound Crossing Wawa and Church Parking
Staff Report for the February 15, 2023, Development Review Committee**

PLANNING AND ZONING HISTORY

The property at 4007 Ironbound Road was previously rezoned in 2002 from R-8, Rural Residential and M-1, Limited Business/Industrial to B-1, General Business with proffers (Z-0005-2000). The master plan allowed for the construction of a five-story office building (parking was underneath the building as one of the stories).

In 2018, the property, along with a portion of 4002 Ironbound Road and the remaining Ironbound Road cul-de-sac were rezoned to B-1, General Business with proffers (Z-18-0006).

In 2022, the property was approved for a convenience store with fuel sales (SUP-21-0017).

SURROUNDING PROPERTIES

The zoning of the surrounding properties:

- Properties to the north are zoned MU, Mixed Use.
- Properties to the west are zoned B-1, General Business.
- Properties to the south are zoned B-1, General Business and R-2, General Residential.
- Properties to the east are zoned M-1, Limited Business/Industrial.

The 2045 Comprehensive Plan designation of surrounding properties:

- Properties to the north, east, and west are MU, Mixed Use.
- Properties to the south are Low Density Residential.

The property is generally bounded by New Town to the north, Mount Pleasant Church to the west, Ironbound Road Mini Storage to the

south, and Courthouse Commons and James City Service Authority water tanks to the east.

STAFF RECOMMENDATION

The Planning Director finds that the proposed hedges along Ironbound Road and Old Ironbound do not meet the requirements of the adopted design guidelines and that a structural site element is required. Staff recommends the DRC not approve the request.

Should the DRC find the applicant's proposed solution acceptable (as shown and detailed in Attachment Nos. 7-9), staff will ensure that this solution is included in the final approved set of plans.

TL/md

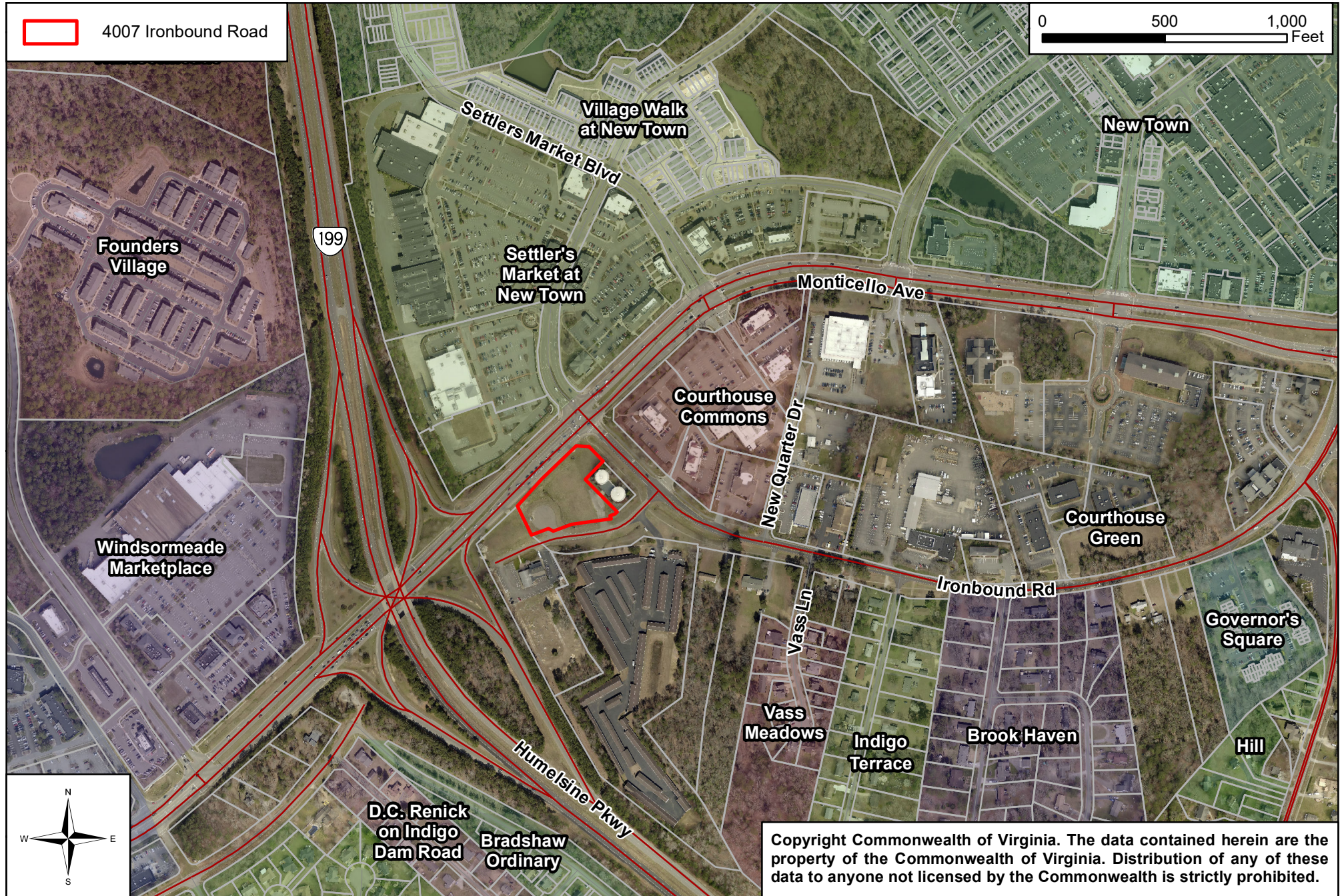
SP22-51IrnbdWawaChPrk

Attachments:

1. Location Map
2. Graphic from Page 6 of the Adopted Design Guidelines
3. Adopted Design Guidelines (full set)
4. Staff Proposed Solution
5. Adopted SUP-21-0017 Resolution
6. Adopted Proffers Z-18-0006
7. Landscape Plan Sheet L1.0
8. Applicant Narrative and Hopke Appeal Letter
9. Applicant Landscape Edge Exhibit

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.

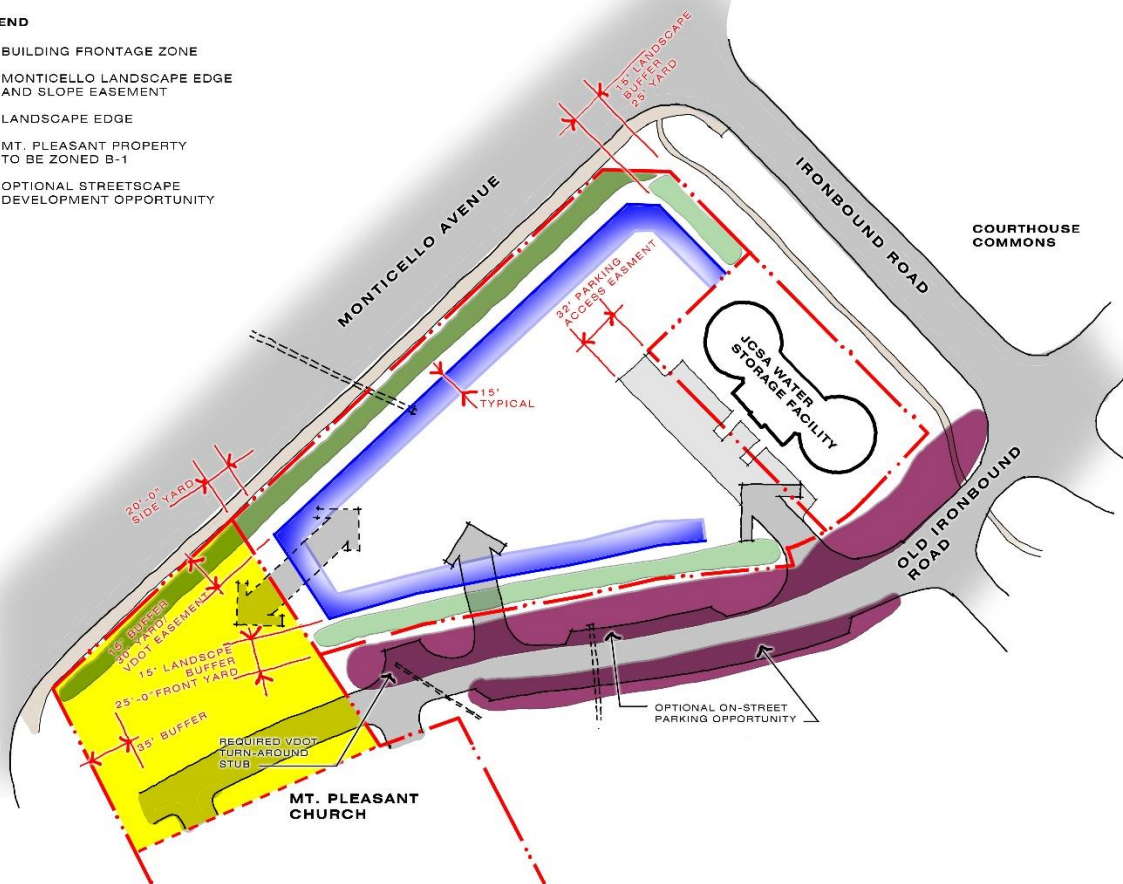
JCC SP-22-0051, 4007 Ironbound Road Convenience Store With Fuel



CONCEPTUAL DEVELOPMENT DIAGRAM

LEGEND

- BUILDING FRONTAGE ZONE
- MONTICELLO LANDSCAPE EDGE AND SLOPE EASEMENT
- LANDSCAPE EDGE
- MT. PLEASANT PROPERTY TO BE ZONED B-1
- OPTIONAL STREETScape DEVELOPMENT OPPORTUNITY



Note:

1. "Landscape Edges" are formal landscaped areas along property boundaries that may include a town-fence, retaining walls, hedges, etc.. Street trees are to be provided along Monticello, unless topography or other constraints would preclude them. These landscape edges create a foreground for building facades or, in the absence of a building façade, act to create a "hard edge" to the adjacent street.
2. "Frontage Zone" is an area wherein at least 75% of a building façade must reside (except as indicated below, under "Street Design"). In the absence of a building façade, a "hard edge" of landscape elements must be provided in the adjacent "Landscape Edge."
3. "Streetscape Development Opportunity" identifies off-street landscape, hardscape and parking which may be undertaken at the option of the developer, if approved by all jurisdictions having authority.

Design Guidelines
for
Ironbound Crossing
in
James City County, Virginia
December 13, 2018



Prepared for:
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Introduction

These guidelines provide site planning and architectural guidance, identify context-sensitive approaches to realizing site potential and suggest strategic development opportunities for the property identified below:



The property outlined in red consists of three “zoning” parcels, all of which are proposed to be zoned B-1, with Proffers. The western most parcel is owned by Mt. Pleasant Baptist Church and is highlighted for reference. The middle parcel has been offered by VDOT for purchase by G-Square, Inc. and will be joined to the east most parcel to create a single property. All three zoning parcels will be governed by these guidelines. As required in the transaction with VDOT, the existing Old Ironbound Road cul-de-sac will be removed and a branch turn-around meeting VDOT standards will be constructed within the VDOT right-of-way before the end of state maintenance where Old Ironbound Road becomes a private road serving only the church.

Located at the intersection of Monticello Avenue and Route 199, this property is positioned within the Monticello Avenue corridor leading to the “New Town” Development of James City County, but it is not technically a part of it. Given its context, the property’s ability to contribute to the sense of place that has become New Town and the Monticello Ave corridor, and to complement and enhance the built environment of New Town and the Monticello Avenue corridor, will be advanced by adherence to these guidelines.

The New Town Design Guidelines identify the parcels nearest the Monticello Avenue/199 interchange as “gateway” commercial development opportunities:

The more urban centers of New Town are appropriately located at the [through-] intersection of Monticello and Ironbound, while more regionally targeted development occurs near Monticello’s intersection with Route 199. These commercial centers establish the first image and impression of New Town to those who pass by or visit from other areas in the region. The planning and design of these sites, then, becomes paramount in setting the desired character for all of the neighborhoods located in the town. [Cooper Robertson, quoted from design guidelines for Windsor Meade Shopping Center].

Since those design imperatives were first committed to print, New Town has completely built out its property along the Monticello Ave. corridor. Other parcels not formally a part of New Town have also developed, leaving the subject site as the last remaining free-standing developable acreage along the corridor. Given that the character, rhythm and quality of the corridor is now well established, development of this property should be consistent -- addressing arrival by automobile, with adequate, convenient and logical on- and off-street parking, while also promoting movement within the development and between adjacent developments by foot.

Given its acreage is significantly smaller than other planned development sites along the corridor, flexibility in site design is inherently somewhat less than those larger parcels. Nevertheless, the site should avoid the suburban patterns of development that are characterized by large setback areas, highway scaled signage and general lack of connectedness. Instead, it should more closely follow the patterns of development characterized by its closest neighbors along the corridor, namely the portion of Settler’s Market closest to Rte. 199 and the portion of Courthouse Commons closest to Ironbound Road/Monticello Ave.

Site Features and Opportunities

The property is comprised of three zoning parcels: Zoning Parcel 1 is the roughly 1.2 acre existing G-Square, Inc. property located at the corner of Monticello Ave. and Ironbound Road. Zoning Parcel 2 is a roughly three-quarter acre area of VDOT right-of-way surrounding the existing Old Ironbound Road cul-de-sac proposed to be abandoned and sold to G-Square, Inc. Upon abandonment, Parcel 2 will be subsumed into Parcel 1. Zoning Parcel 3 is a roughly three-quarter acre portion of Mt. Pleasant Baptist Church located north of Old Ironbound Road beyond the end of State Maintenance (uses here will be limited to accessory uses to a place of public assembly). Together, the lands subject to these guidelines are bordered on all sides by public streets: Monticello Avenue, Ironbound Road, Old Ironbound Road and Route 199. To its east, the property wraps around the Ironbound Water Storage Facility which, although a utilitarian function, has been designed to the standards of the surrounding architecture.



Along its northern edge, Monticello Avenue is a four-lane arterial road that sits higher in elevation than the site itself. VDOT enjoys a slope maintenance easement along that property line of the site. Visibility into the site from Monticello and from the 199 overpass is downward. This will make roof design and screening of rooftop equipment a critical element of focus for the design of buildings.

Along its southern edge, Old Ironbound Road, which is a cul-de-sac road with a variable width right-of-way, aligns with an internal street of the neighboring Courthouse Commons development. As part of the agreement with VDOT to sell the land, the cul-de-sac will be removed and a branch turn-around will be constructed within the VDOT right-of-way. All vehicular traffic to the site will approach from Old Ironbound Road. Given the excessive existing right-of-way width of Old Ironbound Road, the developer is encouraged to pursue improving the street with on-street parking, which the County will credit toward buildable square footage on-site. This off-site development, although not required, is encouraged as a way to create a visual extension and practical connectivity to the Courthouse Commons development.



The western boundary is the Route 199 right-of-way, which is currently zoned R-8.

The eastern portion of the property abuts and partially wraps around the existing JCSA water storage facility. As part of the collaboration between the JCSA, G-Square, Inc. and Bush Construction Corporation involved in planning for the water storage facility over 15 years ago, shared parking was planned along the western side of the water storage facility. Shared access to this parking, and the G-Square, Inc. parcel, will remain generally as built (for the water storage facility) and accessed from Old Ironbound Road. Given this history and the cross-easements recorded to the mutual benefit of the parties, the developer should incorporate the parking adjacent to the water storage facility into an overall parking plan for the property, revising its layout as necessary, provided: (1) it represents no further reduction of the water storage facility yard than currently exists, and (2) does not compromise service access to the water storage building.

At the northern corner of the site, where the property wraps around the water storage facility, is the intersection of Monticello Avenue and Ironbound Road. While the configuration of this portion of the parcel does not lend itself to a large building, one or more small buildings may be feasible. The use of a portion of this area as a pocket park is encouraged, subject to evaluation of safety concerns associated with this high volume, high speed signalized intersection; it may also be suitable for monument signage to identify the parcel or major tenant.

Traversing the middle of the property northwest to southeast is an existing surface drainage pattern. Stormwater enters the site from a culvert under Monticello Avenue and leaves the site through a culvert under Old Ironbound Road. The developer is free to re-route this drainage utilizing any approved method. Recognizing that this may entail surface or subsurface drainage structures over which constructing buildings is difficult, these guidelines anticipate a lack of vertical development at that location.

LEGEND

- BUILDING FRONTAGE ZONE
- MONTICELLO LANDSCAPE EDGE AND SLOPE EASEMENT
- LANDSCAPE EDGE
- MT. PLEASANT PROPERTY TO BE ZONED B-1
- OPTIONAL STREETSCAPE DEVELOPMENT OPPORTUNITY

The site plan illustrates the Mt. Pleasant Church property, which is outlined in yellow and labeled "MT. PLEASANT PROPERTY TO BE ZONED B-1". The property is bounded by Monticello Avenue to the north and Old Ironbound Road to the east. A "JCSA WATER STORAGE FACILITY" is located within the property. The plan shows various setbacks and easements: a "20'-0\" side yard" setback from Monticello Avenue, a "15'-0\" front yard" setback from Old Ironbound Road, and a "15'-0\" landscape buffer" along the eastern boundary. A "32' PARKING ACCESS EASEMENT" is shown along the eastern boundary. A "REQUIRED VDOT TURN-AROUND SUB" is indicated near the bottom left. The plan also shows "OPTIONAL ON-STREET PARKING OPPORTUNITY" along Old Ironbound Road. Surrounding areas include "MONTICELLO AVENUE", "IRONBOUND ROAD", "COURTHOUSE COMMONS", and "MT. PLEASANT CHURCH".

1. "Landscape Edges" are formal landscaped areas along property boundaries that may include a town-fence, retaining walls, hedges, etc.. Street trees are to be provided along Monticello, unless topography or other constraints would preclude them. These landscape edges create a foreground for building facades or, in the absence of a building façade, act to create a "hard edge" to the adjacent street.
2. "Frontage Zone" is an area wherein at least 75% of a building façade must reside (except as indicated below, under "Street Design"). In the absence of a building façade, a "hard edge" of landscape elements must be provided in the adjacent "Landscape Edge."
3. "Streetscape Development Opportunity" identifies off-street landscape, hardscape and parking which may be undertaken at the option of the developer, if approved by all jurisdictions having authority.

Street Design

Old Ironbound Road is a remnant of Ironbound Road that existed prior to the construction of Route 199. It may also be seen as an extension of the Courthouse Commons Internal Road. Streetscape design along this Old Ironbound Road is constrained by its excessive right-of-way (ROW) width. Nevertheless, developers are encouraged by these guidelines to pursue off-site improvements and parking within the VDOT right-of-way, to the extent feasible and as may be allowed and approved by the agency. As an additional incentive to building siting along Old Ironbound Road, these guidelines designate a “Frontage Zone” for buildings along Old Ironbound Road of 25’ – 40’ from the right-of-way.

The Frontage Zones are areas in which 75% of the boundary facing façade of buildings must reside. This is designated to encourage the developer to enhance the streetscapes with architecturally rich treatment and, if possible, public entrances. It is recognized that not all user types which might occupy the site would lend themselves to that arrangement. For example, a Bank or Restaurant with a drive through would require vehicular travel lanes all around the building, negating the ability to pull the façade close to the property line. In such cases, these guidelines require that the landscape edge be developed with a “hard edge” that would include a structural site element, such as fencing or a wall or combination, or the equivalent. The developer will have the option of choosing one or more of the multiple frontage zones available across the site within which to site a building, depending on the nature and specific requirements of the end user. Said another way, the master plan does not intend to require that all available frontage zones will or should be occupied by building structures.

Street design along Monticello Avenue is constrained by a grade differential, high-speed traffic, and an existing multi-use bike/pedestrian trail. Given the grade change, design of this area should address issues of pedestrian safety as well as aesthetics, such as: Structures may be positioned to create a building edge along Monticello. Where absent of buildings, this site boundary should incorporate a strong, hard landscape edge, incorporating hedges, or a complementary town fence. Street trees are to be incorporated along this edge, unless topography or other constraints would preclude them. It is recognized that achieving adequate parking may require the use retaining walls.



Building Placement and Massing

Arrival and Orientation

Buildings should be organized to anticipate vehicular and pedestrian arrival to the site via Old Ironbound Road and should also anticipate pedestrian arrival from the corner of Ironbound Road and Monticello Ave. As mentioned above, the parcel configuration at the corner of these two roads may provide the developer an opportunity to create a small park (taking into account public safety concerns with high speed traffic

and potential vehicle conflicts inherent at signalized intersections), and perhaps locate project signage there as well.

One or more buildings should be organized on the site to:

- Reinforce streetscapes and street edges along Old Ironbound Road and/or Monticello Avenue,
- Create a sense of arrival for the building users and an obvious approach to the building entrance(s),
- Engage the buildings on the adjacent sites, Monticello Avenue and Old Ironbound Road with appropriate architectural development along those facades.

Building Shape and Footprint

The sense of scale of the proposed buildings shall be in keeping with existing adjacent development. Footprints over 10,000 sf should be broken up in their massing so as to appear as multiple buildings.

Since much of the site is lower than the adjacent Monticello Avenue and well below the 199 overpass, taller buildings up to the maximum height permitted in B-1 are allowed and encouraged. Single story buildings should be designed with adequate height, roof forms, or roof screening to limit the visibility of roof level construction and mechanical equipment.

Architectural Character

The use of materials and general massing of Courthouse Commons and the Water Storage facility should set the tone for the architectural character of all structures within the development. Fundamentally, building masses are to be broken down into smaller, pedestrian scaled elements. There should be a mix of sloped roof elements and parapet-roofed facades. Buildings are to have a predominantly 1-1/2 to 3 story expression; thus one-story buildings should appear to have an attic level with dormers or other architectural devices creating that illusion. Large floor plates (exceeding 10,000 sf) are generally not preferred, but in such cases where the use demands a larger floor plate, building masses are to be visually broken down into smaller elements to give the appearance of an assembly of multiple smaller buildings.

All buildings should conform to the nature of the streets and/or open spaces which they front. Variations in the building facades are required to express multi-tenant occupancies. Each building shall be designed to look attractive from all sides visible to the public. Facades should be articulated with panels, pilasters, cornices and/or other architectural devices so as to avoid long blank walls. Porticos, pediments, and other like features are encouraged to express major entrances. Landscaping elements and/or



treatments specifically designed to break up building massing are also encouraged.

Particular attention should be paid to the roof structure and visibility of the roof from adjacent roadways. Rooftop equipment screening is required, whether by screening device or architectural forms.

Allowable Materials

All buildings are to use a similar or complementary pallet of materials as the adjacent Water Storage Facility and Courthouse Commons development. Specifically:

Walls:

- Brick
- Cast Stone Trim, Veneer, and/or Coping
- Wood or Cellular PVC for Trim
- Fiberglass, Aluminum, or EIFS Cornice and Fascia
- Pigmented, Textured Concrete Block is acceptable on rear and non-public facades.
- Wood or Cementitious Siding (with 5/8" or greater relief in profile or overlap)

Roofing:

- Slate Roofing, Simulated Slate Roofing (rubber); fiberglass asphalt roofing (300# or better); standing seam Metal (aluminum, copper, or steel).
- Gutters and Downspouts (copper or aluminum, round or box (residential Ogee shape is not acceptable).
- Flat or Low-sloped roofs may be of metal or synthetic membrane, where concealed from public view by a parapet.

Building Elements:

- Columns may be true classical pre-fabricated synthetic, or field-fabricated wood. If field-fabricated, extra attention to detailing and proportions will be required.
- Chimneys are to be of brick or stucco.
- Posts, spindles, balusters may be of painted wood or metal. Synthetics such as hard foam or cellular PVC may be utilized if adequately heavy in dimension and anchored and painted.
- Stoops and exterior steps: brick or stone (concrete may be utilized for non-public entrances where screened or not visible to the general public).
- Awnings and Canopies: canvas covered metal structure.

Signs: wood, painted metal, hard foam, or as otherwise allowed by James City County ordinances.

Fenestration:

- Windows may be wood or metal, subdivided with exterior muntins.
- Storefront windows for display may be subdivided into larger panels but should not exceed 36" in dimension. Panes should be square or rectangular, oriented vertically.
- Bay windows: wood or metal with metal roofing.
- Shutters: wood or cellular pvc; shutters should be equipped with shutter hardware and be operable or give the appearance of being operable.
- Doors: wood, metal, glass; utility doors should be metal or fiberglass.



Stylistically, all buildings within the development are to retain a common identity, evocative of Federal Period American Architecture. While replica architecture is impractical and undesirable, use of materials, colors, and detailing that allude to the architecture of that period is expected. The use of porches, balconies, bays, loggias, arcades, chimneys, cupolas, dormers, and operable windows are strongly encouraged as devices that help reduce the scale of buildings, making them more approachable and village-like. The principal roof forms are to be gabled or hipped and may range between 4/12 and 12/12. Shed roofs should be 2/12 to 6/12 in slope. Flat or Low-slope roofs are acceptable for larger roof areas but should be concealed by a decorative parapet or ballustrade. Dormers may be gabled, hipped or eye-brow (but not shed-type).

Special roof-top ornaments, such as cupolas, weather vanes, etc. should be custom designed or selected for appropriate scale and proportion to the building forms.



Mechanical units and building utilities, such as electrical meters and panels, are to be located so as not to detract from the architecture and are to be screened. Roof-top equipment should be architecturally screened and not visible from Monticello Avenue, Ironbound Road, or Old Ironbound Road. Generally, screens should be constructed of permanent materials that relate to the building architecture, such as brick and cast stone. Where located against the property buffers, or otherwise not plainly visible from adjacent streets, utilities and mechanical units may be screened with landscaping alone. Drainage from building roofs should be channeled underground to the storm water system unless "spilling at grade" can be engineered without compromising landscaping or pedestrian areas.

Parking and Access

Parking access and organization should be designed to limit the amount of curb, gutter and asphalt on the site and promote the ease of movement about the site by pedestrians. To that end, raised or surface patterned crosswalks, colonnades of shade trees, pedestrian scale street lights and/or formal sidewalk geometries should be incorporated to emphasize the primacy of the pedestrian over the automobile on the expanded G-Square parcel. The Parking on the church parcel designed for infrequent overflow use shall not require the same formal treatments or geometries as described for the G-Square parcel. For overflow parking on the church parcel, a less formal approach is appropriate; lighting is not warranted unless regular nighttime activities are anticipated. However, greater attention should be paid to softening views from Monticello Ave. into this overflow parking area.

Landscape, Hardscape and Planting

Building Perimeters - Landscaping at buildings shall meet or exceed the requirements as specified in the JCC Zoning Ordinance, Division 4, Section 24-97. The use of trellis and landscape structures to facilitate the growth of live plant material immediately in front or on the buildings is strongly encouraged.

Parking layout and landscaping is to comply with the requirements of the relevant landscape standards of the James City County Ordinance (Article II, Division 4). Hedges planted to screen the parking lots from the perimeter shall be planted at an installed height of 30". The predominant tree type used within parking lots shall be deciduous shade trees. Evergreen trees shall be provided where additional screening is desirable. All deciduous trees in parking lots shall be 2-1/2" caliper at installation.

To further link the development to the New Town community and in particular to the Courthouse Commons project, the developer is encouraged to incorporate similarly inspired design details used in New Town. For example, at pedestrian crossings and along streets, a combination of concrete pavers, brick pavers and gray concrete can be used to emphasize points of arrival and to create a sense of hierarchy among the site elements.

Street Furnishings, including street and parking lot light fixtures, benches, trash receptacles, bike racks and bollards, shall include selections from or comparable to those items identified and/or illustrated in the New Town Streetscape Package prepared by Cooper Robertson & Partners dated May 5, 2003 and/or present within the adjacent Courthouse Commons development.

The perimeter buffer adjacent to Monticello Avenue shall contain enhanced landscaping per the James City County Enhanced Landscape Policy, adopted April 9, 2013. Examples of enhanced landscaping could be, but are not limited to, upright evergreen plantings for screening of parking and other undesirable features, decorative fencing, benches and other pedestrian accommodations, and increased plant installation size and quantity. An enhanced landscaping narrative will be provided at the site plan phase of the project to incorporate with the use(s) on the site, which will summarize the enhanced landscape treatment for the site.

Site Lighting

Site Lighting shall consist of two different types of fixtures:



- Lighting for parking and security - this lighting is for general visibility and security and should be tall and pole-mounted (30' maximum), delivering a general lighting level as required or recommended by local law enforcement or an end user's specific site safety standards. These fixtures may be contemporary in nature and are not intended to be architectural elements in-and-of themselves, but rather deliver an ambient lighting level where critical.
- Lighting for pedestrians should consist of decorative building mounted fixtures, bollard-type fixtures and/or pedestrian scaled street lamps (maximum pole height of 16'). These fixtures are intended to reinforce the overall architectural expression of the buildings and should be arranged to help guide pedestrian movement about the site.

Site light fixtures shall include selections from or comparable to those items identified and/or illustrated in the New Town Streetscape Package prepared by Cooper Robertson & Partners dated May 5, 2003 and/or present in the adjacent Courthouse Commons development.

Signage

All signage recommendations shall be subject to the provisions of Article II, Division 3 of the James City County Ordinance.

Building mounted signs and free-standing signs will comply with James City County zoning ordinance for sign location and construction. Wall mounted signage should be integrated with and/or be properly proportionate to the architecture of the building. They are to be mounted flat upon the facade or with "stand-offs" no greater than 6".

A free-standing sign for the development, if provided, is to be located at the corner of Monticello Avenue and Ironbound Road or at the intersection of Ironbound Road and Old Ironbound Road. This sign is to be monument style and designed to promote visual unity within the development. Individual letters in signs may be internally lit. Its size and scale should be in keeping with established monument signs on the corridor (e.g. Settlers Market and Courthouse Commons).

Other signs, when illuminated, must be externally lit. "Halo" lighting of individual letter signs (where the letters are opaque but an internal light washes the background of the letters) are acceptable as externally lit signage.

Way-finding signage is encouraged, but subject to regulation by the zoning administrator per James City County Ordinance, Section 24-73. Lettering and mounting height should be sized to assist the pedestrian in finding a building entrance, or a driver of a vehicle to find a parking space. Number and size of such signage is not specifically dictated but should be kept to the minimum number necessary and clearly subservient to other site signage. Generally, lettering should not be over 4" in height, and logos of that same size are permissible but shall not dominate the message of the sign. Street signs and traffic control signs within State right-of-way will utilize the New Town, Courthouse Commons or Settler's Market models, subject to VDOT approval.



JAMES CITY COUNTY LANDSCAPE REQUIREMENTS - WAWA SITE

AREAS	COUNTY REQ.	TREES AND SHRUBS	PLANTS REQUIRED	EXISTING PLANTS TO REMAIN	NEW PLANTS PROVIDED
LANDSCAPE YARD		PLANTING RATIO			
30' FRONT YARD MONTICELLO AVE.	11,851 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	30 TREES 405 88 SHRUBS 405	N/A	31 TREES 11 DECIDUOUS SHADE 4 ORNAMENTAL 14 L.E. EVERGREEN 105 SHRUBS 88 EVERGREEN
15' LANDSCAPE YARD IRONBOUND RD.	1,374 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	4 TREES 405 11 SHRUBS 405	N/A	5 TREES 2 DECIDUOUS SHADE 2 ORNAMENTAL 2 L.E. EVERGREEN 11 SHRUBS 7 EVERGREEN
15' LANDSCAPE YARD OLD IRONBOUND RD.	5,967 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	15 TREES 405 45 SHRUBS 405	N/A	15 TREES 6 DECIDUOUS SHADE 2 ORNAMENTAL 6 L.E. EVERGREEN 45 SHRUBS 28 EVERGREEN
PARKING LOT	50 SPACES	1 TREE AND 2 SHRUBS: 5 PARKING SPACES	10 TREES 305 20 SHRUBS 305	N/A	10 TREES 6 L.E. DECIDUOUS 4 EVERGREEN 20 SHRUBS 20 EVERGREEN
10' BLDG PERIMETER CONVENIENCE STORE	3,120 SF	1 TREE OR 5 SHRUBS: 200 SQ.FT.	16 TREES OR 78 SHRUBS	N/A	3 TREES AND 63 SHRUBS
10' BLDG PERIMETER FUEL PUMPS AND CANOPY	3,080 SF	1 TREE OR 5 SHRUBS: 200 SQ.FT.	16 TREES OR 77 SHRUBS	N/A	9 TREES TRANSFERRED 32 SHRUBS TRANSFERRED *AS NOTED ON PLAN

JAMES CITY COUNTY LANDSCAPE REQUIREMENTS - MT. PLEASANT CHURCH SITE

AREAS	COUNTY REQ.	TREES AND SHRUBS	PLANTS REQUIRED	EXISTING PLANTS TO REMAIN	NEW PLANTS PROVIDED
LANDSCAPE YARD		PLANTING RATIO			
30' FRONT YARD MONTICELLO AVE.	5,556 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	14 TREES 405 42 SHRUBS 405	6 TREES 4 MATURE 2 DECIDUOUS TREES 2 MATURE 2 EVERGREEN TREES	2 TREES 1 DECIDUOUS SHADE 1 ORNAMENTAL 1 L.E. EVERGREEN 76 SHRUBS 58 EVERGREEN
35' TRANSITIONAL BUFFER ROUTE 199	2,423 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	7 TREES 405 21 SHRUBS 405	5 TREES 2 MATURE 2 DECIDUOUS TREES 1 MATURE 2 L.E. EVERGREEN	0 TREES 0 DECIDUOUS SHADE 0 ORNAMENTAL 0 L.E. EVERGREEN 21 SHRUBS 14 EVERGREEN
30' BUFFER WAWA SITE	3,210 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	9 TREES 405 25 SHRUBS 405	N/A	9 TREES 4 DECIDUOUS SHADE 1 ORNAMENTAL 4 L.E. EVERGREEN 25 SHRUBS 14 EVERGREEN
PARKING LOT	38 SPACES	1 TREE AND 2 SHRUBS: 5 PARKING SPACES	8 TREES 305 16 SHRUBS 305	N/A	8 TREES 3 L.E. DECIDUOUS 4 EVERGREEN 16 SHRUBS 8 EVERGREEN

SUP. CONDITION 6. LANDSCAPE. AS PART OF THE INITIAL SITE PLAN SUBMITTAL, A LANDSCAPE PLAN SHALL BE SUBMITTED TO THE PLANNING DIRECTOR OR DESIGNEE CONSISTENT WITH THE FOLLOWING STANDARDS:

A. THE PERIMETER BUFFER SHALL BE LANDSCAPED TO THE PROVISIONS OF SECTION 24-96 OF THE ZONING ORDINANCE FOR GENERAL LANDSCAPE AREAS, EXCEPT THAT THE REQUIRED EVERGREEN TREE AND SHRUB MIXTURE SHALL BE INCREASED FROM 35% TO AT LEAST 45%.

B. ANY PROPOSED FENCING OR WALL SHALL BE SHOWN ON THE LANDSCAPE PLAN AND BE CONSISTENT WITH THE DESIGN GUIDELINES.

C. THE REQUIRED PLANTINGS BETWEEN THE PROPERTY AND 4002 IRONBOUND ROAD SHALL BE SHOWN ON THE SITE PLAN FOR THE PROPERTY AND SHALL BE GUARANTEED PRIOR TO SITE PLAN APPROVAL IN A MANNER ACCEPTABLE TO THE COUNTY ATTORNEY. ALL PLANTINGS WITHIN THIS AREA SHALL BE INSTALLED PRIOR TO CERTIFICATE OF OCCUPANCY FOR THE CONVENIENCE STORE. PRIOR TO FINAL SITE PLAN APPROVAL, THE LANDSCAPE PLAN SHALL BE REVIEWED AND APPROVED BY THE PLANNING DIRECTOR FOR CONSISTENCY WITH THIS CONDITION. THE PLANNING DIRECTOR MAY CONSULT WITH THE NEW TOWN DRB IN DETERMINING CONSISTENCY WITH CONDITION NO. 6(B).

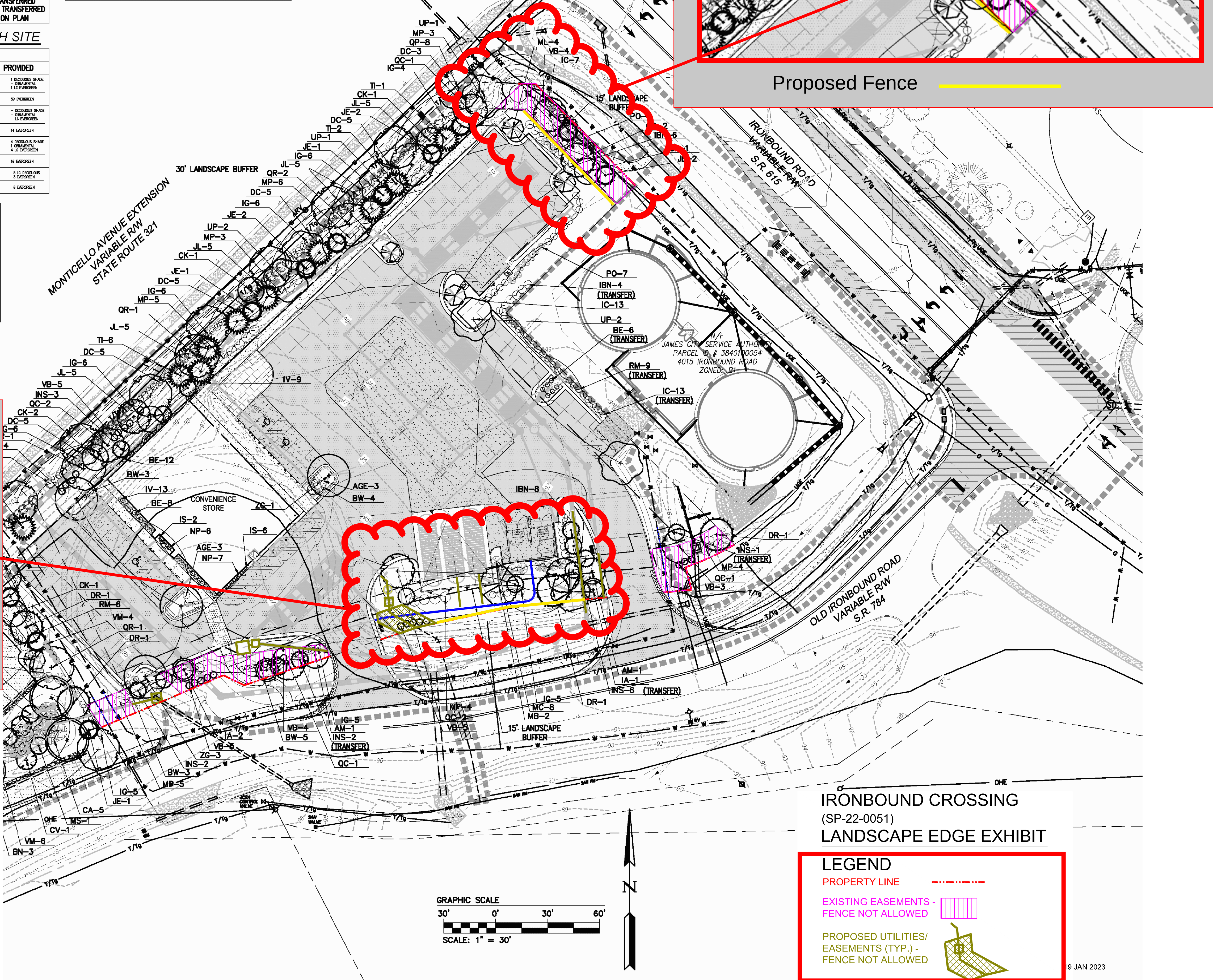
NOTE:
SHRUBS SHALL BE PLANTED AT LEAST 5' FROM THE CENTER OF ALL JC&A UTILITIES. TREES SHALL BE PLANTED AT LEAST 10' FROM THE CENTER OF ALL JC&A UTILITIES AND STORM PIPES. IF, DUE TO SITE CONSTRAINTS, TREES ARE NOT ABLE TO BE PLANTED AT LEAST 10' OFF UTILITY PIPES, A ROOT BARRIER SHALL BE APPLIED TO PROTECT ALL PIPING.

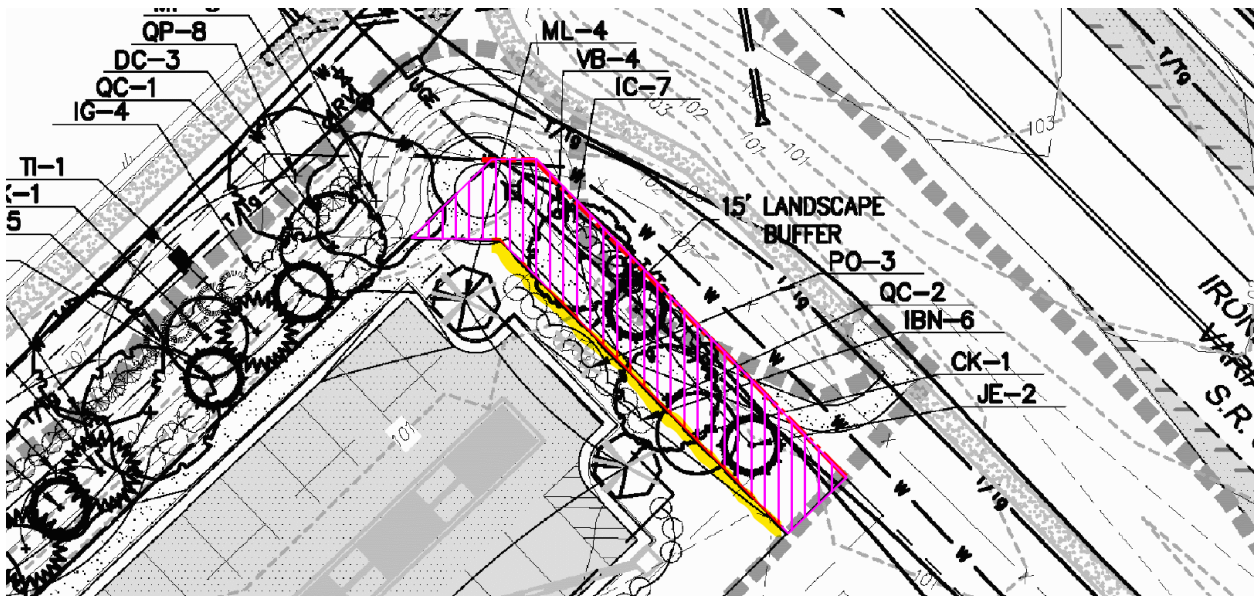
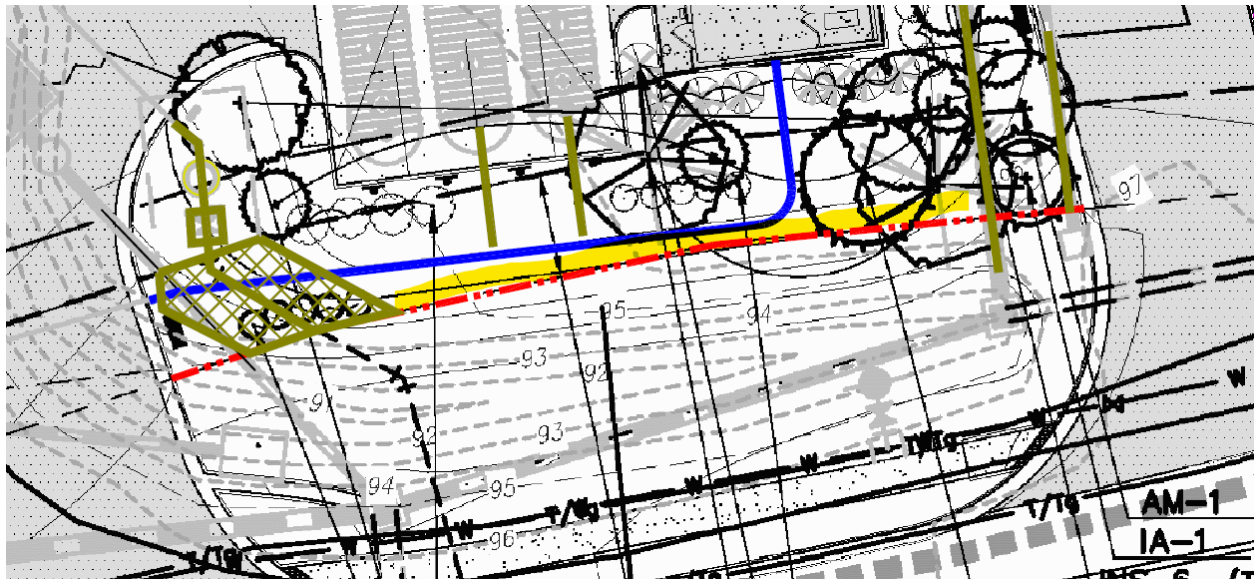
TREES ALONG THE MONTICELLO AVE. FRONTAGE SHALL BE LIMBED UP TO CREATE A CLEAR ZONE OF 2' TO 7' TO HELP WITH WAYFINDING VISIBILITY.

MONTICELLO AVENUE ENHANCED LANDSCAPE NARRATIVE

PER THE LANDSCAPE, HARDSCAPE AND PLANTING SECTION OF THE DESIGN GUIDELINES, THE 30' LANDSCAPE BUFFER ALONG MONTICELLO AVENUE SHALL HAVE ENHANCED LANDSCAPE TREATMENTS AS ESTABLISHED IN THE JAMES CITY COUNTY ENHANCED LANDSCAPING POLICY, ADOPTED APRIL, 2013.

- UPRIGHT EVERGREEN PLANTINGS HAVE BEEN STRATEGICALLY PLACED TO HELP SCREEN THE PARKING AREA FROM THE PUBLIC RIGHT OF WAY.
- AN EVERGREEN HEDGE IS PROPOSED AT THE TOP OF THE SLOPE ALONG MONTICELLO AVENUE TO FORM A "HARD-LINE" OF SHRUBS, SIMILAR TO THE TREATMENT OF THE ADJACENT COURTHOUSE COMMONS SITE.
- PLANTING MATERIAL PROVIDED EXCEEDS THE MINIMUM SIZE AND NUMBER REQUIRED IN SEC. 24-92, SEC. 24-96 OF THE JAMES CITY COUNTY ZONING ORDINANCE IN ORDER TO AIDE IN SCREENING THE SITE FROM THE PUBLIC RIGHT OF WAY.





RESOLUTION

CASE NO. SUP-21-0017. 4007 IRONBOUND ROAD

CONVENIENCE STORE WITH FUEL

WHEREAS, the Board of Supervisors of James City County, Virginia, has adopted by Ordinance specific land uses that shall be subjected to a Special Use Permit (SUP) process; and

WHEREAS, Mr. Mark Rinaldi, on behalf of the property owner, G-Square, Inc., has applied for an SUP on property located at 4007 Ironbound Road, further identified as James City County Real Estate Tax Map Parcel No. 3840100002A (the "Property") to allow for a convenience store with fuel sales pursuant to Section 24-390 of the County Code, a convenience store pursuant to Section 24-11(a)(1) of the County Code, and a commercial building or group of buildings, which generates, or would be expected to generate, a total of 100 or more additional trips to and from the Property during the peak hour of the operation pursuant to Section 24-11(a)(3) of the County Code; and

WHEREAS, the Planning Commission, following its public hearing on January 5, 2022, recommended approval of Case No. SUP-21-0017 by a vote of 6-0; and

WHEREAS, a public hearing was advertised, adjoining property owners notified, and a hearing conducted on Case No. SUP-21-0017; and

WHEREAS, the Board of Supervisors of James City County, Virginia, finds this use to be consistent with good zoning practices and the 2045 Comprehensive Plan Land Use Map designation for the Property.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, after consideration of the factors in Section 24-9 of the James City County Code, does hereby approve the issuance of Case No. SUP-21-0017 as described herein with the following conditions:

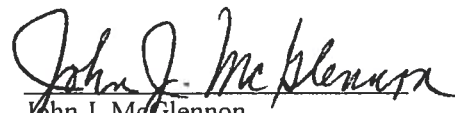
1. Master Plan. This Special Use Permit ("SUP") shall apply to property located at 4007 Ironbound Road, which is further identified as James City County Real Estate Tax Map Parcel No. 3840100002A, (the "Property"). The SUP shall be valid for a convenience store of approximately 6,049 square feet that sells and dispenses fuel (the "Convenience Store"). All final development plans for the Property shall be consistent with the Master Plan entitled, "Master Plan Ironbound Crossing for Special Use Permit" prepared by AES, dated September 21, 2021, and revised December 7, 2021 (the "Master Plan"), as determined by the Director of Planning, with any deviations considered per Section 24-23(a)(2) of the Zoning Ordinance, as amended.
2. Design Guidelines. The Property shall be developed in accordance with the adopted design guidelines entitled "Design Guidelines for Ironbound Crossing in James City County, Virginia" prepared by AES Consulting Engineers and Hopke & Associates, dated December 13, 2018 (the "Design Guidelines"). Prior to site plan approval, the Planning Director, or designee, with consultation with the New Town Design Review Board (DRB), shall review the final design elements for consistency with the Design Guidelines.

3. Architectural Review - Convenience Store. Exterior building materials and colors for all structures shall be generally consistent with the drawing entitled "WAWA W50 FB M VA_v.2019.01 STORE #8687" prepared by Cuhaci & Peterson, dated November 3, 2021, and revised December 20, 2021 (the "Exterior Design"). Prior to site plan approval for the Convenience Store, the Planning Director, or designee, with consultation with the New Town DRB, shall review and approve the final building elevations and architectural design for consistency with this Condition and Condition No. 2. In the event the Planning Director disapproves the architectural elevations, the applicant may appeal the decision to the Development Review Committee (DRC), which shall forward a recommendation to the Planning Commission.
4. Architectural Review - Gas Pump Canopy and Trash Compound. The architecture of (1) the canopy covering the fuel dispensing stations (the "Canopy") and (2) the trash compound as shown on the Master Plan, including any columns, shall match the Design Guidelines, the Exterior Design, and the exterior building materials of the Convenience Store. The Canopy shall have a maximum height of twenty-one (21) feet measured from the finished grade to the top of the pitched A-frame roof structure as shown in the drawing entitled, "WAWA Gas Canopy Stacked 6 A-Frame - Trash Compound MAOF17-R", prepared by Cuhaci & Peterson, dated September 10, 2019, and revised December 20, 2021. No more than two signs shall be allowed on the Canopy. The Canopy shall not include gas pricing signs. Prior to site plan approval, the Canopy architecture shall be approved by the Planning Director for consistency with this condition, with consultation with the New Town DRB. In the event the Planning Director disapproves the architectural elevations, the applicant may appeal the decision to the DRC, which shall forward a recommendation to the Planning Commission.
5. Lighting. There shall be no light trespass, defined as light intensity measured at 0.1 footcandle or higher extending beyond any property line or into the public right-of-way, unless approved in writing by the Planning Director. All lights, including any lighting on the Canopy, shall have recessed fixtures with no bulb, lens, or globe extending below the casing or the Canopy ceiling. Light poles on the Property shall not exceed twenty (20) feet in height. The lighting for the Property, to include the Canopy lighting, shall be consistent with the Design Guidelines and reviewed and approved by the Planning Director prior to final site plan approval.
6. Landscape. As part of the initial site plan submittal, a landscape plan shall be submitted to the Planning Director or designee consistent with the following standards:
 - a. The perimeter buffer shall be landscaped to the provisions of Section 24-96 of the Zoning Ordinance for General Landscape Areas, except that the required evergreen tree and shrub mixture shall be increased from 35% to at least 45%.
 - b. Any proposed fencing or wall shall be shown on the landscape plan and be consistent with the Design Guidelines.
 - c. The required plantings between the Property and 4002 Ironbound Road shall be shown on the site plan for the Property and shall be guaranteed prior to site plan approval in a manner acceptable to the County Attorney. All plantings within this area shall be installed prior to Certificate of Occupancy for the Convenience Store.

Prior to final site plan approval, the landscape plan shall be reviewed and approved by the Planning Director for consistency with this condition. The Planning Director may consult with the New Town DRB in determining consistency with Condition No. 6(b).

7. Signage. All building face signage shall be externally illuminated or use back-lit or channeled lettered lighting as defined in Section 24-67 of the Zoning Ordinance. For any back-lit or channeled lettered signs, the sign shall meet the criteria listed in Section 24-72 of the Zoning Ordinance, or successor section. In addition to any building face signage as permitted by the Zoning Ordinance, the Property shall be allowed one exterior freestanding sign. The freestanding sign shall be externally illuminated, monument style, not exceed eight (8) feet in height, and have a base of brick or other materials similar in type and color with the architecture of the Convenience Store. The Planning Director shall approve the design of the signage for consistency with this condition prior to initial site plan approval and prior to any subsequent sign modifications.
8. Screening of Site Features. All dumpsters and roof and ground-mounted HVAC and mechanical units located on the Property shall be screened by an enclosure composed of masonry, closed cell PVC, prefinished metal, or cementitious panels in detail and colors to blend with adjacent building materials. Where present, such features shall be shown on the site plan and shall be reviewed and approved by the Planning Director for consistency with this condition prior to site plan approval.
9. Outdoor Display, Sale, or Storage. Unless otherwise stated in this condition, no outside display, sale, or storage of merchandise shall be permitted on the Property. As used for this condition, the term “merchandise” shall include but not be limited to ice, soda, candy, and/or snack machines. No more than two (2) outside vending machines and one (1) outside ice chest shall be permitted and, if used, shall be situated against the exterior wall not facing Monticello Avenue and shall be screened with building materials similar in type and color with the site architecture to minimize visual impacts from adjacent road rights-of-way. Final screening design shall be approved by the Planning Director prior to site plan approval.
10. Intercom and Speaker Noise. All intercom and other speaker systems on the Property shall operate in such a manner that they are not audible from adjacent properties.
11. Fueling Islands. There shall be no more than six (6) fueling islands on the Property as shown on the Master Plan.
12. Traffic Impacts. Prior to final site plan approval, all recommended improvements and mitigation measures listed within the approved traffic impact analysis titled “Traffic Impact Analysis for Proposed Special Use Permit of Ironbound Crossing” prepared by DRW Consultants, LLC, dated November 23, 2021, as approved by the Planning Director and Virginia Department of Transportation shall be guaranteed in a manner acceptable to the County Attorney. All recommended improvements and mitigation measures shall be installed prior to issuance of a Certificate of Occupancy for the Convenience Store.

13. Water Conservation Agreement. Water conservation standards shall be enforced on the Property. Water conservation standards shall be submitted to and approved by the James City Service Authority prior to final site plan approval for the Property. The standards may include, but shall not be limited to, such water conservation measures as limitations on the installation and use of irrigation systems and irrigation wells, the use of approved landscaping materials including the use of drought-tolerant plants where appropriate, and the use of water-conserving fixtures and appliances to promote water conservation and minimize the use of public water resources.
14. Spill Prevention, Control, and Countermeasures (SPCC) Plan. Prior to the issuance of a Land Disturbing Permit, an SPCC Plan which addresses chemical handling, including but not limited to oil, diesel, and gasoline, shall be reviewed and approved by the Director of Stormwater and Resource Protection.
15. Offsite Compliance Options. This site may not use offsite compliance options (*i.e.*, nutrient credit bank purchases) to achieve the required water quality. In order to best protect the impaired downstream systems, all required water quality needs/phosphorus nutrient reductions must be met onsite through the proposed stormwater design.
16. Quantity Control. As the proposed stormwater design directs flows into an existing system, attenuation of the 2-, 10-, and 100-year storms are required at the point of discharge into the existing 42" RCP crossing Old Ironbound Road. This includes attenuation of the bypass system shown on the Master Plan.
17. Commencement of Construction. Construction on both the Convenience Store and the Canopy shall commence within thirty-six (36) months from the date of approval of this Special Use Permit or this permit shall be void. Construction shall be defined as obtaining building permits and an approved footing inspection and/or foundation inspection for the Convenience Store and the Canopy.
18. Severance Clause. This Special Use Permit is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.


John J. McGlennon
Chairman, Board of Supervisors

ATTEST:


Teresa J. Saeed
Deputy Clerk to the Board

	VOTES			
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
ICENHOUR	☒	☐	☐	☐
HIPPLE	☒	☐	☐	☐
LARSON	☒	☐	☐	☐
SADLER	☒	☐	☐	☐
MCGLENNON	☒	☐	☐	☐

Adopted by the Board of Supervisors of James City County, Virginia, this 8th day of February, 2022.

Prepared By: Vernon M. Geddy, III, Esquire (VSB#21902)
(Attorney licensed to practice law in Virginia)
Geddy, Harris, Franck & Hickman
1177 Jamestown Road
Williamsburg, VA 23185

Tax Parcel: 3840100002A

Return To: County Attorney
101-D Mounts Bay Road
Williamsburg, Virginia 23185

PROFFERS

THESE PROFFERS are made as of this 25 day of JANU, 2019, by G-SQUARE, INC., a Virginia corporation (together with its successors and assigns, the "Owner"), COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION ("VDOT") and BUSH CONSTRUCTION CORPORATION, a Virginia corporation, and lessee from Owner under a long-term land lease ("Bush").

RECITALS

A. Owner is the owner of certain real property (the "G-Square Property") in James City County, Virginia more particularly described on Exhibit A attached hereto and made a part hereof.

B. VDOT is the owner of certain real property (the "VDOT Property") in James City County, Virginia adjacent to the G-Square Property and being more particularly described on Exhibit B attached hereto and made a part hereof.

C. Owner is the contract purchaser of the VDOT Property.

D. The G-Square Property is now zoned B-1, with Proffers dated January 23, 2002 recorded in the Clerk's Office of the City of Williamsburg and County of James City as Instrument No. 040002694 (the "Existing Proffers"). The VDOT Property is zoned R-8.

E. Owner has applied for a rezoning of the G-Square Property to B-1, with new proffers,

and, with the consent of VDOT, of the VDOT Property to B-1, with proffers and in connection therewith has submitted a Master Plan prepared by AES Consulting Engineers entitled "Master Plan Ironbound Crossing for Rezoning" and dated November 14, 2018 (the "Master Plan") and design guidelines entitled "Design Guidelines for Ironbound Crossing in James City County" prepared by Hopke & Associates dated November 14, 2018 (the "Design Guidelines"). The Design Guidelines have been submitted to and approved by the New Town Design Review Board ("DRB"). The G-Square Property and the VDOT Property are hereinafter called the "Property."

F. Owner desires to amend the Existing Proffers with respect to the G-Square Property and to offer to the County certain conditions on the development of the VDOT Property not generally applicable to land zoned B-1 for the protection and enhancement of the community and to provide for the high-quality and orderly development of the Property.

NOW, THEREFORE, for and in consideration of the approval by the Board of Supervisors of James City County of the applied for rezoning, Owner agrees that it shall meet and comply with all of the following conditions in developing the Property. If the applied for rezoning is not granted by the County, these Proffers shall thereupon be null and void and the Existing Proffers shall remain in effect. Upon the approval of the applied for rezoning, the Existing Proffers shall be null and void.

CONDITIONS

1. Master Plan. The Property shall be developed generally in accordance with the Master Plan determined as provided in Section 24-23(a)(2) of the Zoning Ordinance.

2. Uses. The following uses, otherwise permitted by right in the B-1 zoning district, shall not be permitted on the Property:

Contractor offices
Hotels and motels
Limousine services
Lodges, civic clubs, fraternal organizations and service clubs
Lumber and building supply
Machinery sales and service
Boat storage and servicing, repair and sale facilities
Marine businesses to include the receipt, storage and transshipment of waterborne commerce or seafood receiving, packaging or distribution
Radio and television stations and accessory antenna or towers
Taxi service
Vehicle repair and service
Vehicle and trailer sales and services
Vehicle rentals
Wholesale and warehousing
Communications facilities
Telephone exchanges and telephone switching stations

3. Design Guidelines. Development on the Property shall be generally in accordance with the Design Guidelines. All architectural elevations, building materials, colors, signage, and other project elements shall be submitted to the Planning Director and the DRB, for the Planning Director's and the DRB's review and approval for consistency with the Design Guidelines.

4. Water Conservation. The Owner shall be responsible for developing and enforcing water conservation standards to be submitted to and approved by the James City Service Authority. The standards shall address such water conservation measures as limitations and use of irrigation systems and irrigation wells, drought management plans, the use of approved landscaping materials, including drought tolerant grasses and plantings, and the use of water conserving fixtures to promote water conservation and minimize the use of public water resources, including groundwater. The standards shall be approved by the James City Service Authority prior to approval of the site plan for development of the Property.

5. Monticello Avenue Limited Access. There shall be no vehicular access from or to the Property directly from or to Monticello Avenue.

6. Turn Lanes at the Old Ironbound Road Intersection. Prior to site plan approval for any use on the Property (other than the branch turn around), the Owner will provide estimated peak hour trip generation figures and perform turn lane warrants analysis for Ironbound Road (Route 615) at its intersection with Old Ironbound Road (Route 784). For any site plan submitted within two years of the date of approval of the requested rezoning, such trip generation and assignment figures shall be those used in the Traffic Impact Analysis for Former Radio Station Property dated December 17, 2018 made by DRW Consultants, LLC, which Analysis is on file in the Planning Department. If warrants are met, the Owner shall install turn lane improvements at the intersection as required by the Virginia Department of Transportation ("VDOT") or post a bond for the improvements in a form approved by the County Attorney, prior to the issuance of a certificate of occupancy for the use.

7. Traffic Impact Analysis and Associated Improvements. If any proposed use would cause cumulative verified peak hour trips from the Property to equal or exceed 100 peak hour trips, a traffic impact analysis shall be submitted to the County and VDOT for review and approval. Any traffic improvements identified in the approved analysis as being triggered by the proposed use and required by VDOT, shall be installed or bonded in form approved by the County Attorney by Owner prior to the issuance of a certificate of occupancy for the use.

[signatures appear on following pages]

WITNESS the following signatures and seals:

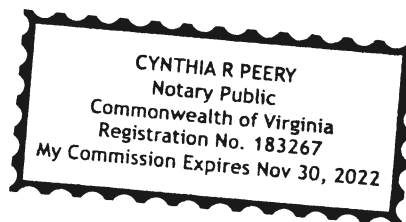
G-SQUARE, INC.

By: Robert R. Aranger
Title: President

STATE OF Virginia
CITY/COUNTY OF WilliamSBury to-wit:

The foregoing instrument was acknowledged before me this
25th day of January, 2019, by Robert R. Aranger as President of G-SQUARE, INC.
Cynthia R. Peery
NOTARY PUBLIC

My commission expires: 11/30/22.



COMMONWEALTH OF VIRGINIA,
DEPARTMENT OF TRANSPORTATION

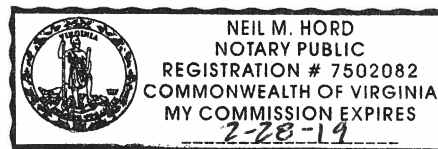
By: Lori A. Snider
Title: STATE RIGHT OF WAY & UTILITIES DIRECTOR

STATE OF VIRGINIA
CITY/COUNTY OF RICHMOND, to-wit:

The foregoing instrument was acknowledged before me this
21st day of FEBRUARY, 2019, by LORI A. SNIDER, as R/W DIRECTOR
COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION

[Signature]
NOTARY PUBLIC

My commission expires: 2-28-19.



BUSH CONSTRUCTION
CORPORATION

By: M. Higgins

Title: President

STATE OF Virginia
CITY/COUNTY OF James City /
Williamsburg, to-wit:

The foregoing instrument was acknowledged before me this
14th day of February, 2019, by Mary L Diggs, as President of BUSH
CONSTRUCTION CORPORATION.

Barbara A. Hossett
NOTARY PUBLIC

My commission expires:

Dec. 31, 2022

Exhibit A

G-Square Property Description

That certain piece or parcel of land shown and set out as "New Parcel 1, 1.174 AC., 51,142 SF" on the plat attached hereto entitled "Plat Showing Boundary Line Adjustment and Property Line Extinguishment Between the Parcels of James City Service Authority and G-Square, Inc." made by AES Consulting Engineers and dated 12/21/01.

Exhibit B

VDOT Property Description

Being as shown in RED on Sheet 8D of the plans for Route 199, State Highway Project 0199-047-F03, RW-205 on file with the Virginia Department of Transportation Richmond Central Office, and lying south of and adjacent to the proposed right of way and limited access line of Route 199 from a point 95 feet opposite Station 139+21.42 (Monticello Ave. Ext. construction baseline) to a point 98 feet opposite Station 140+09.15 (Monticello Ave. Ext. construction baseline), containing 0.318 hectare or 0.7704 acre, more or less, land; and being part of the same lands acquired from Robert T. Casey, et. al. by amended Instrument dated January 3, 2001, recorded as Instrument Number L010005794, and concluded by Final Order dated April 3, 2001, recorded as Instrument Number 010268; and from G-Square, Inc. acquired by Instrument dated January 5, 1996, recorded in Deed Book 775, at Page 600, and concluded by Final Order dated June 5, 1997, recorded as Instrument Number L970465 in the Office of the Clerk of the Circuit Court of James City County, Virginia.

JAMES CITY COUNTY LANDSCAPE REQUIREMENTS - WAWA SITE

AREAS	COUNTY REQ.	TREES AND SHRUBS	PLANTS REQUIRED	EXISTING PLANTS TO REMAIN	NEW PLANTS PROVIDED
LANDSCAPE YARD		PLANTING RATIO			
30' FRONT YARD MONTICELLO AVE.	11,851 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	30 TREES 89 SHRUBS	N/A	31 TREES 105 SHRUBS
15' LANDSCAPE YARD IRONBOUND RD.	1,374 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	4 TREES 11 SHRUBS	N/A	5 TREES 11 SHRUBS
15' LANDSCAPE YARD OLD IRONBOUND RD.	5,967 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	15 TREES 45 SHRUBS	N/A	15 TREES 45 SHRUBS
PARKING LOT	50 SPACES	1 TREE AND 2 SHRUBS: 5 PARKING SPACES	10 TREES 20 SHRUBS	N/A	10 TREES 20 SHRUBS
10' BLDG PERIMETER CONVENIENCE STORE	3,120 SF	1 TREE OR 5 SHRUBS: 200 SQ.FT.	16 TREES OR 78 SHRUBS	N/A	3 TREES AND 63 SHRUBS
10' BLDG PERIMETER FUEL PUMPS AND CANOPY	3,080 SF	1 TREE OR 5 SHRUBS: 200 SQ.FT.	16 TREES OR 77 SHRUBS	N/A	9 TREES TRANSFERRED 32 SHRUBS TRANSFERRED *AS NOTED ON PLAN

JAMES CITY COUNTY LANDSCAPE REQUIREMENTS - MT. PLEASANT CHURCH SITE

AREAS	COUNTY REQ.	TREES AND SHRUBS	PLANTS REQUIRED	EXISTING PLANTS TO REMAIN	NEW PLANTS PROVIDED
LANDSCAPE YARD		PLANTING RATIO			
30' FRONT YARD MONTICELLO AVE.	5,556 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	14 TREES 42 SHRUBS	6 TREES 12 TREE CREDITS	2 TREES 76 SHRUBS
35' TRANSITIONAL BUFFER ROUTE 199	2,423 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	7 TREES 21 SHRUBS	5 TREES 8 TREE CREDITS	0 TREES 21 SHRUBS
30' BUFFER WAWA SITE	3,210 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	9 TREES 25 SHRUBS	N/A	9 TREES 25 SHRUBS
PARKING LOT	38 SPACES	1 TREE AND 2 SHRUBS: 5 PARKING SPACES	8 TREES 16 SHRUBS	N/A	8 TREES 16 SHRUBS

SUP. CONDITION 6. LANDSCAPE. AS PART OF THE INITIAL SITE PLAN SUBMITTAL, A LANDSCAPE PLAN SHALL BE SUBMITTED TO THE PLANNING DIRECTOR OR DESIGNEE CONSISTENT WITH THE FOLLOWING STANDARDS:

A. THE PERIMETER BUFFER SHALL BE LANDSCAPED TO THE PROVISIONS OF SECTION 24-96 OF THE ZONING ORDINANCE FOR GENERAL LANDSCAPE AREAS, EXCEPT THAT THE REQUIRED EVERGREEN TREE AND SHRUB MIXTURE SHALL BE INCREASED FROM 35% TO AT LEAST 45%.

B. ANY PROPOSED FENCING OR WALL SHALL BE SHOWN ON THE LANDSCAPE PLAN AND BE CONSISTENT WITH THE DESIGN GUIDELINES.

C. THE REQUIRED PLANTINGS BETWEEN THE PROPERTY AND 4002 IRONBOUND ROAD SHALL BE SHOWN ON THE SITE PLAN FOR THE PROPERTY AND SHALL BE GUARANTEED PRIOR TO SITE PLAN APPROVAL IN A MANNER ACCEPTABLE TO THE COUNTY ATTORNEY. ALL PLANTINGS WITHIN THIS AREA SHALL BE INSTALLED PRIOR TO CERTIFICATE OF OCCUPANCY FOR THE CONVENIENCE STORE. PRIOR TO FINAL SITE PLAN APPROVAL, THE LANDSCAPE PLAN SHALL BE REVIEWED AND APPROVED BY THE PLANNING DIRECTOR FOR CONSISTENCY WITH THIS CONDITION. THE PLANNING DIRECTOR MAY CONSULT WITH THE NEW TOWN DRB IN DETERMINING CONSISTENCY WITH CONDITION NO. 6(B).

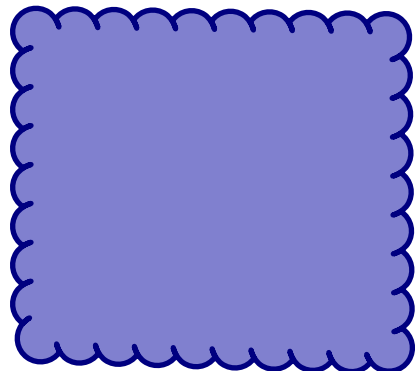
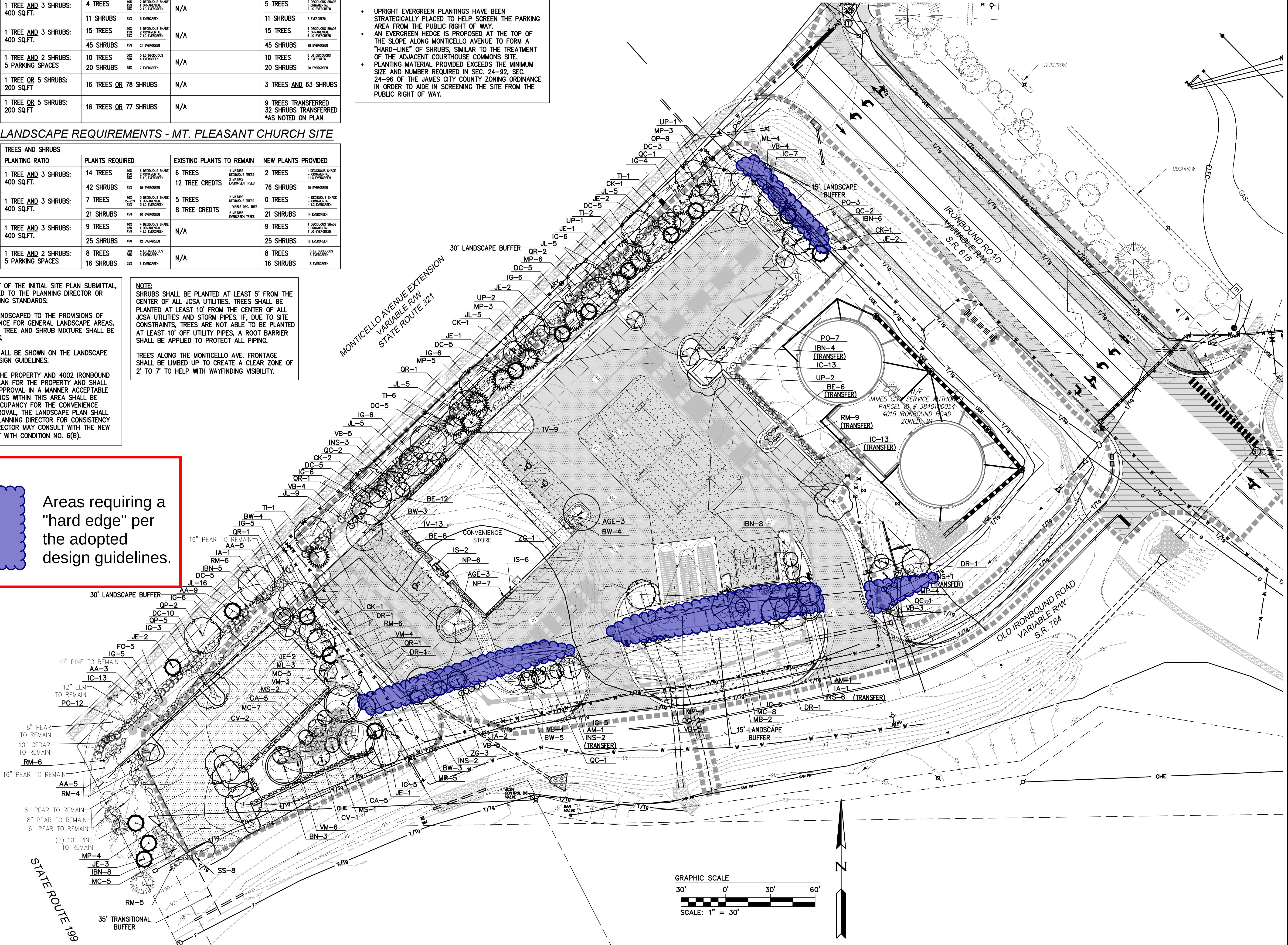
NOTE: SHRUBS SHALL BE PLANTED AT LEAST 5' FROM THE CENTER OF ALL JCSA UTILITIES. TREES SHALL BE PLANTED AT LEAST 10' FROM THE CENTER OF ALL JCSA UTILITIES AND STORM PIPES. IF, DUE TO SITE CONSTRAINTS, TREES ARE NOT ABLE TO BE PLANTED AT LEAST 10' OFF UTILITY PIPES, A ROOT BARRIER SHALL BE APPLIED TO PROTECT ALL PIPING.

TREES ALONG THE MONTICELLO AVE. FRONTAGE SHALL BE LIMBED UP TO CREATE A CLEAR ZONE OF 2' TO 7' TO HELP WITH WAYFINDING VISIBILITY.

MONTICELLO AVENUE ENHANCED LANDSCAPE NARRATIVE

PER THE LANDSCAPE, HARDSCAPE AND PLANTING SECTION OF THE DESIGN GUIDELINES, THE 30' LANDSCAPE BUFFER ALONG MONTICELLO AVENUE SHALL HAVE ENHANCED LANDSCAPE TREATMENTS AS ESTABLISHED IN THE JAMES CITY COUNTY ENHANCED LANDSCAPING POLICY, ADOPTED APRIL, 2013.

- UPRIGHT EVERGREEN PLANTINGS HAVE BEEN STRATEGICALLY PLACED TO HELP SCREEN THE PARKING AREA FROM THE PUBLIC RIGHT OF WAY.
- AN EVERGREEN HEDGE IS PROPOSED AT THE TOP OF THE SLOPE ALONG MONTICELLO AVENUE TO FORM A "HARD-LINE" OF SHRUBS, SIMILAR TO THE TREATMENT OF THE ADJACENT COURTHOUSE COMMONS SITE.
- PLANTING MATERIAL PROVIDED EXCEEDS THE MINIMUM SIZE AND NUMBER REQUIRED IN SEC. 24-92, SEC. 24-96 OF THE JAMES CITY COUNTY ZONING ORDINANCE IN ORDER TO AID IN SCREENING THE SITE FROM THE PUBLIC RIGHT OF WAY.



Areas requiring a "hard edge" per the adopted design guidelines.

REV	DATE	DESCRIPTION
1	1/10/22	REVISED PER OWNER & ACC COMMENTS



AES
CONSULTING ENGINEERS

5248 Old Town Road, Suite 1
Williamsburg, Virginia 23188
Phone: (757) 253-0000
www.aesva.com

Hampton Roads | Central Virginia | Middle Peninsula

SITE PLAN FOR
IRONBOUND CROSSING

JAMESTOWN DISTRICT | JAMES CITY COUNTY | VIRGINIA

Project Contacts: GVC
Project Number: W10481-00
Scale: 1"=30'
Date: 06/01/2022
Sheet Title: LANDSCAPE PLAN

Sheet Number
L1.0

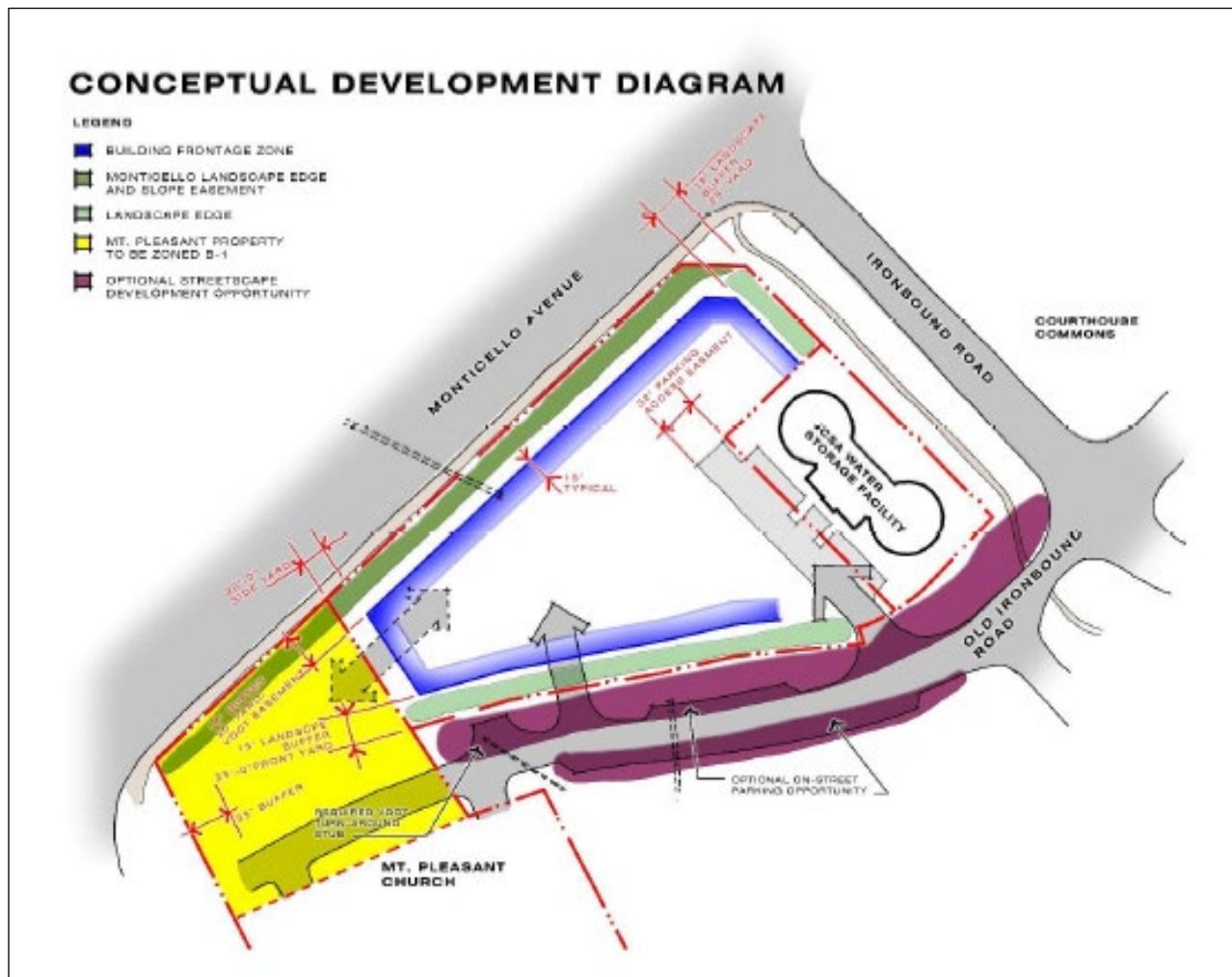
TO: The Development Review Committee (DRC) of the
James City County Planning Commission
FROM: BCC at Watertower, LLC (Applicant)
RE: Appeal of Planning Director's Interpretation of Design Guideline Terms –
Landscape Edges and Hard Edges (SP-22-0051 Ironbound Crossing)
DATE: 31 January 2023

Background:

Proffers accepted in connection with rezoning case Z-18-0006 require development on the Property be "...generally in accordance with the Design Guidelines." Furthermore, the New Town DRB and the Planning Director are required by the proffers to review the Project for consistency with the Design Guidelines.

The "Design Guidelines for Ironbound Crossing", as prepared by John Hopke of Hopke & Associates dated December 13, 2018, were accepted in connection with rezoning case Z-18-0006 and are the basis for the question before the DRC.

The Conceptual Development Diagram and associated notes found on page 6 of the Design Guidelines establishes the concept of frontage zones and landscape edges:



Note:

1. "Landscape Edges" are formal landscaped areas along property boundaries that may include a town-fence, retaining walls, hedges, etc.. Street trees are to be provided along Monticello, unless topography or other constraints would preclude them. These landscape edges create a foreground for building facades or, in the absence of a building façade, act to create a "hard edge" to the adjacent street.
 2. "Frontage Zone" is an area wherein at least 75% of a building façade must reside (except as indicated below, under "Street Design"). In the absence of a building façade, a "hard edge" of landscape elements must be provided in the adjacent "Landscape Edge."
 3. "Streetscape Development Opportunity" identifies off-street landscape, hardscape and parking which may be undertaken at the option of the developer, if approved by all jurisdictions having authority.
-

The Issue in Question:

Staff has interpreted the language found on page 7 of the Design Guidelines...

The Frontage Zones are areas in which 75% of the boundary facing façade of buildings must reside. This is designated to encourage the developer to enhance the streetscapes with architecturally rich treatment and, if possible, public entrances. It is recognized that not all user types which might occupy the site would lend themselves to that arrangement. For example, a Bank or Restaurant with a drive through would require vehicular travel lanes all around the building, negating the ability to pull the façade close to the property line. In such cases, these guidelines require that the landscape edge be developed with a "hard edge" that would include a structural site element, such as fencing or a wall or combination, or the equivalent. The developer will have the option of choosing one or more of the multiple frontage zones available across the site within which to site a building, depending on the nature and specific requirements of the end user. Said another way, the master plan does not intend to require that all available frontage zones will or should be occupied by building structures.

...more specifically the highlighted text above, to require the installation of a fence or a wall or a combination along both Old Ironbound Road and Ironbound Road. The Applicant respectfully requests the DRC review the facts and circumstances of this issue, to find that no wall or fence is required along these two frontages and that in this situation the proposed formal landscaping is the "equivalent" of a structural site element as used in the highlighted text and allowed by the notes on page 6.

Analysis:

The definition of “landscape edge” found on page 6 affirms that these features:

- a. Are formal landscaped areas along property boundaries ...
- b. That may include a town-fence, retaining walls, hedges, etc. ...
- c. Which create a foreground for building façades, or in the absence of a building façade, act to create a hard edge of landscape elements ...
- d. That must be provided in the adjacent “Landscape Edge”.

Underline emphasis added.

John Hopke has stated that it was not his intention to have fencing or a wall along either Ironbound Road or Old Ironbound Road. The construction of the sentence allows a “hard edge” that would include a structural site element, such as fencing or a wall or a combination...”or the equivalent”. Since “equivalent” is not defined on page 7, the reader is directed back to page 6 where “hard edge” is clearly defined to encompass any of the features defined as comprising a “landscape edge”, which includes a formal landscaped area along property boundaries.

The landscape plan shows formal landscaping treatments along all frontages, including the two road frontages in question. Thus, the definitions found on page 6 offer the needed clarity that is lacking from the subject sentence on page 7. The design guidelines themselves clearly allow for a finding that no wall or fence is required along Ironbound and Old Ironbound roads. The New Town DRB, in its required review of the Project, came to the same conclusion as the Applicant and asserted no requirement for fencing or a wall along either Ironbound Road or Old Ironbound Road.

Geographical context helps to further support this conclusion.

1. The design guidelines prepared by Hopke were premised in large part on ensuring that Ironbound Crossing was compatible with and complementary of what was developed at Courthouse Commons. The Courthouse Commons frontage of Ironbound Road has no fencing or walls, but does have other, formal landscape elements to create the landscape edge there.
2. Across Old Ironbound Road from Ironbound Crossing, this frontage is comprised of the mini-storage warehouses and Mt. Pleasant Baptist Church. Neither property has any formal landscaping adjacent to the road right-of-way, nor any fencing or walls. When viewed in the context of this short, dead-end road, the formal and numerous landscape elements of the proposed Ironbound Crossing provide a sharp contrast to the grassed and/or natural areas of the mini-warehouses and church. This is the formal landscaped edge along Old Ironbound Road which serves to reinforce the edge of the New Town design review district.

3. The JCSA Ironbound Water Storage Facility is proposed to be surrounded by (8) foot tall security fencing. The Applicant was requested to reflect this fencing on the Ironbound Crossing site plan. Such fencing is not appropriate for a convenience store site, but the JCSA fencing certainly serves to create a hard edge along both roadways.
4. For this relatively small in-fill site, there are many existing utilities and easements in the landscape edges along all roadway frontages (see below and attached) that would preclude the installation of fencing or walls across much of the landscape edge areas in question. Old Ironbound Road is particularly challenged. The dominant streetscape of Ironbound Road, between Monticello Avenue and Old Ironbound Road, will be the 8-foot tall JCSA security fencing across roughly two-thirds of the available frontage. Fencing or a wall across the relatively short length of available frontage at Ironbound Crossing would neither enhance the hard edge the design guidelines seek to achieve nor provide an appealing transition from the heavily landscaped Monticello Ave frontage of Ironbound Crossing to the Ironbound Road frontage soon to be dominated by the tall security fencing.

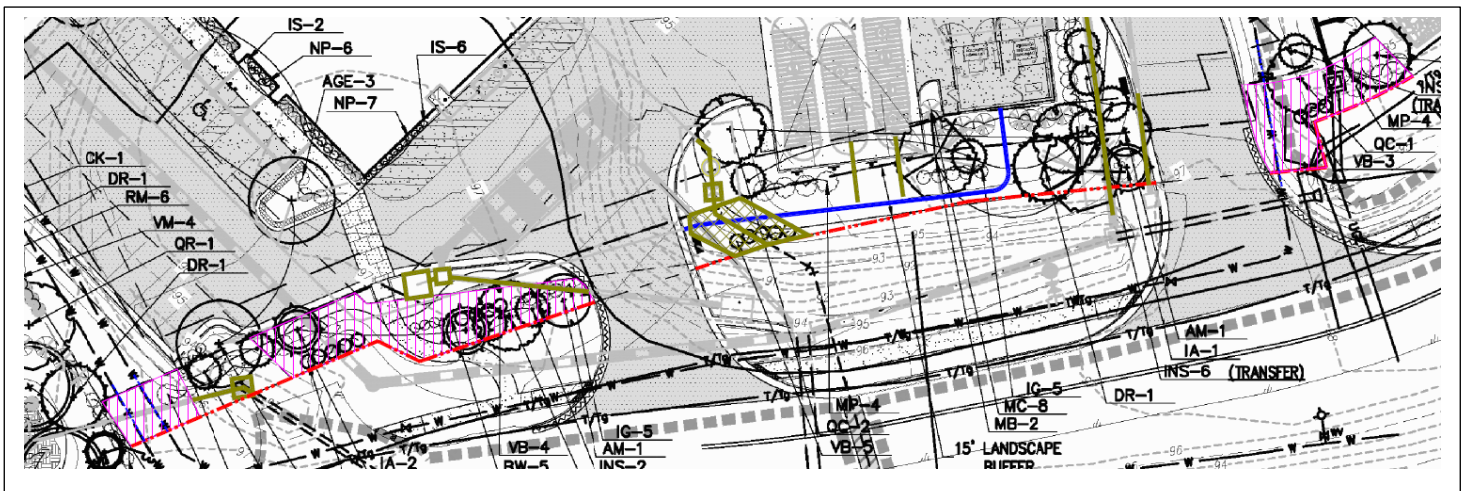
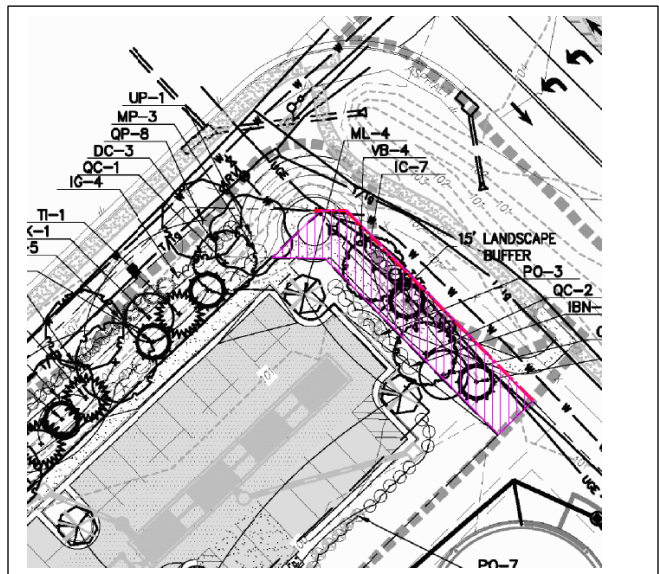
IRONBOUND CROSSING (SP-22-0051) LANDSCAPE EDGE EXHIBIT

LEGEND

PROPERTY LINE ————

EXISTING EASEMENTS - FENCE NOT ALLOWED

PROPOSED UTILITIES/
EASEMENTS (TYP.) - FENCE NOT ALLOWED



Conclusion:

The author of the design guidelines has affirmed to Staff that it was not his intention to have fencing or walls along Ironbound Road or Old Ironbound Road.

The plain language of the design guidelines allows for an alternative to a structural element, and that is a formally landscaped area along road frontages.

The New Town DRB agreed that it was neither necessary nor warranted to have a wall or fence along Ironbound Road or Old Ironbound Road.

As a practical matter, Ironbound Crossing is a compact, in fill site encumbered by numerous existing and proposed utilities and easements along its perimeter that would substantially limit the opportunities to locate fencing or walls.

For all of the above reasons, we respectfully request that the DRC find that the landscape plan, as submitted, is "...generally in accordance with the Design Guidelines.", as required by the Proffers accepted with Z-18-0006 and specifically that no fence or wall is required along Ironbound Road and Old Ironbound Road.

January 31, 2023

The Development Review Committee of the
James City County Planning Commission
101 Mounts Bay Road
Williamsburg, VA 23188

RE: SP-22-0051/Ironbound Crossing – Appeal of Planning Director's
Interpretation of Design Guidelines

Dear DRC Members,

Hopke & Associates was retained by The Bush Companies to assist in the preparation of the subject Design Guidelines for the referenced development project, Ironbound Crossing. In the design guidelines, we articulated the concepts of Frontage Zones and Landscape Edges, which was reviewed and approved as part of the rezoning of 2018/2019.

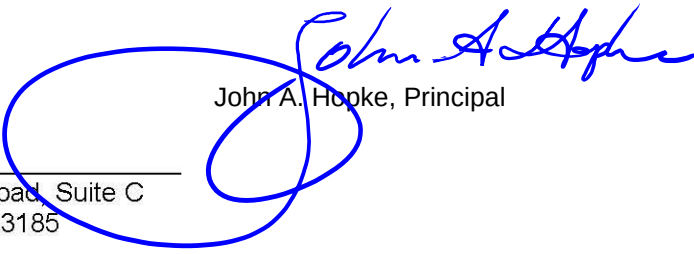
The notes on page 6 of the guidelines were included to establish and clarify the intent of both concepts. The objective of the text was to require a clear distinction (edge) between public property and the private development, and that this edge be of a "formal" nature. In the text, I use the phrase "hard edge", which is a term of art in urban planning (borrowed from painting) to refer to "formal" (as opposed to "organic" or "natural") organizational patterns. It does not imply or require a built site structure, such as a fence or wall, although those are options, as well as are hedges, street trees or other planted materials. The language describes how they are to be arranged, not what they are to be.

At no time was it my intention to require a fence or wall on any of the property edges. And, I believe a complete reading of the guidelines makes that clear.

As I will be unable to attend the February 15 DRC meeting, I submit this letter to offer my perspective in this matter, as the author of the design guidelines.

Thank you for your consideration of my input.

Very truly yours,
HOPKE | HARRISON, Inc.


John A. Hopke, Principal

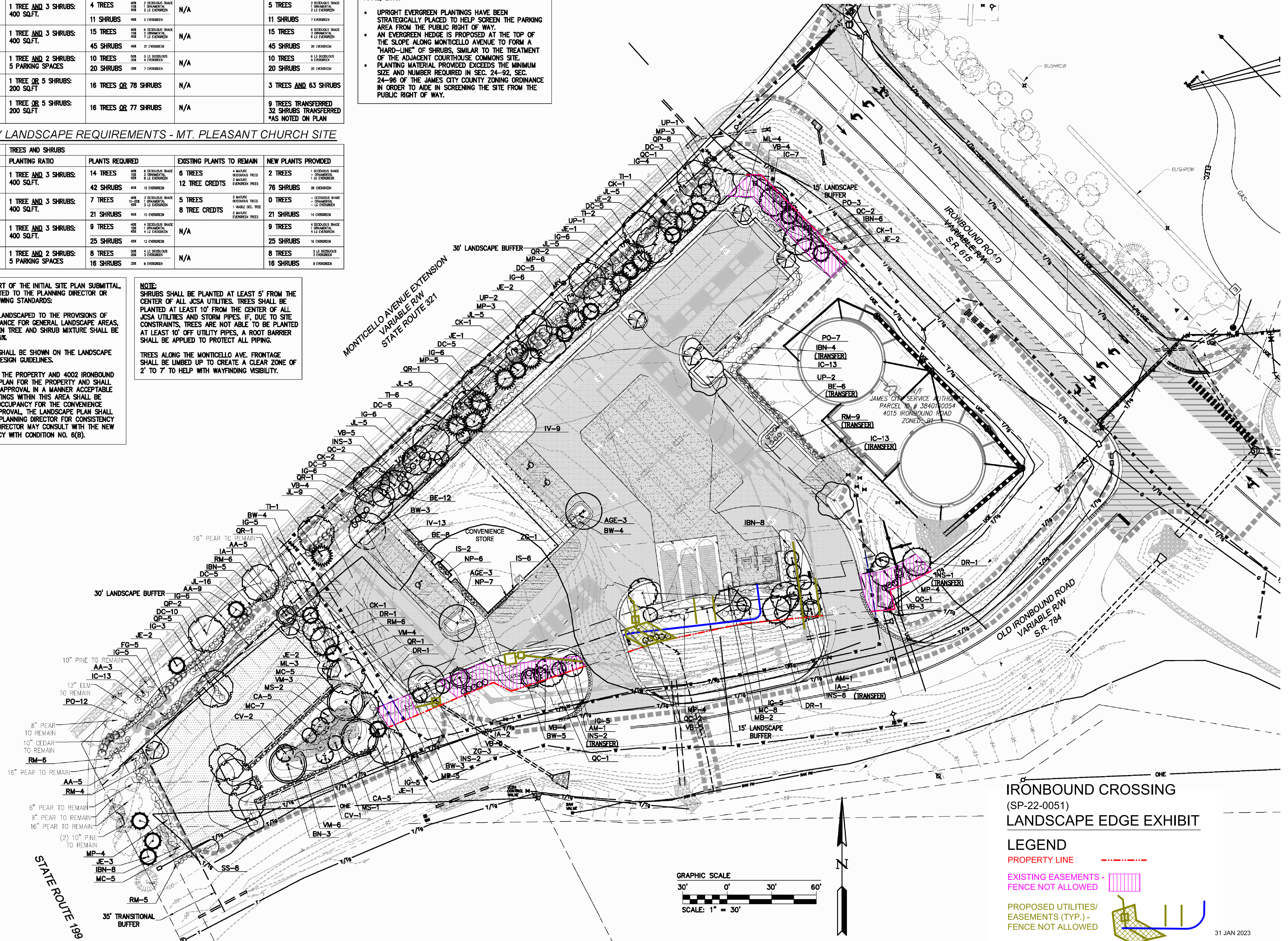
AREAS		TREES AND SHRUBS			
LANDSCAPE YARD	COUNTY REQ.	PLANTING RATIO	PLANTS REQUIRED	EXISTING PLANTS TO REMAIN	NEW PLANTS PROVIDED
30' FRONT YARD MONTICELLO AVE.	11,851 SF	1 TREE AND 3 SHRUBS: 400 SQ.FT.	30 TREES 404 12' DECIDUOUS SHADE 132 4' CONIFERUS 458 14' LE EVERGREEN 89 SHRUBS 454 40' EVERGREEN	N/A	31 TREES 11 DECIDUOUS SHADE 4 CONIFERUS 16 LE EVERGREEN 105 SHRUBS 96 EVERGREEN
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PARKING LOT	50 SPACES	1 TREE AND 2 SHRUBS: 5 PARKING SPACES	10 TREES 504 6' LE DECIDUOUS 354 4' EVERGREEN 20 SHRUBS 354 7' EVERGREEN	N/A	10 TREES 6 LE DECIDUOUS 4 EVERGREEN 20 SHRUBS 20 EVERGREEN
10' BLDG PERIMETER CONVENIENCE STORE	3,120 SF	1 TREE OR 5 SHRUBS: 200 SQ.FT	16 TREES OR 78 SHRUBS	N/A	3 TREES AND 63 SHRUBS
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PARKING LOT	38 SPACES	1 TREE AND 2 SHRUBS: 5 PARKING SPACES	8 TREES 45% 4 DECIDUOUS 35% 6 CROCKEN 16 SHRUBS 35% 6 CROCKEN	N/A	8 TREES 10 DECIDUOUS 16 SHRUBS 6 CROCKEN		

C. THE REQUIRED PLANTINGS BETWEEN THE PROPERTY AND 4002 IRONBOUND ROAD SHALL BE SHOWN ON THE SITE PLAN FOR THE PROPERTY AND SHALL BE GUARANTEED PRIOR TO SITE PLAN APPROVAL IN A MANNER ACCEPTABLE TO THE COUNTY ATTORNEY. ALL PLANTINGS WITHIN THIS AREA SHALL BE INSTALLED PRIOR TO CERTIFICATE OF OCCUPANCY FOR THE CONVENIENCE STORE. PRIOR TO FINAL SITE PLAN APPROVAL, THE LANDSCAPE PLAN SHALL BE REVIEWED AND APPROVED BY THE PLANNING DIRECTOR FOR CONSISTENCY WITH THIS CONDITION. THE PLANNING DIRECTOR MAY CONSULT WITH THE NEW TOWN DRB IN DETERMINING CONSISTENCY WITH CONDITION NO. 6(B).

TREES ALONG THE MONTICELLO AVE. FRONTAGE SHALL BE LIMBED UP TO CREATE A CLEAR ZONE OF 2' TO 7' TO HELP WITH WAYFINDING VISIBILITY.

- UPRIGHT EVERGREEN PLANTINGS HAVE BEEN STRATEGICALLY PLACED TO HELP SCREEN THE PARKING AREA FROM THE PUBLIC RIGHT OF WAY.
- AN EVERGREEN HEDGE IS PROPOSED AT THE TOP OF THE SLOPE ALONG MONTECELLO AVENUE TO FORM A "HARD-LINE" OF SHRUBS, SIMILAR TO THE TREATMENT OF THE ADJACENT COURTHOUSE COMMONS SITE.
- PLANTING MATERIAL PROVIDED EXCEEDS THE MINIMUM SIZE AND NUMBER REQUIRED IN SEC. 24-92, SEC. 24-96 OF THE JAMES CITY COUNTY ZONING ORDINANCE IN ORDER TO AIDE IN SCREENING THE SITE FROM THE PUBLIC RIGHT OF WAY.



ITEM SUMMARY

DATE: 2/15/2023

TO: The Development Review Committee

FROM: Suzanne Yeats, Planner

SUBJECT: SP-22-0089. Chickahominy Riverfront Park RV Storage Lot

ATTACHMENTS:

	Description	Type
▣	Staff Report	Staff Report
▣	Resolution - SUP-0014-2009	Backup Material
▣	Adopted Resolution - Master Plan 6-9-2009	Backup Material
▣	C-0038-2018 Staff Report	Backup Material
▣	SP-19-0101 Approved Site Plan Amend.	Backup Material
▣	Adopted Resolution - Master Plan Update 7-28-2020	Backup Material
▣	Chickahominy Riverfront Park Master Plan_2023	Backup Material
▣	SP-22-0089 Site Plan	Backup Material
▣	Map of Existing Conditions	Backup Material
▣	2009 Shaping Our Shores Report - Excerpt	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Development Review Committee	Crump, Josh	Approved	2/7/2023 - 2:47 PM
Development Review Committee	Holt, Paul	Approved	2/7/2023 - 2:55 PM
Publication Management	Daniel, Martha	Approved	2/7/2023 - 3:06 PM
Development Review Committee	Holt, Paul	Approved	2/7/2023 - 3:39 PM

**SITE PLAN-22-0089. Chickahominy Riverfront Park RV Storage Lot
Staff Report for the February 15, 2023, Development Review Committee**

SUMMARY FACTS

Applicant: Mr. Darryl Cook, James City County

Landowner: James City County

Proposal: To relocate and enlarge the RV and boat storage lot. Special Use Permit (SUP) Condition No. 1 from Case No. SUP-0014-2009, adopted by the Board of Supervisors on November 10, 2009, states improvements to the site shall be located as shown on the document entitled, "Figure 4-2: Master Plan-Chickahominy Riverfront Park," (the "2009 Master Plan") with only changes thereto that the Development Review Committee (DRC) determines to be generally consistent with the Master Plan and *Shaping Our Shores* report. In addition, Condition No. 7 states tree clearing shall be limited to the minimum necessary and requires review by the Planning Director or designee and DRC.

Location: 1350 John Tyler Highway

Tax Map/Parcel No.: 3430100002

Project Acreage: 5.52 acres of 139.42 acres total

Zoning: PL, Public Lands

Comprehensive Plan: Community Character Conservation, Open Space, or Recreation

Primary Service Area: Outside

Staff Contact: Suzanne Yeats, Planner

FACTORS FAVORABLE

1. With the proposed improvements, the proposal continues to be compatible with surrounding zoning and development.
2. Staff finds the proposal consistent with the *Our County, Our Shared Future: James City County 2045 Comprehensive Plan*.
3. This proposal will be consistent with the currently proposed SUP application, Case No. SUP-23-0004 and updated 2023 Master Plan.

FACTORS UNFAVORABLE

1. Staff finds that the RV and boat storage lot is not generally consistent with the 2009 Master Plan and *Shaping Our Shores* report, referenced in the adopted SUP, Case No. SUP-0014-2009 (Attachment No. 1).

SUMMARY STAFF RECOMMENDATION

Staff finds that the RV and boat storage lot is not generally consistent with the Master Plan and *Shaping Our Shores* report referenced in the currently adopted SUP, SUP-0014-2009. Should the DRC wish to consider the 2020 *Shaping Our Shores* updated master plan adopted by the Board as a guidance document for development of the Park, and the pending SUP application (to make this guidance document the binding SUP master plan) which is currently under review and tentatively scheduled for Planning Commission consideration in April 2023, staff has provided analysis in this report indicating that the RV and boat storage lot is generally consistent with these updated documents.

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.

**SITE PLAN-22-0089. Chickahominy Riverfront Park RV Storage Lot
Staff Report for the February 15, 2023, Development Review Committee**

PLANNING AND ZONING HISTORY

- The Board of Supervisors adopted a resolution in support of the 2009 *Shaping Our Shores* Master Plan for Jamestown Beach Campground, Jamestown Yacht Basin, and Chickahominy Riverfront Park (Attachment No. 2), on June 9, 2009. The *Shaping Our Shores* Master Plan included both Master Plan drawings and a narrative report document with background information and guidance.
- The Board of Supervisors approved SUP-0014-2009 for the Chickahominy Riverfront Park on November 10, 2009. This allowed the development of the site as a recreational complex.
- On June 20, 2018, staff presented to the DRC Conceptual Plan C-0038-2018 (Attachment No. 3) and sought a review for a proposal for an additional boathouse and RV and boat storage. The proposal included an RV and boat storage approximately 56,000 square feet (1.29 acres) capable of storing up to 50 large RVs and/or boats. A motion was made to approve the proposal which subsequently passed 5-0.
- On November 20, 2019, staff presented to the DRC site plan amendment SP-19-0101 (Attachment No. 4) and sought a review requiring the DRC approval due to the removal of trees as required by the SUP conditions. A motion was made to approve the proposal which subsequently passed 4-0.
- On July 28, 2020, the Board of Supervisors adopted a resolution in support of the 2020 *Shaping Our Shores* Master Plan for Jamestown Beach Campground, Jamestown Yacht Basin, and Chickahominy Riverfront Park (Attachment No. 5).

- SUP Case No. SUP-23-0004 application was recently submitted and is currently under review to formally update the Park's SUP to match the 2020 *Shaping Our Shores* Master Plan. This SUP application includes an updated "Master Plan Chickahominy Riverfront Park January 2023" (Attachment No. 6); note that there are some pertinent differences between the 2020 *Shaping Our Shores* and this most current 2023 version. The 2009 *Shaping Our Shores* report has not been updated and continues to be utilized as a guiding document.

PROJECT DESCRIPTION

The submitted site plan, SP-22-0089 (Attachment No. 7), consists of improving and expanding an existing RV and boat storage lot. The design proposes two phases of expansion. The first phase roughly follows existing cleared limits, and the second phase will increase parking capacity to the east in a previously disturbed area that is currently not utilized by the Park and has naturalized over time. Each phase proposed would install a gravel pad to serve as parking lot drive aisles and stalls. The applicant is seeking to relocate the RV and boat storage lot to a larger area for the purpose of providing additional revenue to the park and to provide better services to patrons. The proposed lot will be approximately 5.52 acres of a property that is 139.42 acres in total. A parking summary is provided below:

TOTAL PARKING SUMMARY					
Phase 1		Phase 2		Total Project	
No. of Full Spaces	35	No. of Full Spaces	34	No. of Full Spaces	69
No. of Half Spaces	35	No. of Half Spaces	14	No. of Half Spaces	49
Total	70	Total	48	Total	118

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.

**SITE PLAN-22-0089. Chickahominy Riverfront Park RV Storage Lot
Staff Report for the February 15, 2023, Development Review Committee**

The Park fronts on John Tyler Highway, designated as a Community Character Conservation, Open Space, or Recreation (CCC) by the 2045 Comprehensive Plan. View of the proposed storage from the public right-of-way is limited as the area along John Tyler Highway is heavily wooded (Attachment No. 8).

In 2019, staff found the proposed site plan Case No. SP-19-0101, relocation of the RV and boat storage area, to be generally consistent with the adopted 2009 Master Plan and the *Shaping Our Shores* report as it did not change the basic concept or character of the development. Staff acknowledged that the proposed location of the RV and boat storage area was not shown on the 2009 Master Plan and that a recommendation was made in the *Shaping Our Shores* report against this type of use.

However, staff noted that the *Shaping Our Shores* report states if such facility is proposed, the most suitable area would be in the east side of the road leading to the rowing facility, and the proposed location was generally consistent with that description. In addition, staff noted that the Board of Supervisors provided guidance in support of this type of use at this park when they adopted the report as stated in the 2009 *Shaping Our Shores* report (Attachment No. 9, Page Executive Summary):

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

Staff also noted that the RV storage use predated any Master Plan for the Park area, and finally, staff noted that based on the proposed location of the RV and boat storage, it might overlap with an area

shown for RV camping, but that there were additional RV camping areas located east of the road which could still be developed into RV camping.

With the current proposal of site plan Case No. SP-22-0089, staff finds that the circumstances regarding this use not being shown on the 2009 Master Plan, but the use itself predating any master plan for this parcel and being discussed within the text of the *Shaping Our Shores* report, including the Board guidance, remain the same.

However, staff notes the following in evaluating SP-22-0089 against the 2009 Master Plan:

1. This proposal is substantially larger than the 2019 request - the site plan is for an area of approximately 5.52 acres versus the approximately 1.29 acres proposed in 2019.
2. The current site plan proposal could have more impact on other components shown on the 2009 Master Plan, and at the proposed size, could be considered to alter the concept of Master Plan by establishing this use as a substantial use on the property; and
3. This proposal goes beyond the area historically used for storage (the RV storage that had been at the park that pre-dated any master plan).

Due to these factors, staff finds that the RV and boat storage lot is not generally consistent with the 2009 Master Plan and *Shaping Our Shores* report, referenced in the adopted SUP, Case No. SUP-0014-2009.

The analysis above discusses past evaluation of the initial RV Storage site plan from 2019 and analyzes the current RV storage site plan (SP-22-0089), against the adopted 2009 Master Plan. As noted above in

**SITE PLAN-22-0089. Chickahominy Riverfront Park RV Storage Lot
Staff Report for the February 15, 2023, Development Review Committee**

the Planning and Zoning History section; however, there have been important events in recent years. In 2020, the Board adopted a resolution in support of the *Shaping Our Shores* Master Plan for Jamestown Beach Campground, Jamestown Yacht Basin, and Chickahominy Riverfront Park. In 2023, the Parks and Recreation Division has recently submitted an application to formally update the Park's SUP to match the 2020 *Shaping Our Shores* Master Plan. Both the 2020 and 2023 versions of the updated Master Plan show RV/boat storage on the eastern side of the Park, with the 2023 document showing some adjustment of the placement to reduce the length of roadway infrastructure, and some adjustment of the size of the lot. Parks and Recreation staff confirmed with James City Service Authority staff that the potential Water Treatment Facility area previously shown would not be negatively impacted. The location of the RV storage lot shown on SP-22-0089 is consistent with the location shown on the 2023 Master Plan.

SURROUNDING ZONING AND DEVELOPMENT

- North of the project site is Gordon Creek as well as land zoned A-1, General Agricultural.
- East of the project site include vacant or single-family residential properties which are zoned A-1, General Agricultural.
- South of the project site include vacant or single-family residential properties which are zoned A-1, General Agricultural.
- West of the project is the Chickahominy River.

COMPREHENSIVE PLAN

1. The land use designation for this project site is Community Character Conservation, Open Space, or Recreation in *Our County, Our Shared Future: James City County 2045 Comprehensive Plan*.

2. Surrounding Comprehensive Plan designations include Rural Lands to the north, east, and south.

RECOMMENDATION

Staff finds that the RV and boat storage lot is not generally consistent with the Master Plan and *Shaping Our Shores* report referenced in the currently adopted SUP, SUP-0014-2009. Should the DRC wish to consider the 2020 *Shaping Our Shores* updated master plan adopted by the Board as a guidance document for development of the Park, and the pending SUP application (to make this guidance document the binding SUP Master Plan) which is currently under review and tentatively scheduled for Planning Commission consideration in April 2023, staff has provided analysis in this report indicating that the RV and boat storage lot is generally consistent with these updated documents.

SY/ap
SP22-89_CRPRVStoLt

Attachments:

1. Adopted Resolution SUP-0014-2009
2. Adopted Resolution - Master Plan June 9, 2009
3. C-0038-2018 Staff Report
4. SP-19-0101 Site Plan Amendment
5. Adopted Resolution - Master Plan Update July 28, 2020
6. Chickahominy Riverfront Park Master Plan 2023
7. SP-22-0089 Site Plan
8. Map of Existing Conditions
9. 2009 *Shaping Our Shores* Report - Excerpt

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.

RESOLUTION

CASE NO. SUP-0014-2009. CHICKAHOMINY RIVERFRONT PARK -

RV LOOP AND MASTER PLAN

WHEREAS, the Board of Supervisors of James City County has adopted by Ordinance specific land uses that shall be subjected to a Special Use Permit (SUP) process; and

WHEREAS, Mr. Aaron Small of AES Consulting Engineers, on behalf of James City County Parks and Recreation, has applied for an SUP to make improvements to existing facilities at Chickahominy Riverfront Park and to master-plan the entire park property for community recreation; and

WHEREAS, the property is located on land zoned PL, Public Land, and can be further identified as James City County Real Estate Tax Map/Parcel No. 3430100002; and

WHEREAS, the Planning Commission of James City County, following its public hearing on October 7, 2009, recommended approval of this application by a vote of 6-1; and

WHEREAS, the Board of Supervisors of James City County, Virginia, finds this use to be consistent with the 2003 Comprehensive Plan Land Use Map designation for this site.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, after a public hearing does hereby approve the issuance of SUP No. 0014-2009 as described herein with the following conditions:

1. **Master Plan.** This SUP shall permit a public community recreation facility and accessory uses thereto, including, but not limited to, tent sites, cabins, recreational vehicle (RV) camping areas, special event areas, docks/piers, swimming facilities, playgrounds, boat launches, rowing facilities, picnic pavilions, camp store, and seasonal concession stands on property located at 1350 John Tyler Highway (the "Property"). Improvements to the site shall generally be located as shown on the document entitled "Figure 4-2: Master Plan-Chickahominy Riverfront Park," (the "Master Plan") prepared by Vanasse, Hangen, and Brustlin, Inc. (VHB) and date-stamped October 14, 2009, with only changes thereto that the Development Review Committee (DRC) determines to be generally consistent with the Master Plan and Shaping Our Shores report.
2. **Soil Studies.** Soil feasibility studies to determine appropriate areas for septic drainfields shall be submitted to the Virginia Department of Health for review and approval prior to final development plan approval for any new development on the Property. Redevelopment plans ("Redevelopment") for the Property shall not be subjected to this requirement. Redevelopment shall include the removal and replacement, renovation, or rehabilitation of existing buildings or facilities that does not increase or change the general shape or location of impervious area or number of tent sites or RV spaces, does not change the existing primary use of an area, and/or

does not change existing points of access. Based on the findings of any study, if a proposed use needs to be relocated, a plan detailing the relocation shall be provided to the DRC to determine whether the plan is generally consistent with the Master Plan and Shaping Our Shores report.

3. **Right-of-Way Buffer.** A 150-foot buffer shall be maintained along John Tyler Highway. That buffer shall remain undisturbed with the exception of breaks for roadways and pedestrian connections, utilities, walking, hiking, and biking trails, and other uses specifically approved by the Director of Planning and the DRC.
4. **Lighting.** Any new exterior site or building lighting shall have recessed fixtures with no bulb, lens, or globe extending below the casing. The casing shall be opaque and shall completely surround the entire light fixture and light source in such a manner that all light will be directed downward and the light source are not visible from the side. Fixtures which are horizontally mounted on poles shall not exceed 15 feet in height. No glare defined as 0.1 foot-candle or higher shall extend outside the property lines.
5. **Speakers.** All permanent public address speakers used on the site shall be oriented generally toward the interior of the property and away from exterior property lines.
6. **Archaeology.** Additional archaeological studies for any area to be disturbed that is identified as 'eligible' for inclusion on the National Register of Historic Places and/or 'unknown (further work needed)' on pages 109-112 of the report titled "Phase I Cultural Resources Survey and Archaeological Inventory of the Chickahominy Riverfront Park, James City County, Virginia" by Geo-Marine, Inc. and dated June 2008, shall be submitted to the Director of Planning for review and approval prior to the commencement of any land-disturbing activity on the property. If a Phase II study is undertaken, such a study shall be approved by the Director of Planning and a treatment plan for said sites shall be submitted to, and approved by, the Director of Planning for sites that are determined to be eligible for inclusion on the National Register of Historic Places and/or those sites that require a Phase III study. If in the Phase III study, a site is determined eligible for nomination to the National Register of Historic Places and said site is to be preserved in place, the treatment plan shall include nomination of the site to the National Register of Historic Places. If a Phase III study is undertaken for said sites, such studies shall be approved by the Director of Planning prior to land disturbance within the study areas. All Phase I, Phase II, and Phase III studies shall meet the Virginia Department of Historic Resources' *Guidelines for Preparing Archaeological Resource Management Reports* and the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation*, as applicable, and shall be conducted under the supervision of a qualified archaeologist who meets the qualifications set forth in the Secretary of the Interior's *Professional Qualification Standards*. All approved treatment plans shall be incorporated into the plan of development for the site and the clearing, grading, or construction activities thereon.
7. **Tree Clearing.** Tree clearing on the entire property shall be limited to the minimum necessary to accommodate the proposed recreational uses shown on the Master Plan and related driveways, entrance improvements, and facilities as determined by the Director of Planning or designee and the DRC.

8. **Master Stormwater Management Plan.** A Master Stormwater Management Plan for the Property shall be submitted for review and approval by the County's Environmental Division Director prior to final development plan approval for any new development on the Property. Redevelopment of the Property shall not be subjected to this requirement.
9. **Special Stormwater Criteria.** Special Stormwater Criteria (SSC) as adopted by the County in the Powhatan and Yarmouth Creek watersheds shall apply to this project. Low-impact development principles and techniques shall also be used in all development plans to reduce and control impacts associated with any increased storm water runoff. The owner shall demonstrate the application of SSC and low-impact design on all development plans to the satisfaction and approval of the County's Environmental Division Director prior to final development plan approval for any new development on the Property. Redevelopment of the Property shall not be subjected to this requirement.
10. **Resource Management Area (RMA) Buffers.** All development plans shall have the RMA buffers delineated in accordance with the Powhatan Creek Watershed Management Plan revision dated October 11, 2006, or any such RMA buffers as outlined in any future Gordon Creek Watershed Management Plan, to the satisfaction and approval of the County's Environmental Division Director prior to final development plan approval for any new development on the Property. Redevelopment of the Property shall not be subjected to this requirement.
11. **Severance Clause.** This SUP is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

ATTEST:


Sanford B. Wanner
Clerk to the Board

James G. Kennedy
Chairman, Board of Supervisors

SUPERVISOR	VOTE
GOODSON	AYE
JONES	AYE
MCGLENNON	AYE
ICENHOUR	AYE
KENNEDY	AYE

Adopted by the Board of Supervisors of James City County, Virginia, this 10th day of November, 2009.

SUP_0014_09_res

RESOLUTION

ADOPTION OF THE 2009 PARKS AND RECREATION MASTER PLAN

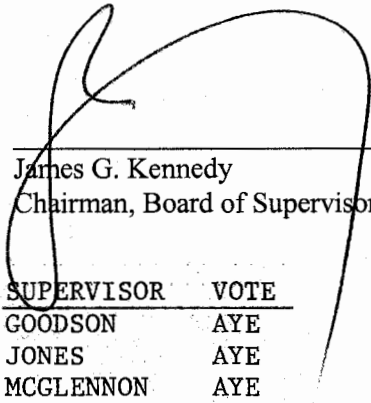
WHEREAS, the existing Parks and Recreation Master Plan was previously developed and adopted in 1993; and

WHEREAS, the plan has been updated several times as part of the James City County Comprehensive Plan process; and

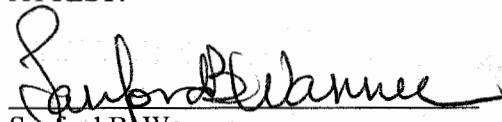
WHEREAS, the 2009 Parks and Recreation Master Plan development process began in November of 2007 and includes several public meetings, three surveys, several focus group meetings and benchmarking and assistance from a national consulting firm, and

WHEREAS; the Master Plan is a planning document that is intended to guide and assist citizens, staff, commissions, and the Board of Supervisors in making future, planning, funding, management and administrative decisions regarding parks and recreation programs and facilities.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby adopts the 2009 Parks and Recreation Master Plan.


James G. Kennedy
Chairman, Board of Supervisors

ATTEST:


Sanford B. Wanner
Clerk to the Board

<u>SUPERVISOR</u>	<u>VOTE</u>
GOODSON	AYE
JONES	AYE
MCLENNON	AYE
ICENHOUR	AYE
KENNEDY	AYE

Adopted by the Board of Supervisors of James City County, Virginia, this 9th day of June, 2009.

AdptMstrPlan2_res

CONCEPTUAL PLAN-0038-2018. Chickahominy Riverfront Park Improvements

Staff Report for the June 20, 2018, Development Review Committee

SUMMARY FACTS

Applicant:	Mrs. Nancy Ellis, James City County Parks and Recreation
Land Owner:	James City County
Proposal:	To build an additional boathouse and to relocate the RV/boat storage. Special Use Permit Condition No. 1 from Case No. SUP-0014-2009, adopted by the Board of Supervisors on November 10, 2009, states that improvements to the site shall generally be located as shown on the <i>Chickahominy Riverfront Master Plan</i> , with only changes thereto that the Development Review Committee (DRC) determines to be generally consistent with the <i>Master Plan and Shaping Our Shores Report</i> .
Location:	The north side of John Tyler Highway and bordered by the Chickahominy River and Gordon Creek
Tax Map/Parcel No.:	3430100002
Project Acreage:	+/- 140 acres
Zoning:	PL, Public Lands
Comprehensive Plan:	Open Space or Recreation
Primary Service Area:	Outside

Staff Contact: Jose Ribeiro, Senior Planner II

FACTORS FAVORABLE

1. With the proposed improvements, the proposal continues to be compatible with surrounding zoning and development.
2. The proposal is consistent with the recommendations of the *2035 Comprehensive Plan*.

FACTORS UNFAVORABLE

1. There are no unfavorable factors.

STAFF RECOMMENDATION

Approval of the request to add a second boathouse and to relocate the existing RV/Boat storage. Staff recommends that a Spill Prevention Plan be submitted for review and approval as part of the site plan approval for the RV/boat storage area.

PROJECT DESCRIPTION

The applicant has submitted a Conceptual Plan (Attachment No. 1) proposing a number of improvements such as development of a public launch area for paddle craft and public rental operations. Two of the proposed improvements are not currently shown on the adopted *Chickahominy Riverfront Master Plan*:

- An additional boathouse; and
- A storage area for RV/boats

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.

CONCEPTUAL PLAN-0038-2018. Chickahominy Riverfront Park Improvements

Staff Report for the June 20, 2018, Development Review Committee

Additional Boathouse

During the development of the *Shaping Our Shores Master Plan*, a need for a permanent boathouse was identified and subsequently included in the *Chickahominy Riverfront Master Plan*. In 2010, a site plan for the construction of the boathouse was submitted for approval. During the review of the site plan it was determined that the boathouse could not be built in the area on the Master Plan designated as “kayak/canoe launch and rowing facility with boathouse” (labeled “H”) due to the presence of Resource Protection Areas (RPAs). The boathouse was built in approximately the area identified on the Master Plan as small RV camping area (labeled as “C1”). Staff notes that the second boathouse is proposed to be located next to the existing boathouse (refer to Attachment No. 1).

According to the applicant, the existing boathouse is under an exclusive lease agreement with the College of William & Mary and a second boathouse is needed in order to accommodate the needs of the Williamsburg Boat Club and the community as a whole.

Relocation of a Storage Area for RV/Boats

According with the applicant, the RV/boat storage area, currently located next to the existing boathouse was already in place prior to the County’s acquisition of the property. However, this use is not identified on the *Chickahominy Riverfront Master Plan*. The applicant is seeking to relocate the RV/boat storage to a larger area south of its current location in order to allow for additional revenue to the park and to provide better services to patrons. The proposed RV/boat storage will be approximately 400 x 140 square feet and store up to 50 large RV/boats. The park fronts on John Tyler Highway, designated as a Community Character Corridor by the *2035 Comprehensive Plan*. View of the proposed storage from the public right-of-way is limited as the area along John Tyler Highway is heavily wooded (refer to Attachment No. 6).

In the *Shaping Our Shores Report*, Item No. 4.3.27 of the report states the following (refer to Attachment No. 4):

“A fenced area for seasonal boat and trailer storage was discussed and considered during the master planning of the park. Dedicating land for this type of use was determined to generally be not compatible with other park uses and that other more suitable sites exist within James City County. A storage facility of this type has several drawbacks such as poorly maintained boats and RVs may develop oil or fuel leaks directly into the soil which can go undetected indefinitely. In addition, the facility competes with private business within the county that provide storage services. If JCC were to pursue providing a fenced-in storage area, the most suitable area would be in the east side of the road leading down to the rowing facility, generally in the area where there is currently unorganized storage of boats and trailers.”

However, on the executive summary of the *Shaping Our Shores Report*, there is a section titled “Plan Adoption and Board of Supervisors Guidance” which states:

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

Staff notes that if this Master Plan consistency request is approved by the DRC, a site plan for the additional boathouse and the RV/boat storage area will be required to be submitted for review and approval. Staff recommends that a Spill Prevention Plan to address potential oil/fuel leaks associated with the RV/boat storage be submitted as part of the site plan for review and approval.

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.

CONCEPTUAL PLAN-0038-2018. Chickahominy Riverfront Park Improvements

Staff Report for the June 20, 2018, Development Review Committee

PLANNING AND ZONING HISTORY

- The Board of Supervisors approved SUP-0014-2009 for the Chickahominy Riverfront on November 10, 2009. This allowed the development of the site as a recreational complex.
- The Board of Supervisors adopted a resolution in support of the *Shaping Our Shores Master Plan* for Jamestown Beach Campground, Jamestown Yacht Basin and Chickahominy Riverfront Park, on June 9, 2009.

SURROUNDING ZONING AND DEVELOPMENT

- The project site is bordered by the Chickahominy River and Gordon Creek in the west and north and by property zoned A-1 and designated Rural Lands to the south and east. These properties are currently either undeveloped or used for single-family residential.

PUBLIC IMPACTS

1. Anticipated impact on public facilities and services: None
2. Anticipated impact on nearby and surrounding properties: None

RECOMMENDATION

Staff finds the proposed boathouse addition and the relocation of the RV/boat storage area to be generally consistent with the adopted Master Plan for *Chickahominy Riverfront* Master Plan and the *Shaping Our Shores* as it does not change the basic concept or character of the development. Staff acknowledges that the location of the existing and proposed boathouses are not exactly in the same area as shown on the Master Plan. However, given the location of RPAs next to the

kayak/canoe and rowing facilities, staff finds the proposed location of the additional boathouse to be acceptable. Staff also acknowledges that the proposed location of the RV/boat storage is not shown in the Master Plan and that a recommendation was made in the *Shaping Our Shores* report against this type of use. However, the *Shaping Our Shores* report does say that if such facility is proposed, the most suitable area would be in the east side of the road leading to the rowing facility, and the proposed location is generally consistent with this description.

In addition, staff notes that the Board of Supervisors provided guidance in support of this type of use at this park when they adopted the report, and that the use itself predates any Master Plan for the park area. Please note that based on the proposed location of these facilities they may overlap with an area shown for RV camping, but there are additional RV camping areas located east of the road which could still be developed into RV camping in the future. Should the DRC find these uses consistent with the master plan, staff recommends that a Spill Prevention Plan be submitted for review and approval as part of the site plan submittal for the RV/boat storage area.

JR/nb

CP38-18ChickRvrftPkImp

Attachments:

1. Conceptual Plan
2. Adopted Resolution for SUP-0014-2009
3. Adopted *Chickahominy Riverfront Master Plan*
4. *Shaping Our Shores Report* (Executive Summary Regarding Chickahominy Riverfront Park and page 4)
5. Location Map
6. Pictures of Existing Vegetation along John Tyler Highway

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.

TRANSMITTAL

DATE: July 28, 2020

TO: Fire
Records Management
SRP
VDOT
Parks & Rec

FROM: Brett Meadows, Planner

SUBJECT: SP-19-0101, Chickahominy Riverfront Park RV and Boat Storage Area
SP Amend

PARCEL ID: 3430100002

ITEMS: Approved site plans

SP-19-0101, Chickahominy Riverfront Park RV and Boat Storage Area SP Amend.

Property Information

PID 3430100002
JAMES CITY COUNTY
1350 John Tyler Highway
Williamsburg, VA 23185
PL Public Lands
Open Space or Recreation
Acres: 139.42

Project Description

Relocating existing RV and boat storage. Parking will be on grass lot.

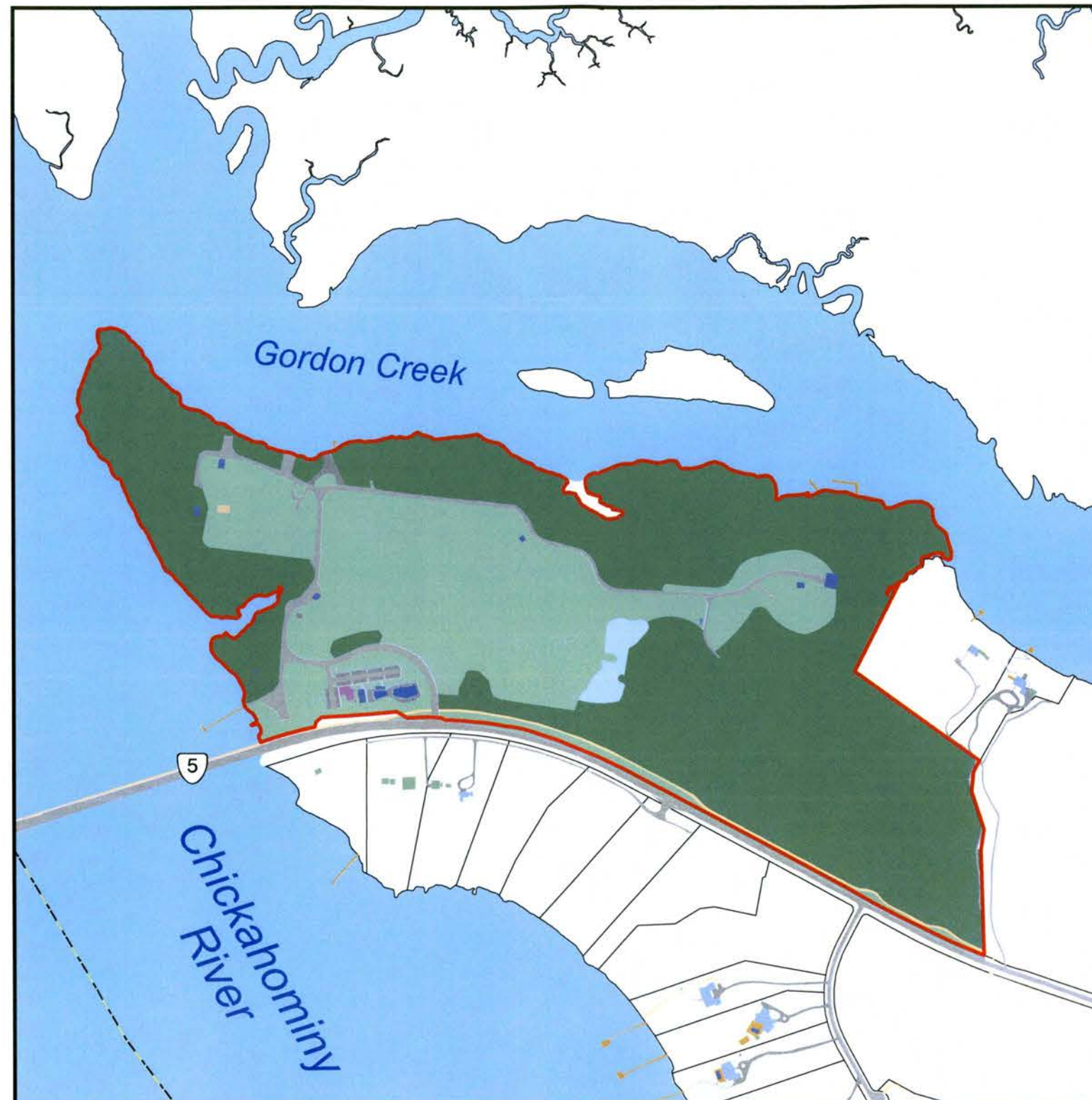
Sheet Index

1. Cover Page
2. Site Location
3. Enlarged View
4. 150' Buffer
5. Site Layout
6. Landscape Plan
7. Tree Clearing and Construction
8. View of site from Virginia Capital Trail 1
9. View of site from Virginia Capital Trail 2
10. Archeology Map

PLANNING DIVISION

NOV 07 2019

RECEIVED



Maps Not To Scale

General Notes

1. This site plan amends SP-0009-2010.
2. No changes to water/sewer utilities.
3. No impervious area is proposed.
4. This site does not appear to be located in the Resource Protection Area.
5. This site does not appear to be located in the special flood hazard area based on Flood Insurance Rate Map 51095C0113D, effective 12/16/15.
6. No proposed changes to outdoor lighting.
7. Call Miss Utility at 811 to mark any utilities prior to construction.
8. The site resides within the Gordon Creek Watershed.
9. The site resides within the JL29 HUC
10. This use in this location was found consistent with the master plan for SUP-0014-2009 by the DRC at its June 20, 2018 meeting.

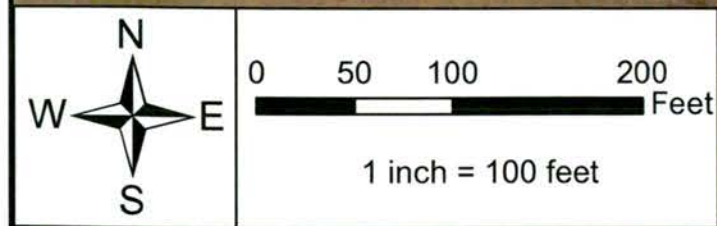
COUNTY OF JAMES CITY FINAL SITE PLAN		
APPROVALS	DATE	
Fire Dept. <i>AL/bm</i>	<i>10/06/19</i>	
Health Dept. <i>n/a</i>		
VDOT <i>GB/bm</i>	<i>10/15/19</i>	
Planning <i>EC</i>	<i>12/19/19</i>	
SRP <i>DW/bm</i>	<i>11/15/19</i>	
Zoning <i>GP</i>	<i>12/19/19</i>	
JCSA <i>DW/bm</i>	<i>10/15/19</i>	
BSP <i>MS/bm</i>	<i>10/15/19</i>	
REA <i>n/a</i>		
Landscape <i>SW/bm</i>	<i>12/18/19</i>	
Other <i>n/a</i>		





Proposed Boat and
RV Storage Area

Approx. 400' x 200'
Storage for 50-60 Boats/RVs





James City County

0 50 100 200 Feet

1 inch = 100 feet





- There is no lighting proposed for the site
- There is no fencing proposed for the site, there will be a cable gate at the entrance to restrict access.
- Approx. 50 Pull-through spaces for long term storage of boats and RVs . Spaces will be marked with a single carsonite sign. No lining, curb stops, etc.
- Direction of traffic notated by yellow arrows on image. Directional signage will be posted on roads.
- Entrance road and all traffic areas are existing roads that are comprised of gravel and grass. No additional stabilization is anticipated.
- A spill kit will be located onsite



Carsonite sign marking RV/Boat space



Existing roads are a combination of gravel and grass

Landscape Plan, Chickahominy River Front Park RV and Boat Storage Yard



Plant Schedule				
Symbol	Quantity	Botanical Name	Common Name	Size
MC	21	<i>Myrica cerifera</i>	Wax Myrtle	24"

Trees/Brush to be removed in red shaded area

Two mature trees to remain

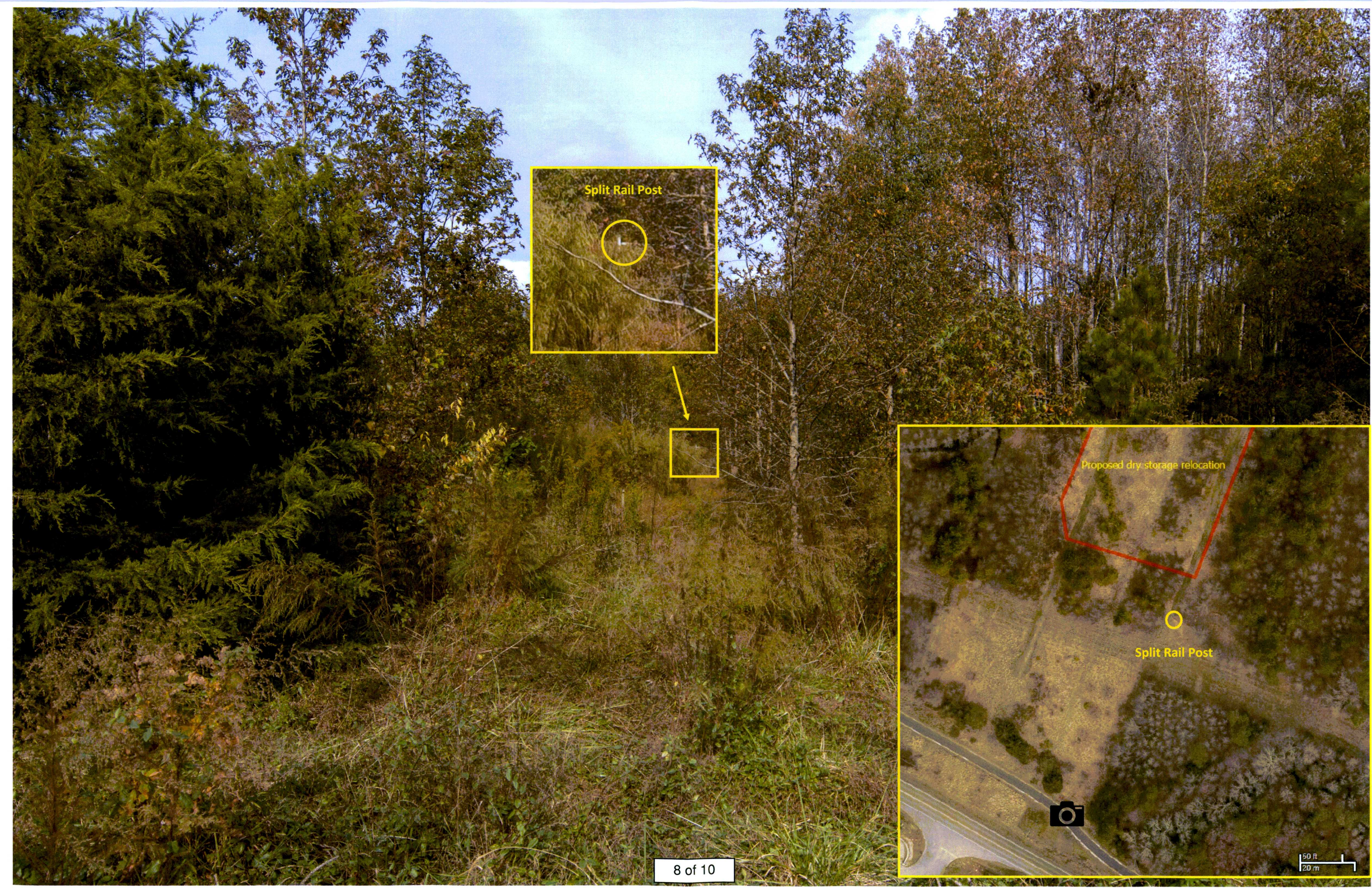
Trees to the south of site will remain to provide additional screening

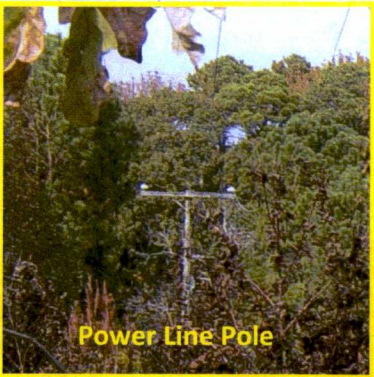
50 ft
20 m

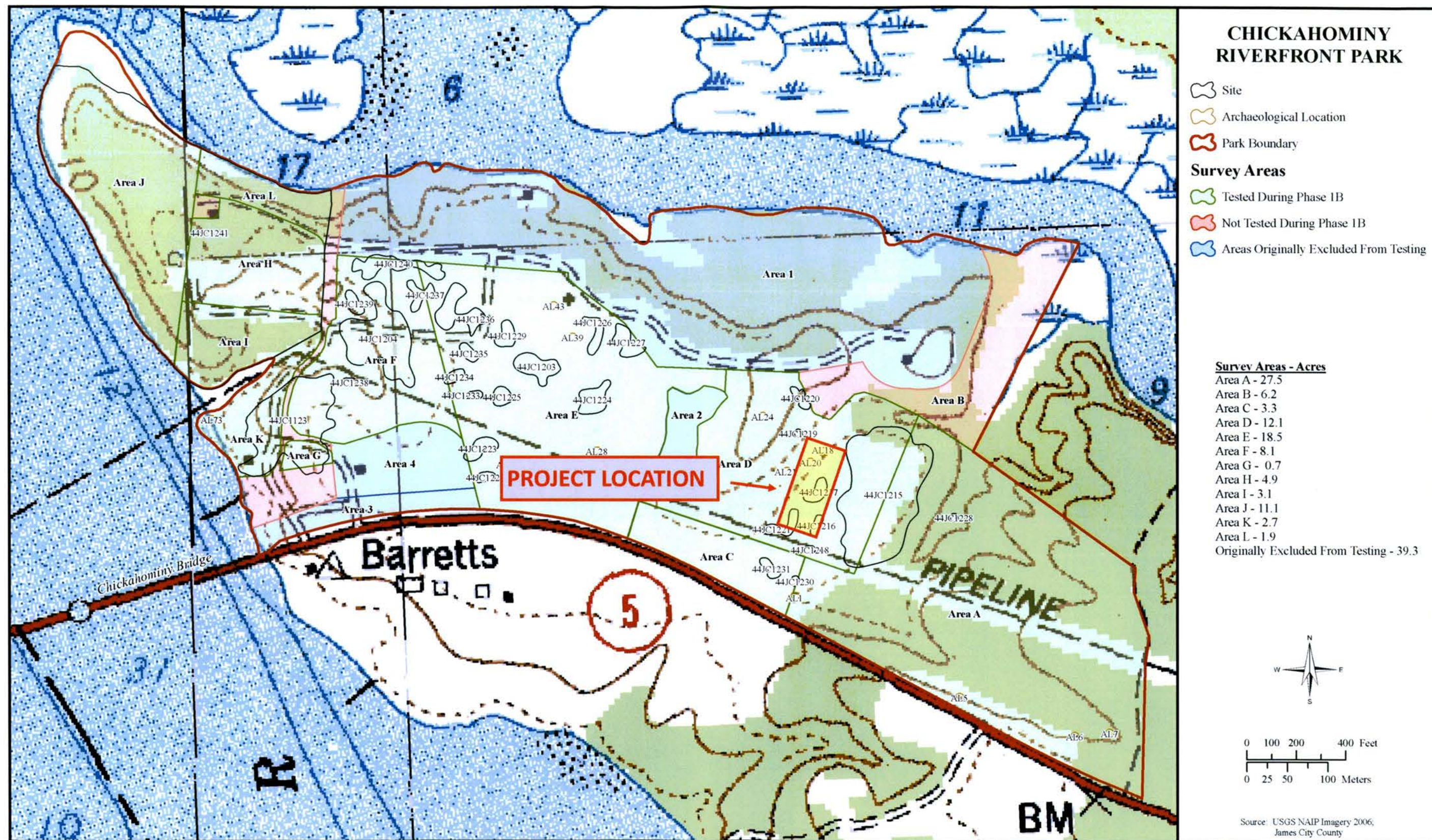
- The area in which trees and brush are to be cleared is approximately 1 acre
- Primarily grass, brush, and small trees. Tree species are exclusively Sweetgum (*Liquidambar styraciflua*) and Loblolly Pine (*Pinus taeda*)
- Tree size is predominately 1-3" diameter at breast height, with a few outliers as large as 4.5" dbh
- Two mature Loblolly Pines located at the upper eastern portion of site will remain (approx. 20" and 16" dbh)
- Project area was a grass field as recently as 2013, and was used for RV storage as recently as 2002
- Construction: Trees and brush will be removed with a forest mulcher and brush mower. All debris will be mulched onsite, and no stockpiles will be created. Construction will not include digging, grubbing, stump grinding or other land disturbance
- Entrance road and all traffic areas are existing roads that are comprised of gravel and grass. No additional stabilization is anticipated.
- Screening for the site will be accomplished utilizing existing vegetation. Images on the following pages show current view from the Virginia Capital Trail



Trees/vegetation typical of site







"Phase I Cultural Resources Survey and Archaeological Inventory of the Chickahominy Riverfront Park", James City County, Virginia, December 2007 & June 2008, VDHR 2003-0562

RESOLUTION

SHAPING OUR SHORES MASTER PLAN UPDATE

WHEREAS, on June 9, 2009, the James City County Board of Supervisors endorsed the Shaping Our Shores Master Plan to guide the development of three James City County waterfront parks; and

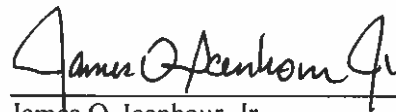
WHEREAS, the 2009 Shaping Our Shores Master Plan is in need of updates due to age and the addition of several park amenities at Jamestown Beach Event Park, Chickahominy Riverfront Park, and the Jamestown Marina; and

WHEREAS, the Shaping Our Shores Master Plan is a high level planning document that is intended to guide and assist citizens, staff, commissions, and the Board of Supervisors in making future land use, planning, funding, maintenance, management, and administrative decisions about the three sites; and

WHEREAS, the Parks and Recreation Advisory Commission of James City County unanimously voted to recommend approval of the updates to the Shaping Our Shores Master Plan; and

WHEREAS, the Planning Commission of James City County unanimously voted to recommend approval of the updates for the Shaping Our Shores Master Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby adopts the Shaping Our Shores Master Plan updates for Jamestown Beach Event Park, Chickahominy Riverfront Park, and the Jamestown Marina.



James O. Icenhour, Jr.
Chairman, Board of Supervisors

ATTEST:



Teresa J. Fellows
Deputy Clerk to the Board

	VOTES		
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
SADLER	☒	☐	☐
MCGLENNON	☒	☐	☐
LARSON	☒	☐	☐
HIPPLE	☒	☐	☐
ICENHOUR	☒	☐	☐

Adopted by the Board of Supervisors of James City County, Virginia, this 28th day of July, 2020.

2020SOSMPUpdate-res

Master Plan

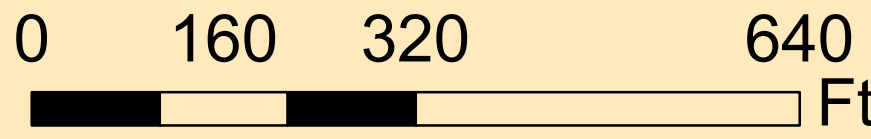
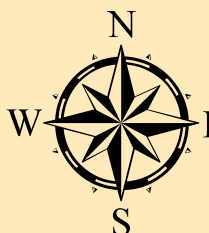
Chickahominy Riverfront Park

Jan 2023

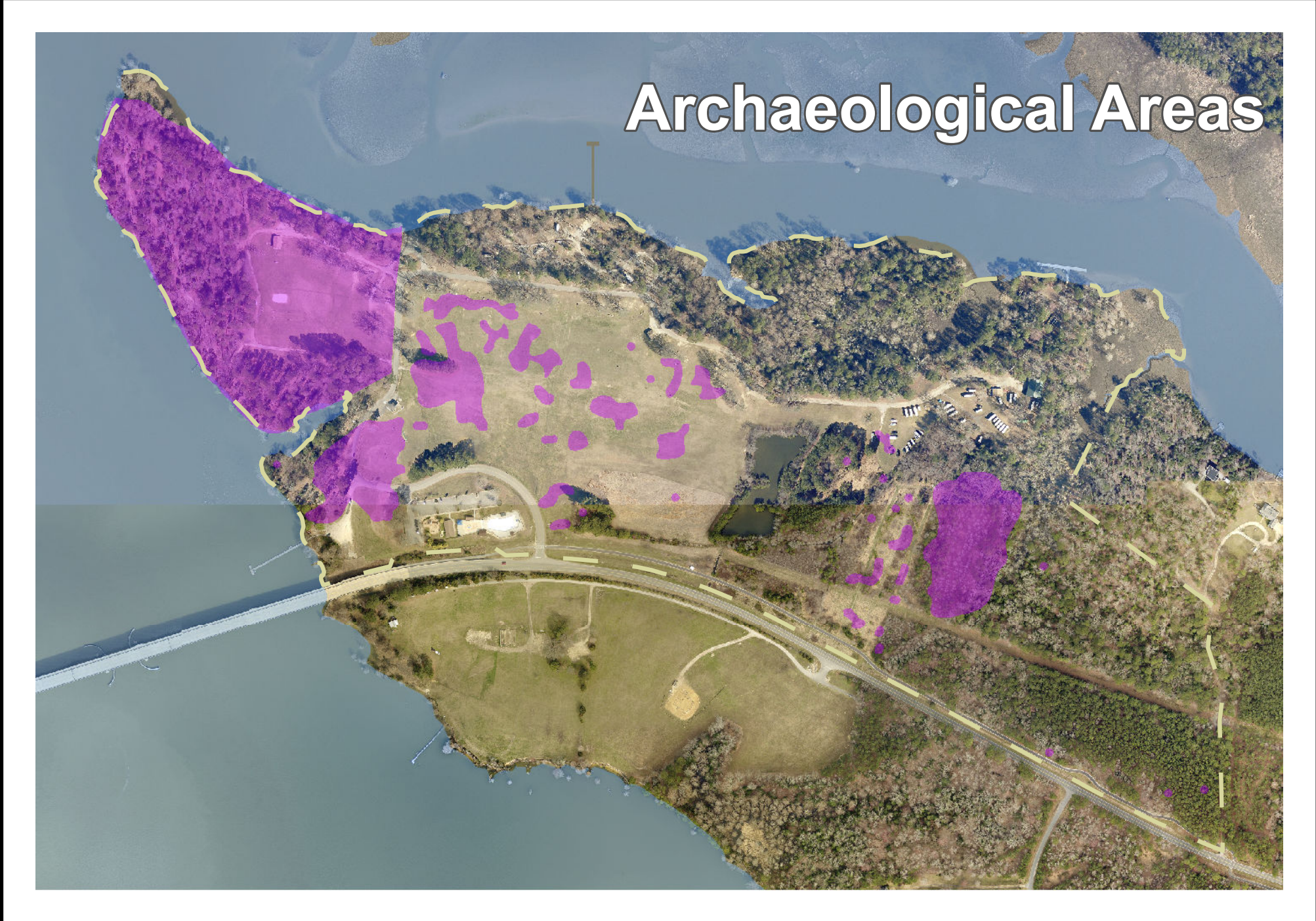


Label	Feature
A	Camping - RV, Primitive & Cabins
A1	Primitive Camping - Hike, Bike & Paddle in Only
B	Bath House / Laundry / Dumpster
C	Community Rowing Facilities
D	RV Waste Disposal
D1	Future Drain Field
E	Open Space / Event Area
F	Fixed Wood Docks / Dinghy / Moorings
G	Existing Playground
H	Kayak/Canoe/Rowing Launch Area
I	Pool Shelter and Play Area
J	Picnic Pavilions
K	Stabilize Shore and Create Overlooks
L	Walking Trail
M	Campground Store and Check-In
N	Existing Boat Ramp
O	Field Games / Putt-Putt
P	Parking
P1	Boat Trailer Parking
Q	Fishing Pier
R	RV/Boat Storage
S	Picnic & Outdoor Education Area
T	Maintenance Facility
U	Bank Grading / Buffer Restoration
V	Water Treatment Facility
W	Water Well Pump House
X	Bioretention Basins
Y	Propane Tank Fill Site
Z	Bike Repair Station

	Gate
	Flood Plain
	RPA Lines
	Contours
	Water Treatment Easement
	Property Line
	Water Treatment Facility
	Trail
	Virginia Capital Trail
	Colonial Pipeline
	150 Feet ROW Buffer



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JAMES CITY COUNTY

CHICKAHOMINY
RIVERFRONT PARK
RV STORAGE LOT
FINAL DESIGN (95%)

2022.09.09
PROJECT NUMBER: 203401764

PROJECT NARRATIVE

THE PLAN CONSISTS OF IMPROVING AND EXPANDING AN EXISTING RV/BOAT STORAGE PARKING LOT. THE DESIGN PROPOSES TWO PHASES OF EXPANSION. THE FIRST PHASE ROUGHLY FOLLOWS EXISTING CLEARED LIMITS, AND THE SECOND PHASE WILL INCREASE PARKING CAPACITY FURTHER EAST TO A PREVIOUSLY DEVELOPED AREA THAT IS CURRENTLY NOT UTILIZED BY THE PARK AND HAS NATURALIZED OVER TIME. EACH PHASE PROPOSES INSTALLING A GRAVEL PAD TO SERVE AS PARKING LOT DRIVE AISLES AND STALLS. THE SITE WILL BE GRADED TO SEND THE MAJORITY OF STORMWATER TO THE WESTERN EDGE, WHERE A LEVEL 1 CONSTRUCTED WETLAND WILL TREAT WATER BEFORE RELEASING INTO A JURISDICTIONAL WATERWAY. A SMALL PORTION OF STORMWATER WILL BE RELEASED AS SHEETFLOW ALONG THE EASTERN EDGE OF THE FACILITY INTO A PROPOSED CONSERVED OPEN SPACE. THE TOTAL LIMITS OF DISTURBANCE PROPOSED ARE 5.52 AC.

SHEET INDEX

SHEET NUMBER	TITLE
G-101	COVER
C-101	EXISTING CONDITIONS
C-102	SITE PLAN PHASE 1
C-103	SITE PLAN PHASE 2
C-104	GRADING PLAN PHASE 1
C-105	GRADING PLAN PHASE 2
C-106	STORMWATER MANAGEMENT PLAN
C-107	EROSION AND SEDIMENT CONTROL PHASE 1-1
C-108	EROSION AND SEDIMENT CONTROL PHASE 1-2
C-109	EROSION AND SEDIMENT CONTROL PHASE 2-1
C-110	EROSION AND SEDIMENT CONTROL PHASE 2-2
C-111	PLANTING PLAN
C-112	PLANTING DETAILS
C-301	SECTIONS
C-501	EROSION AND SEDIMENT CONTROL NOTES
C-502	EROSION AND SEDIMENT CONTROL DETAILS
C-503	DETAILS
C-504	DETAILS

SURVEYOR

LANDTECH RESOURCES, INC.
205 BULIFANTS BOULEVARD
SUITE E
WILLIAMSBURG, VA 23188

VERTICAL DATUM: NAD 83
HORIZONTAL DATUM: VIRGINIA STATE PLANE COORDINATE SYSTEM
NAD83, SOUTH ZONE

GEOTECHNICAL ENGINEER

GET SOLUTIONS, INC.
701 ALEXANDER LEE PARKWAY
WILLIAMSBURG, VA 23185

DESIGNER

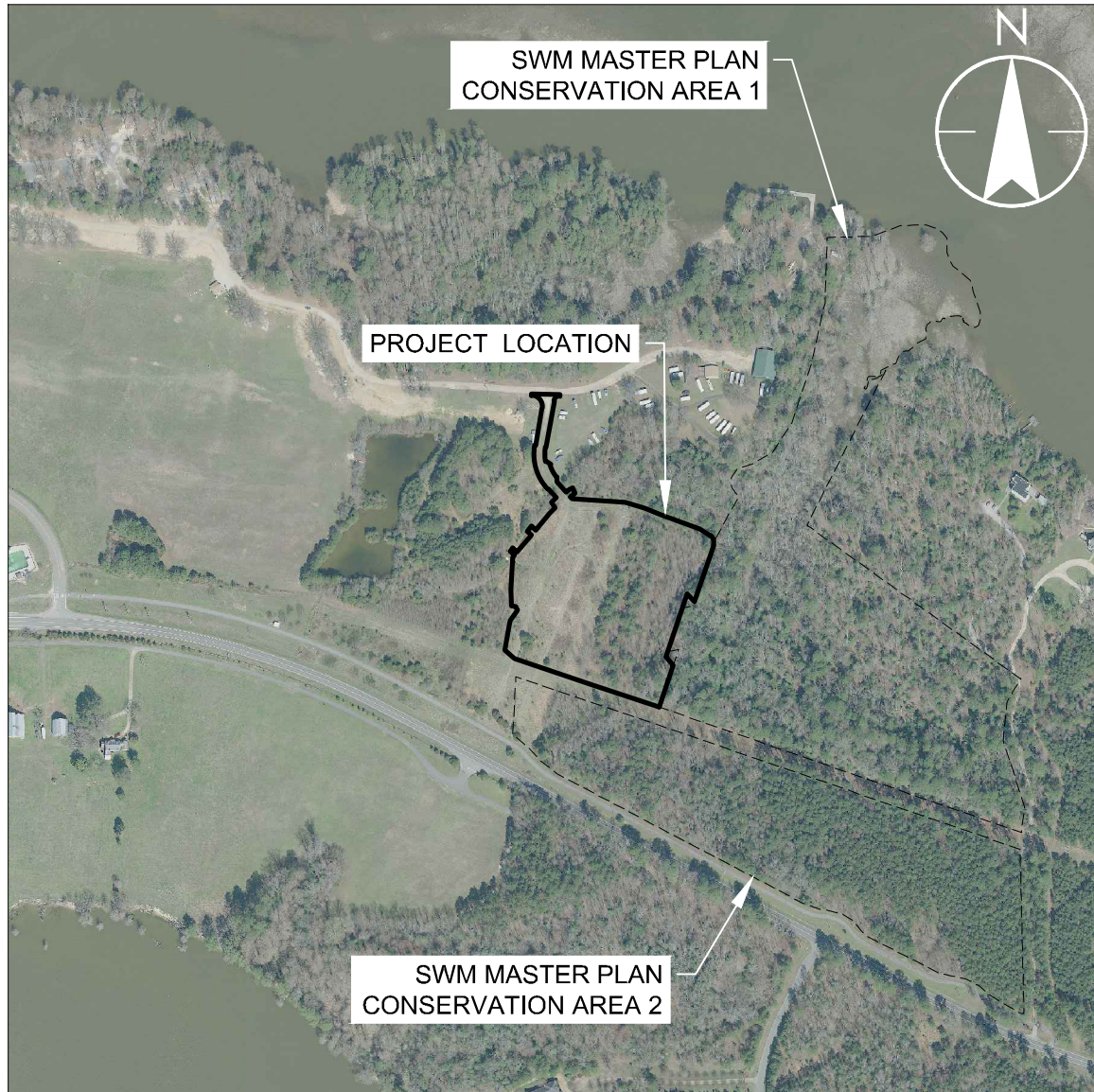
STANTEC CONSULTING SERVICES INC.
5208 CENTER STREET
WILLIAMSBURG, VA 23188
(757) 220-6869
ATTN: DANIEL PROCTOR

SITE DATA

PROJECT AREA:	5.52 ACRES ±
WATERS OF THE US:	0.05 ACRES ±
TOTAL LIMITS OF DISTURBANCE	5.52 ACRES
PHASE 1 LIMITS OF DISTURBANCE	3.48 ACRES
PHASE 2 LIMITS OF DISTURBANCE	2.34 ACRES
OVERLAPPING AREA BETWEEN PHASE 1 AND 2	0.3 ACRES
LIMITS OF DISTURBANCE	
LIMITS OF GRADING	5.52 ACRES
LOCATION	N38°05'25.82", W78°53'09.52"

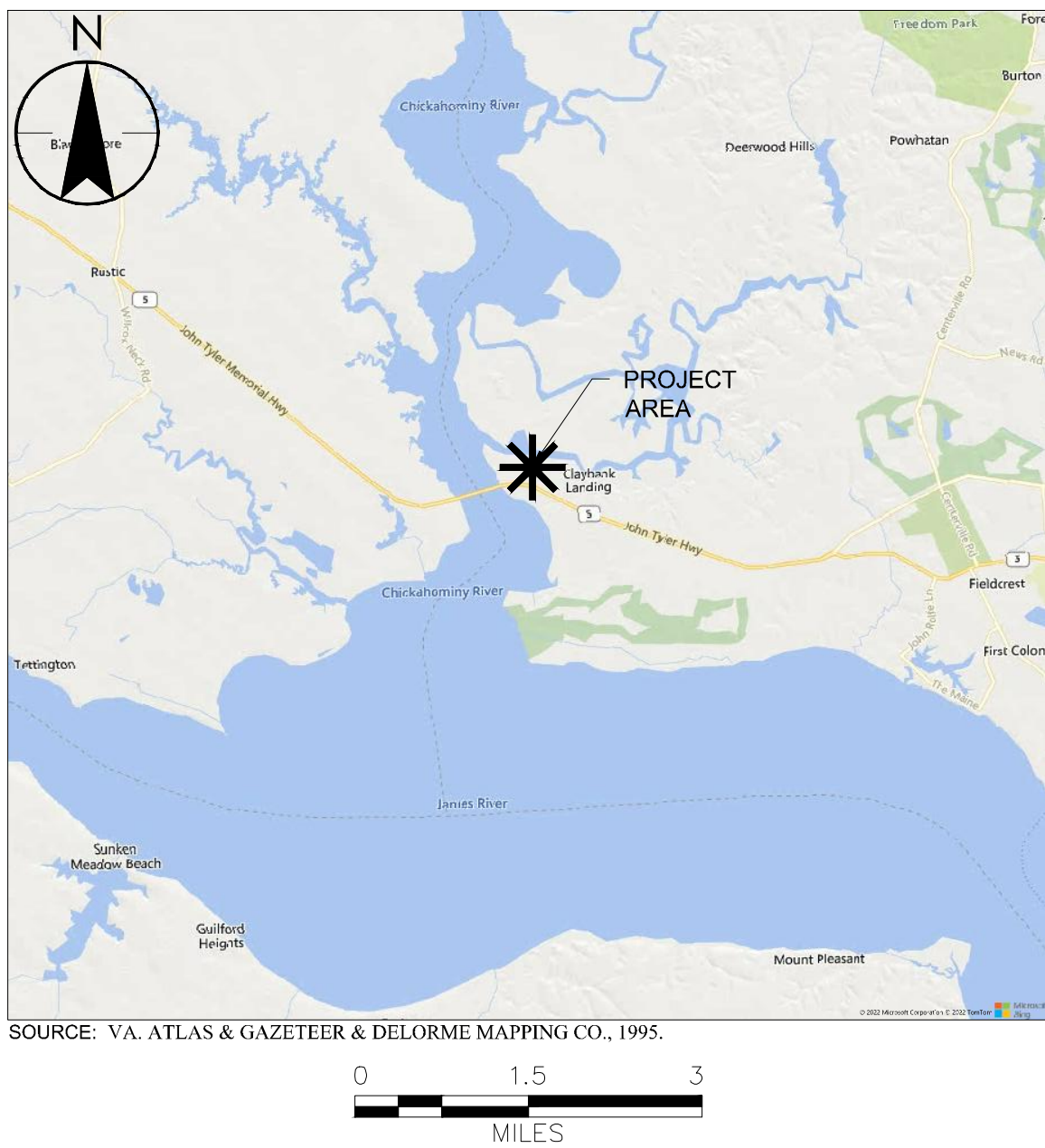
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LOCATION MAP

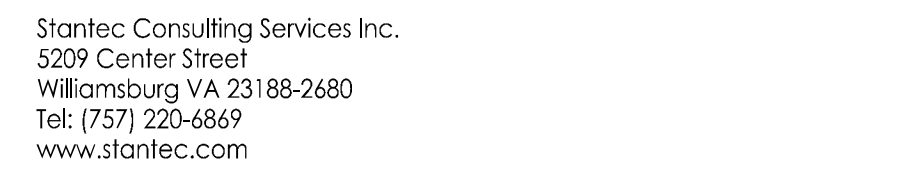


SOURCE: VGIN ORTHO IMAGERY

VICINITY MAP



SOURCE: VA. ATLAS & GAZETEER & DELORME MAPPING CO., 1995.



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Client/Project
JAMES CITY COUNTY

CHICHAHOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
EXISTING CONDITIONS AND
DEMOLITION PLAN

Project No.
203401764

Revision 0 Sheet 2 of 18

Scale
1" = 40'

Drawing No.

C 1

C-101

LEGEND

- EXISTING SURVEYED TOPOGRAPHY
- EXISTING GIS TOPOGRAPHY
- SURVEYED WETLAND LIMITS
- RESOURCE PROTECTION AREA (RPA) 100' BUFFER
- SURVEYED JURISDICTIONAL DITCH
- SOIL BOUNDARY
- FULL DEPTH GRAVEL REMOVAL
- EXISTING PARKING DELINEATION STAKE TO BE REMOVED

Aerial Map Labels:

- OVERHEAD ELECTRIC LINE
- WOOD BRIDGE
- WATER TANK WITH CONCRETE SUPPORTS
- J.C.S.A PUMP HOUSE
- CABLE FENCE
- EDGE OF EXISTING RPA FROM AERIAL PHOTOGRAPHY
- GAS LINE SIGN (COLONIAL PIPE LINE)
- APPROXIMATE LOCATION OF 50" COLONIAL PIPELINE CASSEMENT (P.B. 43 PG. 98)
- APPROXIMATE F.L.R.M. BOUNDARY
- APPROXIMATE F.L.R.M. BOUNDARY
- APPROXIMATE F.L.R.M. BOUNDARY

MAP UNIT SYMBOL	MAP UNIT NAME	SLOPE (%)	DRAINAGE CALSS	FLOODING FREQUENCY	HYDRIC (%)	HYDRAULIC CONDUCTIVITY (um/s)	HYDROLOGIC SOIL GROUP	DEPTH TO BEDROCK (FT)
9	CHICKAHOMINY SILT LOAM	0 TO 2	POORLY DRAINED	NONE	YES	9	D	>6
12	DOGUE LOAM	0 TO 3	MODERATELY WELL DRAINED	NONE	YES	28	C	>6
15D	EMPORIA COMPLEX	10 TO 15	WELL DRAINED	NONE	YES	28	B	>6
15F	EMPORIA COMPLEX	25 TO 50	WELL DRAINED	NONE	NO	28	B	>6
17	JOHNSTON COMPLEX	0 TO 2	VERY POORLY DRAINED	FREQUENT	YES	28	D	>6
23	NEWFLAT SILT LOAM	0 TO 2	SOMEWHAT POORLY DRAINED	NONE	NO	9	D	>6
26B	PAMUNKEY SOILS	2 TO 6	WELL DRAINED	NONE	NO	9	B	>6
27	PEAWICK SILT LOAM	0 TO 3	MODERATELY WELL DRAINED	NONE	NO	9	D	>6
35	UDORTHENTS, LOAMY	0 TO 70	N/A	NONE	YES	N/A	N/A	>6
37	URBAN LAND	0 TO 15	N/A	NONE	N/A	N/A	N/A	N/A
W	WATER	N/A	N/A	NONE	N/A	N/A	N/A	N/A

Graphical Scale: 0 40 80
GRAPHICAL SCALE (FEET) 1"=40'

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JAMES CITY COUNTY

CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
SITE PLAN PHASE 1

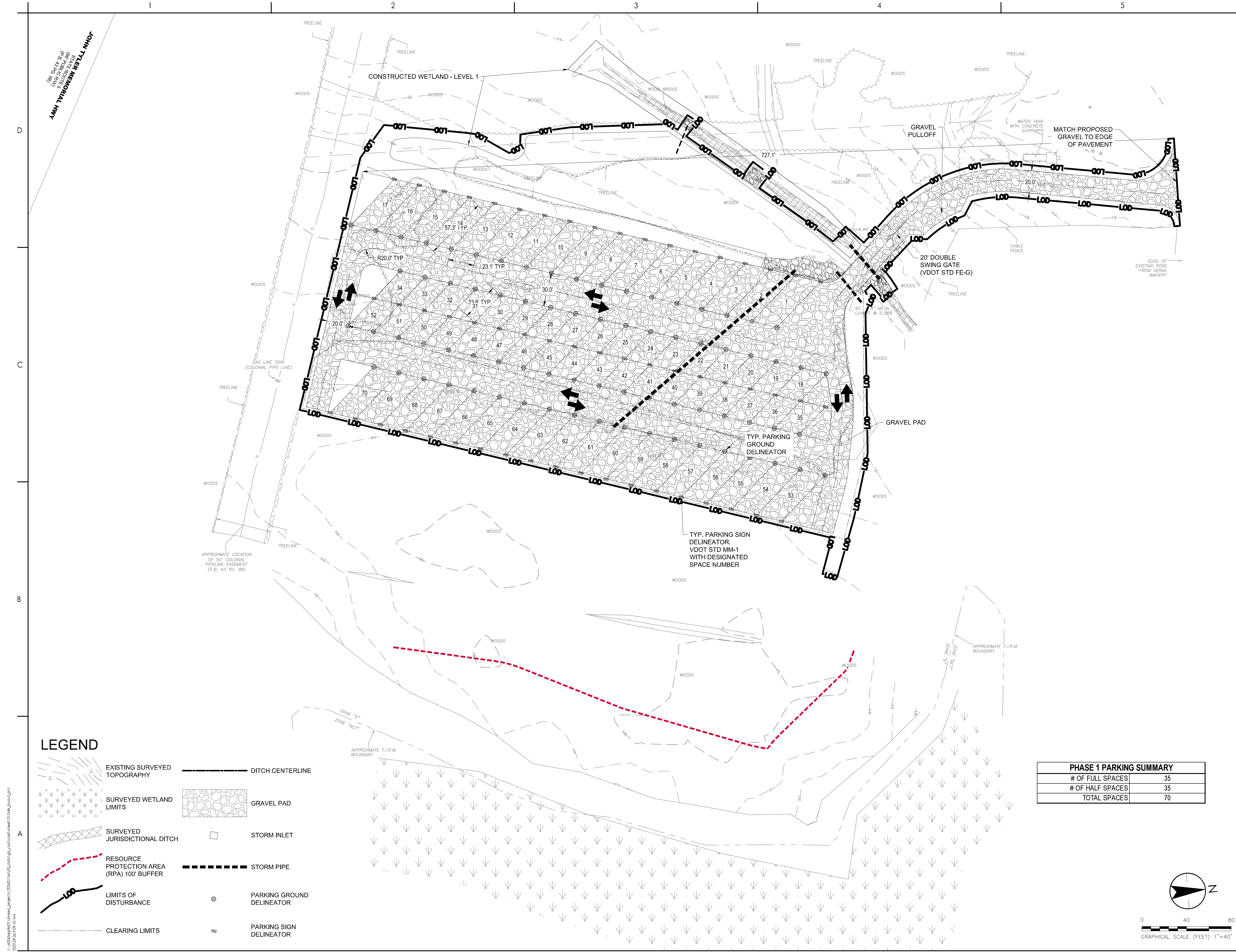
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203401764

Scale
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Revision	Sheet
0	3 of 18

Drawing No. _____

C-102





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JAMES CITY COUNTY

CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
SITE PLAN PHASE 2

Project No.
203401764

Scale
1" = 40'

Revision	Sheet
0	4 of 18

Drawing No.

C-103





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CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
GRADING PLAN PHASE 1

Project No.
203401764

Revision

Sheet
0 5 of 18

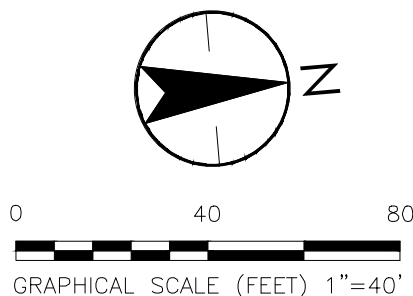
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C-104

LEGEND

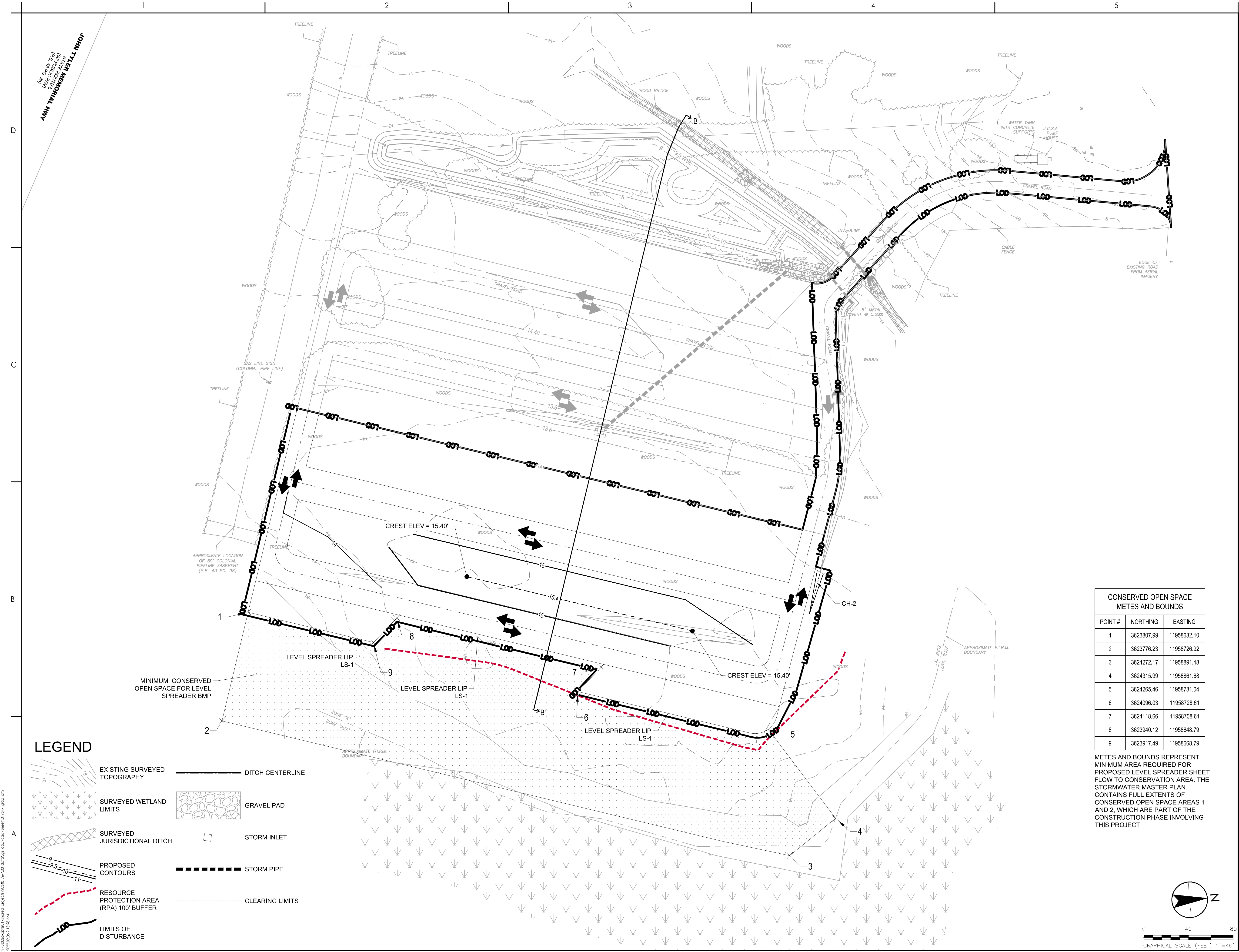
- | | |
|--|------------------|
| EXISTING SURVEYED TOPOGRAPHY | DITCH CENTERLINE |
| SURVEYED WETLAND LIMITS | GRAVEL PAD |
| SURVEYED JURISDICTIONAL DITCH | STORM INLET |
| PROPOSED CONTOURS | STORM PIPE |
| RESOURCE PROTECTION AREA (RPA) 100' BUFFER | CLEARING LIMITS |
| LIMITS OF DISTURBANCE | |

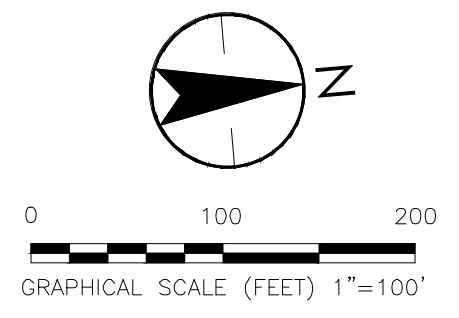
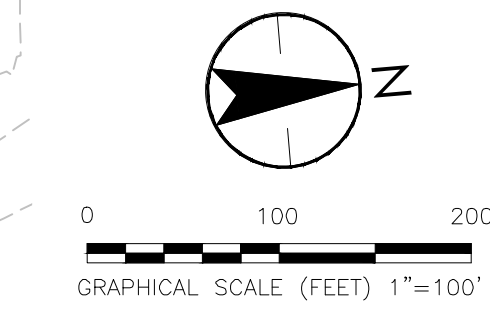


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JAMES CITY COUNTY

CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN

JAMES CITY COUNTY, VIRGINIA

Title
STORMWATER MANAGEMENT PLAN

Project No. 203401764
Revision Sheet 0 7 of 18
Scale 1" = 100'
Drawing No.

C-106

EXISTING DRAINAGE MAP

STORMWATER NARRATIVE

STORMWATER MASTER PLAN:
STORMWATER COMPLIANCE FOR THIS PROJECT IS COVERED AS PART OF THE STORMWATER MASTER PLAN FOR CHICKAHOMINY RIVERFRONT PARK (UNDER SEPARATE COVER, CASE NO. SWM-22-0003). MASTER PLAN DESIGN IS CURRENTLY UNDER REVIEW AND HAS BEEN COORDINATED WITH INFORMATION SHOWN IN THIS PLAN. IN ADDITION TO THE BMPS SHOWN IN THIS PLAN SET, ADDITIONAL CONSERVATION EASEMENTS ARE PROPOSED AS PART OF THE MASTER PLAN PHASE 1 PROJECTS. PLEASE SEE THE MASTER PLAN AND EASEMENT PLATS (BY OTHERS) FOR CONSERVATION AREAS 1 AND 2.

WATER QUALITY:
THE POLLUTANT LOAD REMOVAL REQUIREMENTS FOR THIS PROJECT ARE DEFINED IN THE STORMWATER MASTER PLAN FOR CHICKAHOMINY RIVERFRONT PARK (UNDER SEPARATE COVER), WHICH DEFINED THE TWO BMPS DEPICTED HEREIN AS PART OF THE BROADER COMPLIANCE FOR THE PARK RE-DEVELOPMENT ACTIVITIES. THE RV STORAGE PARK IS PART OF PHASE 1 CONSTRUCTION IN THE MASTER PLAN. THE MASTER PLAN ALSO CONTAINS THE FULL EXTENTS OF CONSERVATION AREAS 1 AND 2, WHICH WILL BE PRESERVED AS PART OF PHASE 1 CONSTRUCTION TO MEET WATER QUALITY CRITERIA. THE PROPOSED DEVELOPMENT CONSISTS OF IMPERVIOUS AREA FOR PARKING ACCESS ROADS AND STALLS, MANAGED TURF OUTSIDE OF PARKING GRAVEL PAD EXTENTS WHERE PERIMETER STORMWATER FEATURES WILL BE INSTALLED, AND TWO BMPS. THE PROJECT PROPOSES TO SEND THE MAJORITY OF DISTURBED AREA TO A LEVEL 1 CONSTRUCTED WETLAND NORTH OF THE GRAVEL PAD. THE REMAINING AREA WILL BE SENT SOUTH TO A LEVEL SPREADER LIP, DISCHARGING TO CONSERVED OPEN SPACE C/D SOIL. SEE WATER QUALITY CALCULATIONS ON THIS SHEET FOR SUMMARY OF TP LOAD AND TOTAL TP TREATED.

WATER QUANTITY:
ALTHOUGH THE STORMWATER MASTER PLAN (UNDER SEPARATE COVER) ALSO DEFINES WATER QUANTITY REQUIREMENTS, ADDITIONAL SITE-BASED ANALYSIS HAS BEEN PROVIDED HEREIN. VIRGINIA'S PROPOSED STORMWATER MANAGEMENT PROGRAM PERMIT REGULATIONS (9VAC25-870-66) INCLUDE WATER QUANTITY REQUIREMENTS. UNDER THESE REGULATIONS, THE NORTHERN SIDE OF THE SITE DRAINING TO NODE 1 WILL MEET CHANNEL PROTECTION CRITERIA B.3.A, ENERGY BALANCE METHODOLOGY. NODE 1 WILL ALSO MEET FLOOD PROTECTION CRITERIA C.2.B. THE EXISTING CULVERT NEAR NODE 1 IS UNDERSIZED AND CAUSES FLOODING DURING THE 10-YR STORM. THE PROPOSED 10-YR FLOW AT NODE 1 IS LESS THAN EXISTING FLOW, AND THE RESIZED CULVERT P-3 REDUCES SITE FLOODING. SEE ENERGY BALANCE, DRAINAGE AREA, FLOOD PROTECTION, AND HYDRAULIC AND HYDROLOGIC SUMMARY TABLES THIS SHEET FOR WATER QUANTITY CALCULATIONS.

THE SOUTHERN SIDE OF THE SITE DRAINING TO NODE 2 WILL MEET CRITERIA D FOR SHEET FLOW. STORMWATER WILL BE SPREAD ACROSS THE LENGTH OF THE PROPOSED LEVEL SPREADER AND RELEASED AS SHEET FLOW DIRECTLY INTO A RESOURCE PROTECTION AREA BUFFER.

STORMWATER QUALITY SUMMARY

SITE DATA:
SEE THE STORMWATER MASTER PLAN FOR THE PARK (UNDER SEPARATE COVER, CASE NO. SWM-22-0003) FOR OVERALL SITE DATA.

WATER QUALITY TREATMENT:
POST DEVELOPMENT POLLUTANT LOAD FOR RV STORAGE SITE = 10.80 (LBS-TP/YR)
TP REMOVAL PROVIDED BY LEVEL 1 CONSTRUCTED WETLAND (BMP 47 IN MASTER PLAN) = 3.94
TP REMOVAL PROVIDED BY SHEET FLOW TO CONSERVATION AREA C/D SOIL (BMP 48 IN MASTER PLAN)= 0.88
TP REMOVAL PROVIDED= 4.82 (LBS/YR)
SEE THE STORMWATER MASTER PLAN FOR THE PARK (UNDER SEPARATE COVER) FOR OVERALL WATER QUALITY COMPLIANCE FOR THE PARK.

EXISTING NODE SUMMARY					
NODE ID	1-YR FLOW	2-YR FLOW	10-YR FLOW	25-YR FLOW	100-YR FLOW
-	CFS	CFS	CFS	CFS	CFS
NODE 1	8.48	12.55	25.97	35.69	53.56
NODE 2	0.56	0.92	2.15	3.08	4.83
PROPOSED NODE SUMMARY					
NODE ID	1-YR FLOW	2-YR FLOW	10-YR FLOW	25-YR FLOW	100-YR FLOW
-	CFS	CFS	CFS	CFS	CFS
NODE 1	5.52	7.45	13.96	15.64	18.64
NODE 2	2.54	3.11	4.81	5.98	8.08

STORM INLET DESIGN CALCULATIONS				
INLET ID	STRUCTURE TYPE	INLET TYPE	RIM ELEV	INV OUT
-	-	-	FT	FT
SD-1	30" NYLOPLAST DRAIN BASIN*	3'x3' NYLOPLAST INLET GRATE*	13.50	10.64
*APPROVED EQUIVALENT ACCEPTED				

PROPOSED DRAINAGE MAP

MINIMUM CONSERVED
OPEN SPACE REQUIRED
FOR LEVEL SPREADER BMP.
FULL CONSERVED OPEN
SPACE EXTENTS SHOWN IN
MASTER PLAN

EXISTING DRAINAGE AREA SUMMARY										
DA ID	OUTFLOW POINT	AREA	AREA	TC	CN	1-YR FLOW	2-YR FLOW	10-YR FLOW	25-YR FLOW	100-YR FLOW
-	-	SF	AC	MIN	-	CFS	CFS	CFS	CFS	CFS
1 OFF SITE	NODE 1	323,718	7,432	18.95	77	6.13	9.11	18.97	26.13	39.30
1 ON SITE	NODE 1	113,213	2,599	17.63	78	2.35	3.44	7.00	9.59	14.37
2	LOI 1	37,961	0.871	12.44	71	0.56	0.92	2.15	3.08	4.83
PROPOSED DRAINAGE AREA SUMMARY										
DA ID	OUTFLOW POINT	AREA	AREA	TC	CN	1-YR FLOW	2-YR FLOW	10-YR FLOW	25-YR FLOW	100-YR FLOW
-	-	SF	AC	MIN	-	CFS	CFS	CFS	CFS	CFS
1 OFF SITE	NODE 1	323,718	7,432	18.95	77	6.13	9.11	18.97	26.13	39.30
1A	WETLAND	27,295	0.627	5.00	87	1.57	2.03	3.40	4.34	6.02
1B	CH-1	40,873	0.938	5.00	97	2.89	3.55	5.53	6.89	9.34
1C	CH-2	35,785	0.822	5.00	96	2.47	3.06	4.81	6.00	8.15
1D	SD-1	86,523	1.986	5.00	98	6.24	7.63	11.80	14.66	19.82
2	LS-1	35,287	0.810	5.00	98	2.54	3.11	4.81	5.98	8.08

ENERGY BALANCE CALCULATIONS											
COMPLIANCE NODE	STORM EVENT (YR)	I.F. FOR ONSITE FLOW	ON SITE FLOW SUMMARY			OFF SITE FLOW SUMMARY			Q ALLOWABLE WITH I.F.	Q POST (CFS)	MEETS EB? (YES/NO)
			EX. FLOW (CFS)	RV PRE (AC-FT)	RV POST (AC-FT)	EX. FLOW (CFS)	RV PRE (AC-FT)	RV POST (AC-FT)			
1	1	0.8	2.35	0.227	0.900	6.125	0.613	0.613	6.72	5.52	YES

CHANNEL DESIGN CALCULATIONS										
CHANNEL ID	MIN SLOPE	MAX SLOPE	n	CONSTRUCTED DEPTH	SIDE SLOPE	LINING	2-YR FLOW	10-YR FLOW	2-YR VELOCITY*	10-YR DEPTH*
-	FT/FT	FT/FT	-	FT	X:1	-	CFS	CFS	FT/S	FT
CH-1	0.007	0.018	0.030	VARIES, 1' MIN.	3	EC-2	3.55	5.53	2.75	0.89
CH-2	0.008	0.026	0.030	1.5	3	EC-2	3.06	4.81	3.29	0.83
*2-YR VELOCITY CALCULATION BASED ON MAX SLOPE, 10-YR DEPTH CALCULATION BASED ON MIN SLOPE.										

EXISTING CULVERT CALCULATIONS										
PIPE ID	SIZE	INV UP	INV DOWN	LENGTH	SLOPE	MATERIAL	EX 10-YR FLOW	10-YR HW	EX 100-YR FLOW	100-YR HW
	IN	FT	FT	FT	FT/FT		CFS	FT	CFS	FT
EX ROAD CULVERT	8	8.96	8.85	40	0.003	METAL	25.97	11.47	53.56	11.65
NOTE: PROPOSED 10-YR AND 100-YR HEADWATER AT ROAD CULVERT IS LESS THAN IN EXISTING CONDITIONS. EXISTING PIPE MATERIAL AND DIMENSIONS AS PER THE SURVEY PROVIDED 1/28/22										

CULVERT DESIGN CALCULATIONS										
PIPE ID	SIZE	INV UP	INV DOWN	LENGTH	SLOPE	MATERIAL	10-YR FLOW	10-YR HW	100-YR FLOW	100-YR HW
-	IN	FT	FT	FT	FT/FT	-	CFS	FT	CFS	FT
P-1	19 x 30 ELLIPTICAL	10.64	9.50	213	0.005	CLASS V RCP	11.80	12.31	19.82	13.15
P-2	14 x 23 ELLIPTICAL	9.60	9.50	28	0.004	CLASS V RCP	4.81	10.65	8.15	11.10
P-3 (EX CULVERT REPLACEMENT)	19 x 30 ELLIPTICAL	8.96	8.85	40	0.003	CLASS V RCP	29.47	11.06	60.44	11.56
*GREATER THAN 1' OF FREEBOARD BETWEEN 100-YR WSE AND BMP TOP OF EMBANKMENT. DESIGNED TO SERVE AS AUXILIARY SPILLWAY FOR >100-YR STORMS.										

CONSTRUCTED WETLAND DESIGN SUMMARY			
FOREBAY			
BOTTOM ELEV	FT	8.00	
INTER-CELL BERM ELEV	FT	10.50	
INTER-CELL BERM WIDTH	FT	3.00	
SPILLWAY ELEV	FT	9.50	
SPILLWAY WIDTH	FT	25.00	
WETLAND CELL 1			
BOTTOM ELEV	FT	6.00	
NORMAL POOL ELEV	FT	9.50	
INTER-CELL BERM ELEV	FT	11.00	
INTER-CELL BERM WIDTH	FT	4.00	
EXTENDED DETENTION PIPE INV UP	FT	9.50	
EXTENDED DETENTION PIPE INV DOWN	FT	9.35	
EXTENDED DETENTION PIPE MATERIAL	-	PVC	
EXTENDED DETENTION PIPE SIZE	IN	5	
SPILLWAY ELEV	FT	10.50	
SPILLWAY WIDTH	FT	10.00	
1-YR WSE	FT	10.63	
10-YR WSE	FT	11.06	
100-YR WSE	FT	11.58	
WETLAND CELL 2			
BMP TOP OF EMBANKMENT/AUXILIARY SPILLWAY ELEV	FT	11.65	
BMP TOP OF EMBANKMENT/AUXILIARY SPILLWAY WIDTH	FT	20.00	
OUTLET PIPE (P-3) INV UP	FT	8.96	
OUTLET PIPE (P-3) INV DOWN	FT	8.85	
OUTLET PIPE (P-3) PIPE MATERIAL	-	RCP	
OUTLET PIPE (P-3) PIPE SIZE	IN	19 X 30	
1-YR WSE	FT	10.16	
10-YR WSE	FT	11.06	
100-YR WSE	FT	11.56	
TOTAL WETLAND FLOW SUMMARY			
1-YR INFLOW	CFS	13.37	
1-YR OUTFLOW	CFS	5.52	
10-YR INFLOW	CFS	29.71	
10-YR OUTFLOW	CFS	13.96	
100-YR INFLOW	CFS	39.74	
100-YR OUTFLOW	CFS	18.64	

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LEGEND

EXISTING SURVEYED TOPOGRAPHY
SURVEYED WETLAND LIMITS

STAGING AND STOCKPILE AREA
SURVEYED JURISDICTIONAL DITCH

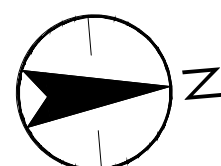
RWD
RIGHT OF WAY DIVERSION
CE
STONE CONSTRUCTION ENTRANCE

CD
CHECK DAM
SF
SILT FENCE

APPROXIMATE LOCATION OF 50" COLONIAL PIPELINE EASEMENT (P.B. 43 PG. 98)

APPROXIMATE F.I.R.M. BOUNDARY

APPROXIMATE F.I.R.M. BOUNDARY



0 40 80
GRAPHICAL SCALE (FEET) 1"=40'



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SMS Dwn. SAC Dgn. DAP Chkd. 2022.09.09
YYYY.MM.DD

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Client/Project Logo



Client/Project
JAMES CITY COUNTY

CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
EROSION AND SEDIMENT CONTROL
PHASE 1-1

Project No.
203401764

Scale
1" = 40'

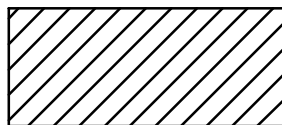
Revision Sheet
0 8 of 18

Drawing No.

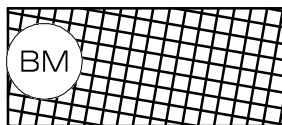
C-107

LEGEND

EXISTING SURVEYED TOPOGRAPHY
SURVEYED WETLAND LIMITS



STAGING AND STOCKPILE AREA



BLANKETS AND MATTING (VDOT STD EC-2)



CULVERT INLET PROTECTION



INLET PROTECTION



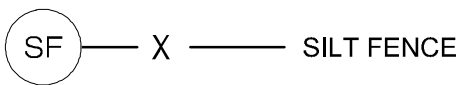
TEMPORARY SEEDING



MULCHING



PERMANENT SEEDING



SILT FENCE



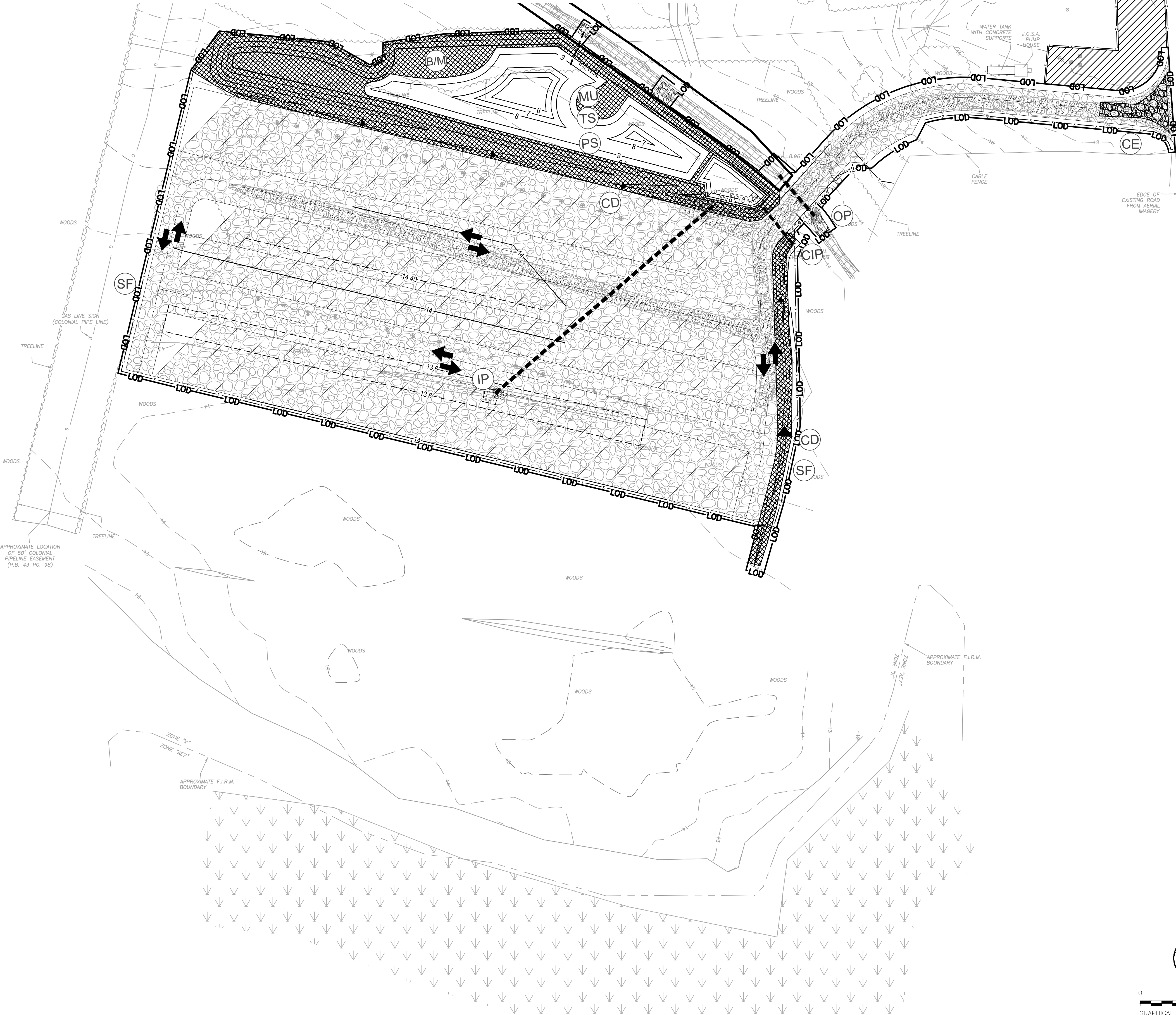
STONE CONSTRUCTION ENTRANCE



CHECK DAM



OUTLET PROTECTION



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CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
EROSION AND SEDIMENT CONTROL
PHASE 1-2

Project No.
203401764

Scale
1" = 40'

Revision Sheet
0 9 of 18

Drawing No.

C-108

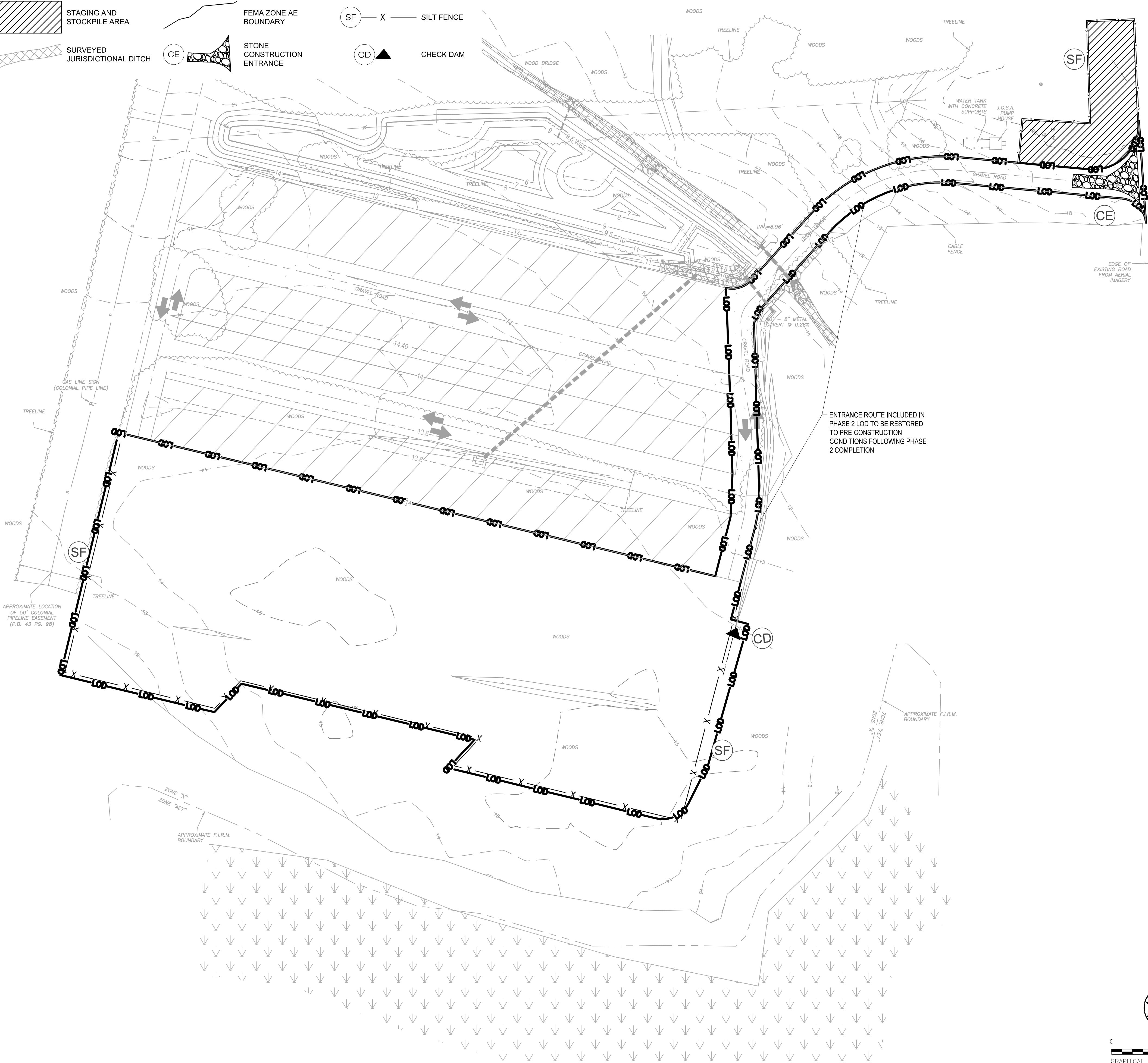
LEGEND

EXISTING SURVEYED TOPOGRAPHY
SURVEYED WETLAND LIMITS

STAGING AND STOCKPILE AREA
SURVEYED JURISDICTIONAL DITCH

FEMA ZONE AE BOUNDARY
STONE CONSTRUCTION ENTRANCE

SF X SILT FENCE
CD ▲ CHECK DAM



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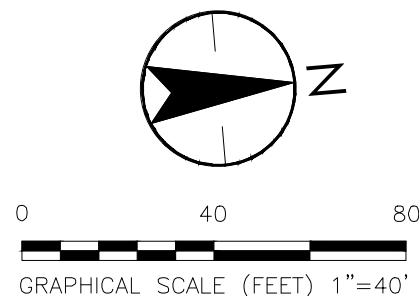
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JAMES CITY COUNTY

CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
EROSION AND SEDIMENT CONTROL
PHASE 2-1

Project No.
203401764
Scale
1" = 40'

Revision Sheet
0 10 of 18
Drawing No.
C-109



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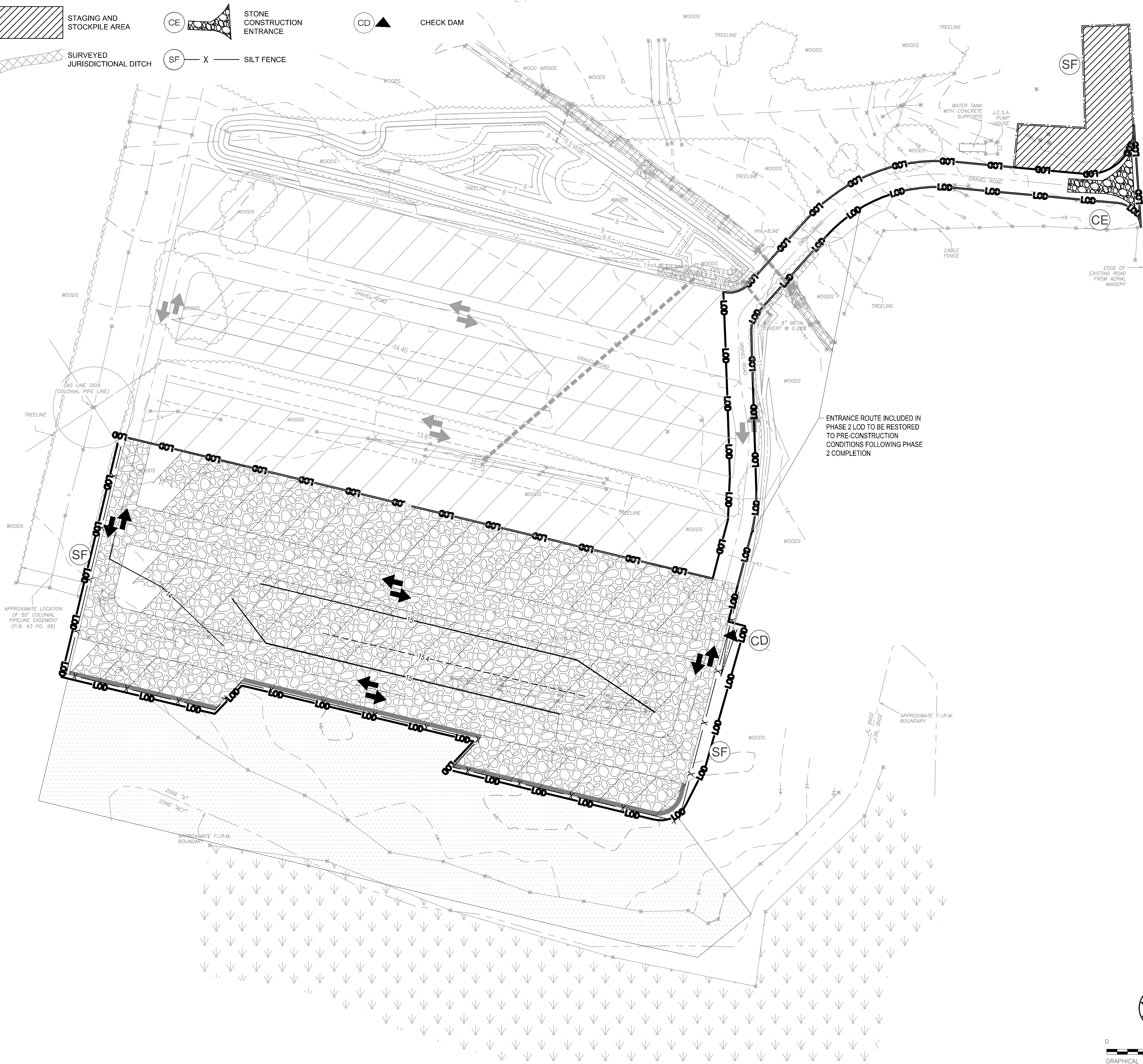
CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
EROSION AND SEDIMENT CONTROL
PHASE 2-2

Project No. _____ Scale _____

Revision	Sheet	Drawing No.
----------	-------	-------------

C-110



LEGEND

- WETLAND PLANTINGS
- ENHANCEMENT SCREENING PLANTINGS
- PARKING SCREENING PLANTINGS
SEE SHEET C-112 FOR SPECIFICATIONS

ENHANCE WITH EVERGREENS TO MINIMIZE VIEWS FROM RT5.

ENHANCE WITH TALLER PINE TO MINIMIZE VIEWS FROM RT5.

WETLAND PLANTINGS ZONE

(3) MAGR
(27) JUVI

(32) JUVI

(3) MAGR

(3) MAGR
(28) JUVI

(31) JUVI

(4) MAGR

(26) JUVI

(6) MAGR

(13) JUVI

APPROXIMATE LOCATION
OF 50' COLONIAL
PIPELINE (P.B. 43)

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ORIGINAL SHEET - ANSI D



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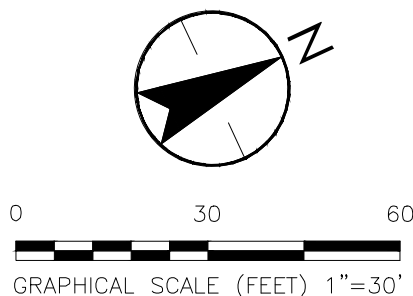
CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title
PLANTING PLAN

Project No. 203401764 Scale 1" = 30'

Revision 0 Sheet 12 of 18 Drawing No.

C-111



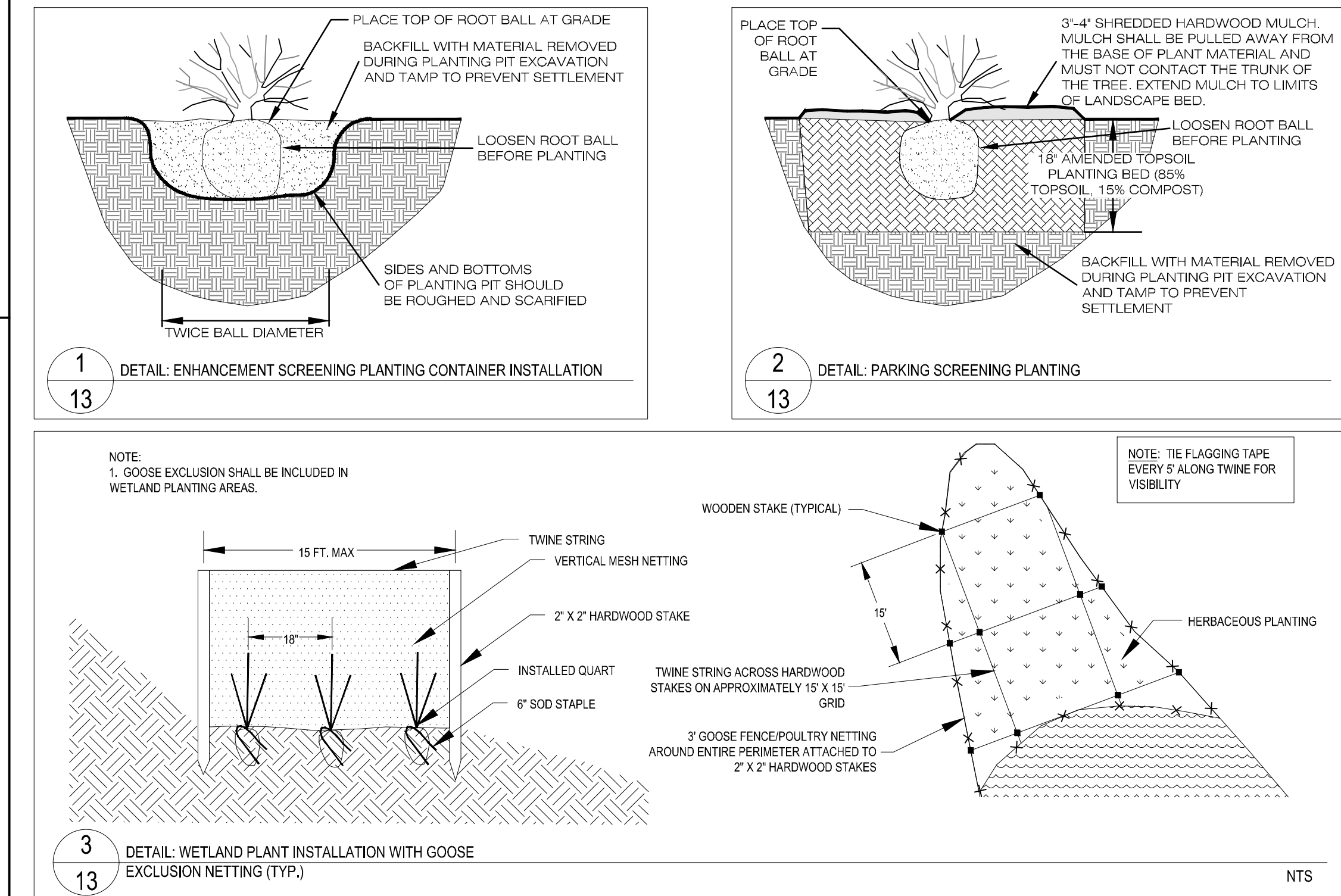
CONSTRUCTED WETLAND PLANTING: 0.17 ACRES

LEGEND	BOTANICAL NAME	COMMON NAME	INDICATOR	QTY.	STOCK SIZE	NOTES
	ALISMA SUBCORDATUM	AMERICAN WATER-PLANTAIN	OBL	495	QUART	LOCATE HERBACEOUS QUARTS AT 18" ON CENTER.
	ASCLEPIAS INCARNATA*	SWAMP MILKWEED	OBL	165	QUART	CLUMP PLANTS IN MINIMUM GROUPS OF 9 BY SPECIES.
	ELEOCHARIS OBTUSA	BLUNT SPIKE-RUSH		330	QUART	
	HIBISCUS MOSCHEUTOS*	SWAMP ROSE-MALLOW	OBL	165	QUART	PLANTS TO BE LOCATED ACCORDING TO INDICATOR STATUS. SPECIES DENOTED WITH AN ASTERISK MUST BE PLANTED IN AREAS WITH LESS THAN 3" OF INUNDATION.
	JUNCUS EFFUSUS*	SOFT RUSH	FACW	165	QUART	
	LOBELIA CARDINALIS*	CARDINAL FLOWER	FACW	165	QUART	
	PELTANDRA VIRGINICA	GREEN ARROW-ARUM	OBL	495	QUART	
	PONTERDERIA CORDATA	PICKERELWEED	OBL	495	QUART	
	SAGITTARIA LATIFOLIA	DUCK-POTATO	OBL	330	QUART	
	SCHOENOPLECTUS TABERNAEMONTANI	SOFT-STEM BULRUSH	OBL	495	QUART	
				3,300	SUB-TOTAL	

LEGEND	BOTANICAL NAME	COMMON NAME	INDICATOR	QTY.	STOCK SIZE	NOTES
	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	FACU	18	3'-4'	SCREENING PLANTS SHALL BE LOCATED IN LANDSCAPE BEDS AS SHOWN ON THE PLANS. EXACT LOCATIONS SHALL BE FIELD DETERMINED WITH THE COUNTY AND STANTEC AT THE TIME OF PLANTING. ALL SCREENING PLANT LOCATIONS MUST BE APPROVED PRIOR TO INSTALLATION.
	MORELLA CERIFERA	WAX MYRTLE	FAC	18	3'-4'	
	PINUS TAEDA	LOBLOLLY PINE	FAC	18	4'-5'	
	JUVI: JUNIPERUS VIRGINIANA 'TAYLOR'	TAYLOR JUNIPER	FACU	157	4'-5'	
	MAGR: MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM MAGNOLIA	FAC	19	5'-6'	
				230	SUB-TOTAL	

PERMANENT NATIVE STABILIZATION: 0.51 ACRES

LEGEND	QTY.	BOTANICAL NAME	COMMON NAME	INDICATOR	SPECIFICATION		NOTES
	UPLAND BUFFER SEED MIX						
	5%	AGROSTIS PERENNANS	AUTUMN BENTGRASS	FACU		SEED	APPLY SEED MIX ON ALL DISTURBED UPLAND AREAS AT 30 LBS/ACRE. COVER CROP SHALL BE APPLIED WITH PERMENANT SEED MIX. APPLY SHREDDED STRAW MULCH AT RATE OF 1,200 LBS/ACRE WITH SEED MIX.
	6%	ASCLEPIAS SYRIACA	COMMON MILKWEED	UPL		SEED	
	11%	CHAMAECRISTA FASCICULATA	PARTRIDGE PEA	FACU		SEED	
	20%	DICHANTHELIUM CLANDESTINUM	DEER TONGUE	FACW		SEED	
	15%	ELYMUS VIRGINICUS	VIRGINIA WILD RYE	FAC		SEED	
	5%	EUPATORIUM PERFORIATUM	COMMON BONESET	FACW		SEED	CONTRACTOR IS RESPONSIBLE FOR DETERMINING ACTUAL AMOUNT OF MIX REQUIRED BASED ON ACTUAL DISTURBANCE.
	4%	EUTHAMIA GRAMINIFOLIA	GRASS-LEAVED GOLDENROD	FAC		SEED	
	3%	PYCNANTHEMUM TENUIFOLIUM	NARROWLEAF MOUNTAIN MINT	FACW		SEED	
	3%	RUDBECKIA HIRTA	BLACKEYED SUSAN	FACU		SEED	
	25%	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	FACU		SEED	
	3%	SOLIDAGO RUGOSA	WRINKLE LEAF GOLDENROD	FAC		SEED	
LEGEND	QTY.	BOTANICAL NAME	COMMON NAME	SEEDING DATES	RATE (AS NURSE CROP)	RATE (AS TEMPORARY STABILIZATION)	NOTES
	TEMPORARY STABILIZATION/SEASONAL NURSE CROP						
	100%	LOLIUM MULTIFLORUM	ANNUAL RYEGRASS	FEB 16- OCT 31	10 LBS/AC	60 LBS/AC	APPLY TEMPORARY STABILIZATION/ SEASONAL NURSE CROP TO ALL DISTURBED AREAS IN ACCORDANCE WITH SEEDING DATES AND RATES AS SHOWN.
	100%	TRITICUM AESTIVUM	WINTER WHEAT	NOV 1 - FEB 15	30 LBS/AC	100 LBS/AC	



SHRUB AND TREE INSTALLATION:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATIONS OF ALL EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO THE COMMENCEMENT OF PLANTING OPERATIONS.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYOUT OF ALL WORK COVERED UNDER THESE PLANS. LOCATION OF SCREENING MATERIAL MUST BE COORDINATED WITH COUNTY PRIOR TO INSTALLATION.
 3. ALL PLANT MATERIAL, UNLESS OTHERWISE SPECIFIED, SHALL BE UNIFORMLY BRANCHED AND HAVE A VIGOROUS ROOT SYSTEM. PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE FROM DEFECTS, DISEASES, INSECT PEST INJURIES, AND ALL FORMS OF INFESTATION. ALL PLANT MATERIAL SHALL BE FRESH, FREE FROM TRANSPLANT SHOCK OR VISIBLE WILT. PLANTS DEEMED UNHEALTHY WILL BE REJECTED.
 4. ALL PLANT MATERIAL SHALL MEET THE MINIMUM SPECIFICATIONS AND STANDARDS DESCRIBED IN THE CURRENT ISSUE OF "THE AMERICAN STANDARD FOR NURSERY STOCK", PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, 1250 I STREET, N.W., SUITE 500, WASHINGTON, D.C. 20005.
 5. ALL CONTAINER STOCK SHALL HAVE BEEN PROPAGATED IN A CONTAINER LONG ENOUGH FOR THE ROOT SYSTEM TO HAVE DEVELOPED SUFFICIENTLY TO HOLD ITS SOIL. CONTAINER STOCK WITH POORLY DEVELOPED ROOT SYSTEMS OR ROOT BOUND MATERIAL WILL NOT BE ACCEPTED.
 6. PLANTS WILL BE PREPARED FOR SHIPMENT IN A MANNER THAT WILL NOT CAUSE DAMAGE TO THE BARK, BUDS, BRANCHES, STEMS, OR OVERALL SHAPE OF THE STOCK. CONTAINER GROWN PLANTS WILL BE TRANSPORTED IN THE CONTAINERS IN WHICH THEY HAVE BEEN GROWN.
 7. PLANTS NOT INSTALLED ON THE DAY OF ARRIVAL ONSITE SHALL BE STORED AND PROTECTED BY THE CONTRACTOR. OUTSIDE STORAGE AREAS WILL BE SHADED AND PROTECTED FROM THE WIND AND SUN. PLANTS STORED ONSITE SHALL BE PROTECTED FROM ANY DRYING AT ALL TIMES BY COVERING THE BALLS OR ROOTS WITH MOIST SAWDUST, WET BURLAP, WOODCHIPS, SHREDDED BARK, PEAT MOSS, OR OTHER SIMILAR MULCHING MATERIAL.
 8. NO SUBSTITUTIONS IN SIZE OR VARIETY OF PLANT MATERIAL WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
 9. VERIFY ALL DIMENSIONS IN THE FIELD. NOTIFY THE ENGINEER OF ANY VARIANCE FROM PLAN.
 10. NO PLANTING IS TO OCCUR WHEN THE SOIL IS FROZEN.
 11. PARKING SCREENING PLANTING BED SHALL CONSIST OF 18" DEEP AMENDED TOPSOIL, CONSISTING OF 85% TOPSOIL AND 15% COMPOST, WELL MIXED.
 12. VERTICAL SIDES AND FLAT BOTTOMS. ALL PLANTING HOLES SHALL BE ROUGHED, SCARIFIED SIDES AND BOTTOMS.
 13. CONTAINERIZED PLANTS SHALL BE SET IN THE PLANTING PIT AT THE PROPER DEPTH ON TAMPED SOIL. SOIL REMOVED FROM THE PLANTING PIT SHALL THEN BE FILLED AROUND THE ROOTS AND TAMPED.
 14. DURING PLANTING THE CONTRACTOR SHALL WATER EACH CONTAINERIZED PLANT INSTALLED WITH A MINIMUM OF 1/2 GALLON OF WATER, UNLESS OTHERWISE DIRECTED BY THE ENGINEER DUE TO EXISTING SITE CONDITIONS AND SATURATIONS.
 15. THE CONTRACTOR SHALL RESTORE DISTURBED AREAS TO INDICATED FINAL GRADES IF DISTURBED BY THE INSTALLATION OF TREES, SHRUBS, AND HERBACEOUS MATERIAL.
 16. ALL DISTURBED AREAS OUTSIDE WETLAND ZONES SHALL BE STABILIZED WITH THE APPROPRIATE STABILIZATION SEED MIX.
 17. 3"-4" SHREDDED HARDWOOD MULCH SHALL BE ADDED ON ALL PARKING SCREENING PLANTING AREAS. MULCH IS NOT REQUIRED IN ENHANCEMENT SCREENING PLANTINGS.
- PROJECT MAINTENANCE AND WARRANTY:
1. CONTRACTOR MUST MAINTAIN INSTALLED WOODY AND HERBACEOUS MATERIAL WITHIN THE PROJECT LIMITS UNTIL FINAL ACCEPTANCE OF THE PROJECT BY THE ENGINEER AT THE END OF THE 1-YEAR WARRANTY PERIOD.
 2. CONTRACTOR MUST GUARANTEE 80% COVERAGE (EXCLUDING INVASIVE SPECIES) OF ALL HERBACEOUS PLANTING AREAS AFTER THE FIRST COMPLETE GROWING SEASON. THE CONTRACTOR MUST REPLANT ALL AREAS WITH LESS THAN 80% AERIAL COVERAGE TO THEIR ORIGINAL SPECIFIED DENSITIES AT NO ADDITIONAL COST TO THE OWNER.
 3. THE GOOSE EXCLUSION SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE TIME OF WARRANTY PLANTING. CONTRACTOR IS RESPONSIBLE FOR REMOVING GOOSE EXCLUSION 1 YEAR AFTER WARRANTY PLANTING.
 4. CONTRACTOR MUST GUARANTEE 100% SURVIVAL OF ALL WOODY PLANT MATERIAL AFTER THE FIRST COMPLETE GROWING SEASON. CONTRACTOR MUST REPLACE DEAD, DISEASED, OR DYING MATERIAL AFTER THE FIRST COMPLETE GROWING SEASON AT NO ADDITIONAL COST TO THE OWNER. REPLACEMENT PLANTS SHALL BE OF THE SAME SPECIES, CULTIVAR, AND SIZE AS THE ORIGINALLY PLANTED SPECIES. THE CONTRACTOR MUST PROVIDE THE REQUIRED MAINTENANCE DURING THE INITIAL GROWING SEASON TO PROMOTE ESTABLISHMENT OF NEWLY INSTALLED MATERIAL.

GENERAL

1. ANY PLANT SUBSTITUTIONS OR CHANGES MUST BE APPROVED BY THE OWNER PRIOR TO INSTALLATION. REQUESTS FOR SUBSTITUTIONS OR CHANGES SHALL BE SUBMITTED IN WRITING TO THE OWNER.

NURSE CROF

1. CONTRACTOR SHALL APPLY A TEMPORARY STABILIZATION/ SEASONAL NURSE CROP SEED MIX ALONG WITH THE STABILIZATION MIX ACCORDING TO PLANT SCHEDULE.

SEEDING MATERIALS

1. SEED MIX - SEED MUST BE CERTIFIED THAT THE PURE LIVE SEED (PLS) PERCENTAGE IS EQUAL TO OR GREATER THAN THAT WHICH IS SPECIFIED ON THE PLANT SCHEDULES. IF THE PLS IS LESS THAN SPECIFIED, THE CONTRACTOR MUST INCREASE THE SEEDING RATE TO COMPENSATE FOR THE PLS DIFFERENCE AT HIS/HER OWN EXPENSE.
2. STRAW MULCH - STRAW MULCH MUST CONSIST OF UN-ROTTEN SMALL GRAIN STRAW. ALL MULCH MUST BE FREE FROM STATE AND FEDERAL PROHIBITED NOXIOUS WEED SEEDS LISTED AS ALIEN INVASIVE SPECIES BY THE VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION NATURAL HERITAGE PROGRAM, THE US DEPARTMENT OF AGRICULTURE AND THE MID-ATLANTIC EXOTIC PEST PLANT COUNCIL.

SEEDING INSTALLATION

1. ALL AREAS DISTURBED BY CONSTRUCTION (NOT RECEIVING STONE OR BELOW NORMAL POOL) SHALL BE SEEDED IN ACCORDANCE WITH THE PLANTING PLANS AND SCHEDULES. AREAS NOT DISTURBED, SHALL NOT BE SEEDED.
2. CONTRACTOR SHALL SUPPLY THE CONTENT ANALYSIS SEED TAG FROM EACH BAG OF SEED USED TO THE OWNER FOR APPROVAL PRIOR TO SEEDING.

12. HOLES FOR INDIVIDUAL PLANTINGS SHALL BE EXCAVATED TO PRODUCE VERTICAL SIDES AND FLAT BOTTOMS. ALL PLANTING HOLES SHALL HAVE ROUGHED, SCARIFIED SIDES AND BOTTOMS.
13. CONTAINERIZED PLANTS SHALL BE SET IN THE PLANTING PIT AT THE PROPER DEPTH ON TAMPED SOIL. SOIL REMOVED FROM THE PLANTING PIT SHALL THEN BE FILLED AROUND THE ROOTS AND TAMPED.
14. DURING PLANTING THE CONTRACTOR SHALL WATER EACH CONTAINERIZED PLANT INSTALLED WITH A MINIMUM OF 1/2 GALLON OF WATER, UNLESS OTHERWISE DIRECTED BY THE ENGINEER DUE TO EXISTING SITE CONDITIONS AND SATURATIONS.
15. THE CONTRACTOR SHALL RESTORE DISTURBED AREAS TO INDICATED FINAL GRADES IF DISTURBED BY THE INSTALLATION OF TREES, SHRUBS, AND HERBACEOUS MATERIAL.
16. ALL DISTURBED AREAS OUTSIDE WETLAND ZONES SHALL BE STABILIZED WITH THE APPROPRIATE STABILIZATION SEED MIX.
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PROJECT MAINTENANCE AND WARRANTY:

1. CONTRACTOR MUST MAINTAIN INSTALLED WOODY AND HERBACEOUS MATERIAL WITHIN THE PROJECT LIMITS UNTIL FINAL ACCEPTANCE OF THE PROJECT BY THE ENGINEER AT THE END OF THE 1-YEAR WARRANTY PERIOD.
2. CONTRACTOR MUST GUARANTEE 80% COVERAGE (EXCLUDING INVASIVE SPECIES) OF ALL HERBACEOUS PLANTING AREAS AFTER THE FIRST COMPLETE GROWING SEASON. THE CONTRACTOR MUST REPLANT ALL AREAS WITH LESS THAN 80% AERIAL COVERAGE TO THEIR ORIGINAL SPECIFIED DENSITIES AT NO ADDITIONAL COST TO THE OWNER.
3. THE GOOSE EXCLUSION SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE TIME OF WARRANTY PLANTING. CONTRACTOR IS RESPONSIBLE FOR REMOVING GOOSE EXCLUSION 1 YEAR AFTER WARRANTY PLANTING.
4. CONTRACTOR MUST GUARANTEE 100% SURVIVAL OF ALL WOODY PLANT MATERIAL AFTER THE FIRST COMPLETE GROWING SEASON. CONTRACTOR MUST REPLACE DEAD, DISEASED, OR DYING MATERIAL AFTER THE FIRST COMPLETE GROWING SEASON AT NO ADDITIONAL COST TO THE OWNER. REPLACEMENT PLANTS SHALL BE OF THE SAME SPECIES, CULTIVAR, AND SIZE AS THE ORIGINALLY PLANTED SPECIES. THE CONTRACTOR MUST PROVIDE THE REQUIRED MAINTENANCE DURING THE INITIAL GROWING SEASON TO PROMOTE ESTABLISHMENT OF NEWLY INSTALLED MATERIAL.



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Notes

Revision	By	Appd	YYYY.MM.DD
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File Name: 01764X_PLANT	SMS	SAC	DAP	2022.09.09
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

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Client/Project Logo



Client/Project

JAMES CITY COUNTY

CHICAHOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN

JAMES CITY COUNTY, VIRGINIA

Title
PLANTING DETAILS

Project No. _____ Scale _____

203401764

Revision Sheet

Revision Sheet Drawing No.

C-112



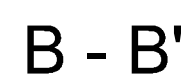
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Notes



VERTICAL SCALE: 1" = 4' HORIZONTAL SCALE: 1" = 40'



VERTICAL SCALE: 1" = 4' HORIZONTAL SCALE: 1" = 40'



VERTICAL SCALE: 1" = 4' HORIZONTAL SCALE: 1" = 40'

File Name: 01764X_SECTION	SMS	SAC	DAP	2022.09.09
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JAMES CITY COUNTY

CHICHAOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title

SECTIONS

Project No. 203401764	Scale 1" = 40'
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Revision	Sheet	Drawing No.
0	14 of 18	C 301

C-301

EROSION & SEDIMENT CONTROL STANDARD NOTES:

JAMES CITY COUNTY STORMWATER AND RESOURCE PROTECTION DIVISION STANDARD EROSION AND SEDIMENT CONTROL NOTES REVISED JULY 1, 2014.

- D
1. ALL THE PROVISIONS OF VIRGINIA EROSION AND SEDIMENT CONTROL (E&SC) LAW AND REGULATIONS, THE VIRGINIA STORMWATER MANAGEMENT ACT AND REGULATIONS (VSMMP), THE VIRGINIA BMP CLEARINGHOUSE WEBSITE, STATE EROSION AND SEDIMENT CONTROL AND STORMWATER MANAGEMENT HANDBOOKS, AND ANY ASSOCIATED TECHNICAL BULLETINS AND GUIDANCE DOCUMENTS AS PUBLISHED BY THE STATE WATER CONTROL BOARD, THE VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), AND THE LOCAL VESCP AND VSMMP AUTHORITY SHALL APPLY TO THE PROJECT.
2. MINIMUM STANDARDS NO. 1 THROUGH NO. 19 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL REGULATIONS 9VAC25-840 ET SEQ. SHALL APPLY TO THE PROJECT.
3. THE OWNER, APPLICANT, OPERATOR, OR PERMITTEE SHALL BE RESPONSIBLE TO REGISTER FOR CONSTRUCTION GENERAL PERMIT (CGP) COVERAGE, AS APPLICABLE, IN ACCORDANCE WITH THE GENERAL VPDES PERMIT FOR DISCHARGE OF STORMWATER FROM CONSTRUCTION ACTIVITIES (VAR10) CHAPTER 880; THE VIRGINIA STORMWATER MANAGEMENT PROGRAM REGULATIONS CHAPTER 870; AND IN ACCORDANCE WITH CURRENT REQUIREMENTS OF THE VIRGINIA STORMWATER MANAGEMENT PROGRAM (VSMMP), THE STATE WATER CONTROL BOARD, THE VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY, CHAPTER 8 OF THE COUNTY CODE AND THE LOCAL VESCP/VSMMP AUTHORITY.
4. THE OWNER, APPLICANT, OPERATOR OR PERMITTEE SHALL PROVIDE THE NAME OF AN INDIVIDUAL HOLDING A VALID RESPONSIBLE LAND DISTURBER (RLD) CERTIFICATE OF COMPETENCY WHO WILL BE RESPONSIBLE FOR THE LAND DISTURBING ACTIVITY PRIOR TO ENGAGING IN THE LAND DISTURBING ACTIVITY. THIS WILL BE NECESSARY PRIOR TO ISSUANCE OF A LOCAL LAND DISTURBING AND/OR STORMWATER CONSTRUCTION PERMIT FOR THE PROJECT. THE RLD IS REQUIRED TO ATTEND THE PRECONSTRUCTION CONFERENCE FOR THE PROJECT.
5. THE OPERATOR OR DESIGNEE IS RESPONSIBLE TO CONTACT MISS UTILITY (DIAL 811 IN VA OR 1-800-552-7001) PRIOR TO ANY UTILITY OR SITE WORK EXCAVATIONS.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PLANNED, DESIGNED, IMPLEMENTED, INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE LATEST EDITION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH). THE OPERATOR OR DESIGNEE SHALL MAINTAIN, INSPECT, AND REPAIR ALL EROSION AND SEDIMENT CONTROL MEASURES AS NEEDED THROUGHOUT THE LIFE OF THE PROJECT TO ENSURE CONTINUED ACCEPTABLE PERFORMANCE.
7. A PRECONSTRUCTION CONFERENCE (MEETING) SHALL BE HELD ON SITE AND INCLUDE REPRESENTATIVES FROM THE LOCAL VESCP/VSMMP AUTHORITY, THE OWNER/APPLICANT/OPERATOR/PERMITTEE, THE RESPONSIBLE LAND-DISTURBER (RLD), AND THE OPERATOR OR DESIGNEE, ENGINEER, AND OTHER RESPONSIBLE AGENCIES, AS APPLICABLE. PRIOR TO AUTHORIZATION AND ISSUANCE OF A LOCAL LAND DISTURBING OR STORMWATER CONSTRUCTION PERMIT, THE OWNER, APPLICANT, OPERATOR OR PERMITTEE IS REQUIRED TO COORDINATE SCHEDULING OF THE PRECONSTRUCTION CONFERENCE BETWEEN ALL APPLICABLE PARTIES. THE OPERATOR OR DESIGNEE SHALL SUBMIT A SEQUENCE OF CONSTRUCTION AND A REVISED POLLUTION PREVENTION PLAN (P2 PLAN OR PPP), IF APPLICABLE, TO THE LOCAL VESCP/VSMMP AUTHORITY FOR REVIEW AND APPROVAL PRIOR TO THE PRECONSTRUCTION MEETING.
8. A POLLUTION PREVENTION PLAN (P2 PLAN OR PPP), IF REQUIRED, SHALL BE DEVELOPED, IMPLEMENTED AND UPDATED AS NECESSARY AND MUST DETAIL THE DESIGN, INSTALLATION, IMPLEMENTATION, AND MAINTENANCE OF EFFECTIVE POLLUTION PREVENTION MEASURES TO: MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER AND OTHER WASH WATERS; MINIMIZE THE EXPOSURE OF ALL MATERIALS ON THE SITE (SUCH AS BUILDING MATERIALS AND PRODUCTS, CONSTRUCTION WASTE, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE, ETC.) TO PRECIPITATION AND STORMWATER; MINIMIZE THE DISCHARGE OF POLLUTANTS FROM SPILLS AND LEAKS; IMPLEMENT CHEMICAL SPILL AND LEAK PREVENTION AND RESPONSE PROCEDURES; AND INCLUDE EFFECTIVE BEST MANAGEMENT PRACTICES TO PROHIBIT THE DISCHARGE OF WASTEWATER FROM CONCRETE, WASHOUT AREAS, DISCHARGE OF WASTEWATER FROM PAINTS AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS; DISCHARGE OF FUELS, OILS, OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE ACTIVITIES; AND THE DISCHARGE OF SOAPS AND SOLVENTS USED FOR VEHICLE AND EQUIPMENT WASHING. THIS PLAN SHALL BE AVAILABLE ONSITE FOR REVIEW AT REASONABLE TIMES BY THE LOCAL VESCP/VSMMP AUTHORITY WHEN REQUESTED.
9. THE OWNER, APPLICANT, OPERATOR, OR PERMITTEE IS RESPONSIBLE FOR ALL OPERATOR SELF-INSPECTIONS AS REQUIRED IN THE POLLUTION PREVENTION PLAN (P2 PLAN OR PPP) OR AS REQUIRED AS PART OF A DEVELOPED STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THESE INSPECTIONS SHALL BE MADE AVAILABLE, UPON REQUEST, BY THE LOCAL VESCP/VSMMP AUTHORITY.
10. ALL PERIMETER EROSION AND SEDIMENT CONTROL (E&SC) MEASURES SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND- DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE ACTIVITY TAKES PLACE.
11. ADDITIONAL SAFETY FENCE OR DUST CONTROL MEASURES, IN ACCORDANCE WITH THE PROVISIONS OF MINIMUM STANDARDS & SPECS 3.01 AND 3.39 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH), MAY BE REQUIRED TO BE IMPLEMENTED ON THE SITE IN ADDITION TO THAT SHOWN ON THE APPROVED PLAN AND SPECIFICATIONS IN ORDER TO ENSURE ADEQUATE PROTECTION OF THE HEALTH, SAFETY AND WELFARE OF THE PUBLIC OR IF SITE CONDITIONS CHANGE, BECOME APPARENT OR ALTER SIGNIFICANTLY FOLLOWING THE DATE OF PLAN APPROVAL.
12. EROSION AND SEDIMENT CONTROL MEASURES MAY REQUIRE MINOR FIELD ADJUSTMENTS AT OR FOLLOWING TIME OF CONSTRUCTION TO ENSURE THEIR INTENDED PURPOSE IS ACCOMPLISHED, TO ENSURE ADEQUATE PROTECTION OF THE HEALTH, SAFETY, AND WELFARE OF THE PUBLIC, OR IF SITE CONDITIONS CHANGE, BECOME APPARENT OR ALTER SIGNIFICANTLY FOLLOWING THE DATE OF PLAN APPROVAL. LOCAL VESCP/VSMMP AUTHORITY APPROVAL SHALL BE REQUIRED FOR ANY DEVIATION OF EROSION AND SEDIMENT CONTROL MEASURES FROM THE APPROVED PLAN.
13. OFF-SITE WASTE OR BORROW AREAS SHALL BE APPROVED BY THE LOCAL VESCP/VSMMP AUTHORITY PRIOR TO THE IMPORT OF ANY BORROW OR EXPORT OF ANY WASTE TO OR FROM THE PROJECT SITE.
- B
14. TEMPORARY SOIL STOCKPILES SHALL COMPLY WITH THE PROVISIONS OF SECTION 24-46 OF THE COUNTY CODE.
15. CULVERT AND STORM DRAIN INLET PROTECTIONS, IN ACCORDANCE WITH THE PROVISIONS OF MINIMUM STANDARDS & SPECS 3.07 AND 3.08 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH), MAY BE REMOVED AT THE DISCRETION OF THE ASSIGNED LOCAL VESCP/VSMMP AUTHORITY COMPLAINT INSPECTOR. SHOULD PLACEMENT OF THE MEASURE RESULT IN EXCESSIVE ROAD FLOODING, TRAFFIC OR SAFETY HAZARD, OR RESULT IN THE REDIRECTION OF DRAINAGE ONTO OR TOWARD EXISTING LOTS, HOMES, DRIVEWAYS, GARAGES OR OTHER STRUCTURES, DECISIONS SHALL BE MADE BY THE VESCP/VSMMP AUTHORITY ON A CASE-BY-CASE BASIS BASED ON FIELD SITUATIONS ENCOUNTERED.
16. DRAINAGE FACILITIES SHALL BE INSTALLED AND FUNCTIONAL WITHIN 30 DAYS FOLLOWING COMPLETION OF ROUGH GRADING AT ANY POINT WITHIN THE PROJECT.
17. NO MORE THAN 300 FEET OF TRENCH MAY BE OPEN AT ONE TIME FOR UNDERGROUND UTILITY LINES, INCLUDING STORM WATER CONVEYANCES. ALL OTHER PROVISIONS OF MINIMUM STANDARD NO. 16 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL REGULATIONS APPLY.
18. PERMANENT OR TEMPORARY STABILIZATION OF DISTURBED SOIL AREAS SHALL COMPLY WITH MINIMUM STANDARD # 1 AND # 3 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL REGULATIONS.
19. THE TERM SEEDING, FINAL VEGETATIVE COVER OR STABILIZATION ON THE APPROVED PLAN SHALL MEAN THE SUCCESSFUL GERMINATION AND ESTABLISHMENT OF A STABLE GRASS COVER FROM A PROPERLY PREPARED SEEDBED, IN ACCORDANCE WITH MINIMUM STANDARD # 1 AND # 3 FROM THE VIRGINIA EROSION AND SEDIMENT CONTROL REGULATIONS, MINIMUM STANDARDS & SPECS. 3.29 THROUGH 3.37 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH), AND ANY TECHNICAL BULLETINS ISSUED BY THE STATE WATER CONTROL BOARD OR VIRGINIA DEQ, AS APPLICABLE. IRRIGATION, NECESSARY, SHALL COMPLY WITH ALL APPLICABLE SEASONAL OUTDOOR WATER USE RESTRICTIONS OF THE JAMES CITY SERVICE AUTHORITY.
20. IF DISTURBED AREA STABILIZATION IS TO BE ACCOMPLISHED DURING THE MONTHS OF DECEMBER, JANUARY OR FEBRUARY, STABILIZATION SHALL CONSIST OF MULCHING IN ACCORDANCE WITH MINIMUM STANDARD & SPEC. 3.35 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH). SEEDING WILL THEN TAKE PLACE AS SOON AS THE SEASON PERMITS.
- A
21. TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL NOT BE REMOVED UNTIL ALL DISTURBED AREAS ARE STABILIZED. REMOVAL SHALL NOT OCCUR WITHOUT AUTHORIZATION BY THE LOCAL VESCP/VSMMP AUTHORITY. DISTURBANCES ASSOCIATED WITH THE REMOVAL OF TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY STABILIZED.
22. NO SEDIMENT TRAP OR SEDIMENT BASIN SHALL BE REMOVED UNTIL A) AT LEAST 75 PERCENT OF THE SINGLE-FAMILY LOTS WITHIN THE DRAINAGE AREA TO THE TRAP OR BASIN HAVE BEEN SOLD TO A THIRD PARTY FOR THE CONSTRUCTION OF HOMES (UNRELATED TO THE DEVELOPER); AND/OR, B) 60 PERCENT OF THE SINGLE-FAMILY LOTS WITHIN THE DRAINAGE AREA TO THE TRAP OR BASIN ARE COMPLETED AND STABILIZED. A BULK SALE OF THE LOTS TO ANOTHER BUILDER DOES NOT SATISFY THIS PROVISION. SEDIMENT TRAPS AND SEDIMENT BASINS SHALL NOT BE REMOVED WITHOUT AUTHORIZATION OF THE LOCAL VESCP/VSMMP AUTHORITY.
23. DESIGN AND CONSTRUCTION OF PRIVATE-TYPE STORM DRAINAGE SYSTEMS, OUTSIDE VDOT RIGHT-OF-WAY,

SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT VERSION OF THE JAMES CITY COUNTY, ENGINEERING AND RESOURCE PROTECTION DIVISION, STORMWATER DRAINAGE CONVEYANCE SYSTEMS (NON-BMP RELATED), GENERAL DESIGN AND CONSTRUCTION GUIDELINES (IE. COUNTY DRAINAGE STANDARDS).	
24. RECORD DRAWINGS (ASBUILTS) AND CONSTRUCTION CERTIFICATIONS ARE REQUIRED FOR ALL STORMWATER FACILITIES INCLUDING STORMWATER MANAGEMENT/BMP FACILITIES AND STORM DRAINAGE CONVEYANCE SYSTEMS. THE CERTIFICATION PROCESS SHALL INCLUDE AN INTERNAL CLOSED-CIRCUIT TELEVISION CAMERA (CCTV) POST INSTALLATION INSPECTION PERFORMED BY THE OWNER IN ACCORDANCE WITH STANDARDS AND SPECIFICATIONS DEVELOPED BY THE VSMMP AUTHORITY. RECORD DRAWINGS AND CONSTRUCTION CERTIFICATIONS MUST MEET ESTABLISHED PROGRAM REQUIREMENTS OF THE COUNTY'S CHAPTER 8 EROSION AND SEDIMENT CONTROL AND VSMMP ORDINANCE AND THE LOCAL VESCP/VSMMP AUTHORITY.	
25. ALL STORMWATER FACILITIES INCLUDING BMPS, STORM DRAINAGE PIPES, STORMWATER CONVEYANCES, INLETS, MANHOLES, OUTFALLS AND ROADSIDE AND OTHER OPEN CHANNELS SHALL BE INSPECTED BY THE LOCAL VESCP/VSMMP AUTHORITY, THE OWNER, AND THE APPLICANT/OPERATOR/PERMITTEE DESIGNATED GEOTECHNICAL ENGINEER FOR THE PROJECT IN ACCORDANCE WITH ESTABLISHED COUNTY STORMWATER FACILITY INSPECTION PROGRAM REQUIREMENTS.	
PROJECT DESCRIPTION	THE PLAN CONSISTS OF IMPROVING AND EXPANDING AN EXISTING RV/BOAT STORAGE PARKING LOT. THE DESIGN PROPOSES TWO PHASES OF EXPANSION. THE FIRST PHASE ROUGHLY FOLLOWS EXISTING CLEARED LIMITS, AND THE SECOND PHASE WILL INCREASE PARKING CAPACITY FURTHER EAST. EACH PHASE PROPOSES INSTALLING A GRAVEL PAD TO SERVE AS PARKING LOT DRIVE AISLES AND STALLS. THE SITE WILL BE GRADED TO SEND THE MAJORITY OF STORMWATER TO THE WESTERN EDGE WHERE A CONSTRUCTED WETLAND WILL TREAT WATER BEFORE RELEASING INTO A JURISDICTIONAL WATERWAY. A SMALL PORTION OF STORMWATER WILL BE RELEASED AS SHEETFLOW ALONG THE EASTERN EDGE OF THE FACILITY INTO A RESOURCE PROTECTION AREA. THE TOTAL LIMITS OF DISTURBANCE PROPOSED ARE 5.52 AC. PHASE 1 LIMITS OF DISTURBANCE IS 3.48 AC, PHASE 2 LIMITS OF DISTURBANCE IS 2.34 AC, AND THERE IS A 0.30 AC OVERLAP IN PHASE 1 AND 2 LIMITS OF DISTURBANCE.
EXISTING SITE CONDITIONS	THE PROJECT IS LOCATED AT CHICKAHOMINY RIVERFRONT PARK OFF OF JOHN TYLER MEMORIAL HIGHWAY. THE EXISTING AREA IS MOSTLY CLEARED, WITH SMALL GRAVEL DRIVE AISLES AND TURF PARKING SPACES. THE REMAINING AREA IS FORESTED WITH LIGHT UNDERBRUSH. THE EASTERN EDGE OF THE FACILITY CONTAINS IS BORDERED BY A JURISDICTIONAL WATERWAY. THE SOUTHERN EDGE OF THE FACILITY IS BORDERED BY A NATURAL GAS EASEMENT. THE NORTHERN AND WESTERN EDGES OF THE FACILITY ARE BORDERED BY A RESOURCE PROTECTION AREA.
ADJACENT AREAS	THE SITE IS SURROUNDED BY RESIDENTIAL PARCELS. ALL WORK SHALL BE CONDUCTED DURING NORMAL DAYLIGHT HOURS.
OFF-SITE AREAS	OFF-SITE AREAS WILL NOT BE USED OR ENCROACHED UPON FOR ANY CONSTRUCTION ACTIVITY. PROPOSED IMPORTED FILL SHALL BE OBTAINED FROM A PRE-APPROVED SOURCE WITH SUFFICIENT PERMIT COVERAGE. EXCESS SPOIL SHALL BE PLACED ONSITE AS SHOWN HEREIN AND ADEQUATELY STABILIZED.
SOIL	SOILS WITHIN THE PROJECT LIMITS CONSIST OF CHICKAHOMINY SILT LOAM (9), DOGUE LOAM (12), EMPORIA COMPLEX (15D, 15E), JOHNSTON COMPLEX (17), NEWLAT SILT LOAM(23), PAMUNKEE SOILS (28B), PEAWICK SILT LOAM (27), UDORTHENTS (35), AND URBAN LAND (37). SEE SOILS TABLES ON THE EXISTING CONDITIONS SHEET.
CRITICAL AREAS	THE CHICKAHOMINY RIVERFRONT PARK RV STORAGE PROJECT IS BORDERED BY SENSITIVE RESOURCE PROTECTION AREAS, JURISDICTIONAL WATERWAYS, AND WELANDS. THE PROJECT GOAL IS TO MINIMIZE DISTURBANCE AND EROSION AND SEDIMENTATION IN THESE LOCATIONS.
EROSION AND SEDIMENT CONTROL MEASURES	THE FOLLOWING EROSION AND SEDIMENT CONTROL MEASURES ARE RECOMMENDED IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH, 1992). ALL SPECIFICATION NUMBERS LISTED BELOW REFER TO THE PRACTICES' PLATE NUMBER IN THE VESCH.
STRUCTURAL PRACTICES	TEMPORARY STONE CONSTRUCTION ENTRANCE - 3.02 - A STABILIZED STONE PAD WITH A FILTER FABRIC UNDERLINER LOCATED AT THE POINT OF VEHICULAR INGRESS AND EGRESS ON A CONSTRUCTION SITE, ITS PURPOSE IS TO REDUCE THE AMOUNT OF MUD TRANSPORTED ONTO PAVED PUBLIC ROADS BY MOTOR VEHICLES OR RUNOFF. SILT FENCE AND SUPER SILT FENCE - 3.05 - A TEMPORARY SEDIMENT BARRIER WILL BE INSTALLED IN ORDER TO INTERCEPT AND DETAIN SMALL AMOUNTS OF SEDIMENT FROM THE DISTURBED AREAS DURING CONSTRUCTION OPERATIONS IN ORDER TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. STORM DRAIN INLET PROTECTION - 3.07 - STORM DRAIN INLET PROTECTION WILL BE INSTALLED AROUND PROPOSED STORM PIPE FOLLOWING INSTALLATION UNTIL ALL SURROUNDING AREAS HAVE BEEN STABILIZED. CULVERT INLET PROTECTION - 3.08 - A SEDIMENT FILTER LOCATED AT THE INLET TO STORM SEWER CULVERTS TO PREVENT SEDIMENT FROM ENTERING, ACCUMULATING IN AND BEING TRANSFERRED BY A CULVERT AND ASSOCIATED DRAINAGE SYSTEM PRIOR TO PERMANENT STABILIZATION OF A DISTURBED PROJECT AREA, TO PROVIDE EROSION CONTROL AT CULVERT INLETS DURING THE PHASE OF A PROJECT WHERE ELEVATION AND DRAINAGE PATTERNS CHANGE, CAUSING ORIGINAL CONTROL MEASURES TO BE INEFFECTIVE OR IN NEED OF REMOVAL. TEMPORARY RIGHT-OF-WAY DIVERSION - 3.11 - A RIDGE OF COMPACTED SOIL OR LOOSE ROCK OR GRAVEL CONSTRUCTED ACROSS DISTURBED RIGHTS-OF-WAY AND SIMILAR SLOPING AREAS TO SHORTEN THE FLOW LENGTH WITHIN A SLOPING RIGHT-OF-WAY, THEREBY REDUCING THE EROSION POTENTIAL BY DIVERTING STORM RUNOFF TO A STABILIZED OUTLET. RIPRAP PROTECTION - 3.19 - RIPRAP PROTECTION SHALL BE INSTALLED FOR BANK ARMORING ON A SECTION OF THE GORDON CREEK SHORELINE AS SHOWN ON SHEET 11. CHECK DAM - 3.20 - CHECK DAMS SHALL BE INSTALLED TO REDUCE THE VELOCITY OF CONCENTRATED STORMWATER FLOWS AND TO TRAP SEDIMENT GENERATED FROM ADJACENT AREAS AND THE CHANNEL ITSELF DURING CONSTRUCTION. CHECK DAMS SHOULD BE CHECKED FOR SEDIMENT ACCUMULATION AFTER EACH RUNOFF PRODUCING STORM EVENT. SEDIMENT SHOULD BE REMOVED WHEN IT REACHES ONE HALF THE ORIGINAL HEIGHT OF THE DAM. REGULAR INSPECTIONS SHOULD BE MADE TO INSURE THAT THE CENTER OF THE DAM IS LOWER THAN THE EDGES. EROSION CAUSED BY HIGH FLOWS AROUND THE EDGES OF THE DAM SHOULD BE CORRECTED IMMEDIATELY. SOIL STABILIZATION BLANKETS AND MATTING - 3.36 - THE INSTALLATION OF A PROTECTIVE COVERING OR A SOIL STABILIZATION MAT ON A PREPARED PLANTING AREA OF A STEEP SLOPE, CHANNEL OR SHORELINE.
VEGETATIVE PRACTICES	TOPSOIL (STOCKPILE) - 3.30 - EXCAVATED EXISTING TOPSOIL SHALL BE STRIPPED AND STOCKPILED FOR USE IN ACHIEVING FINAL GRADES. REAPPLY TOPSOIL IN GRADED SLOPE AREAS TO PROVIDE A SUITABLE GROWTH MEDIUM FOR FINAL SITE STABILIZATION. TOPSOIL FILL IN UPLAND AREAS SHALL BE A MINIMUM OF 3 INCHES DEEP. TEMPORARY SEEDING - 3.31 - RAPIDLY GROWING ANNUAL PLANTS SHALL BE SEEDDED ON DISTURBED AREAS NOT YET BROUGHT TO FINAL GRADE. PERENNIAL SEEDING - 3.32 - THE ESTABLISHMENT OF PERENNIAL VEGETATIVE COVER ON DISTURBED AREAS BY PLANTING SEED. MULCHING - 3.35 - MULCH SHALL BE APPLIED TO AREAS THAT REQUIRE TEMPORARY SEEDING TO PREVENT EROSION BY PROTECTING THE SOIL FROM RAINDROP IMPACT AND REDUCING THE VELOCITY OF OVERLAND FLOW. IN ADDITION THE MULCH WILL FOSTER THE GROWTH OF VEGETATION BY INCREASING AVAILABLE MOISTURE AND PROVIDING INSULATION AGAINST EXTREME HEAT OR COLD. STRAW MULCH SHALL BE APPLIED AT 2 TONS/ACRE. MULCH MUST BE WEED FREE. STRAW MULCH MAY BE OMITTED IF SUITABLE MATTING IS IMMEDIATELY SECURED OVER SEEDDED AREAS PER PLAN SPECIFICATIONS.
PERMANENT STABILIZATION	ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH PERMANENT SEEDING AND PLANTING IMMEDIATELY FOLLOWING FINAL GRADING, SEEDING AND SEEDBED PREPARATION SHALL FOLLOW MATERIALS, SEQUENCING, AND COVERAGE AS SPECIFIED IN THE PLANTING PLAN. COIR MATTING SHALL BE PLACED OF ALL DISTURBED SLOPES AND UNLINED STREAM BANKS IN ORDER TO PROTECT FRESHLY DISTURBED AREAS FROM RILL AND GULLY EROSION AND TO ALLOW PROPER ESTABLISHMENT OF SEED MIXES. STRAW MULCH MAY BE USED ON RELATIVELY FLAT AREAS.
STORMWATER MANAGEMENT	STORMWATER MANAGEMENT IS PROVIDED VIA A CONSTRUCTED WETLAND AND SHEETFLOW TO CONSERVATION AREA. SEE SHEET C-106 FOR STORMWATER MANAGEMENT PLAN AND NARRATIVE.
MAINTENANCE	ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE CHECKED DAILY AND AFTER EACH SIGNIFICANT

STORM EVENT, ANY SEDIMENT THAT HAS ACCUMULATED BEHIND ANY CONTROL MEASURE WILL BE REMOVED, RESPREAD IN RELATIVELY FLAT AREAS, AND SEEDED. SEEDDED AREAS WILL BE CHECKED REGULARLY TO ENSURE A HEALTHY STAND IS MAINTAINED AND WILL BE RE-SEEDDED AS NEEDED. THE FOLLOWING WILL BE CHECKED IN PARTICULAR:	
3.18 RIPRAP PROTECTION - ALL RIPRAP SHALL BE CHECKED PERIODICALLY TO DETERMINE IF SCOUR IS OCCURRING BENEATH THE FABRIC UNDERLINING. IT SHOULD ALSO BE CHECKED FOR DISLODGED RIPRAP.	
3.36 SOIL STABILIZATION BLANKETS & MATTING - BLANKETING & MATTING SHALL BE INSPECTED PERIODICALLY FOLLOWING INSTALLATION, PARTICULARLY AFTER RAINSTORMS TO CHECK FOR EROSION AND UNDERMINING. ANY DISLOCATION OR FAILURE SHOULD BE REPAIRED IMMEDIATELY. IF WASHOUTS OR BREAKAGE OCCURS, RE-INSTALL THE MATERIAL AFTER REPAIRING DAMAGE TO THE SLOPE OR DITCH.	
EROSION & SEDIMENT CONTROL MINIMUM STANDARDS	THE INTENT OF THIS SECTION IS TO SUMMARIZE HOW THE EROSION AND SEDIMENT CONTROL MEASURES PROPOSED IN THE EROSION AND SEDIMENT CONTROL PLAN SATISFY THE 19 MINIMUM STANDARDS SET FORTH IN THE VIRGINIA EROSION AND SEDIMENT CONTROL REGULATIONS (4VAC50-30-40). THE FOLLOWING IS A BRIEF SYNOPSIS OF THE MINIMUM STANDARDS (MS) AND HOW THEY ARE ADDRESSED IN THE PLAN.
MS-1. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT FOR LONGER THAN 14 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE YEAR.	
MS-2. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCK PILES AND BORROW AREAS SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS BORROW AREAS AND SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.	
MS-3. A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED. PERMANENT VEGETATION SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED THAT IS UNIFORM, MATURE ENOUGH TO SURVIVE AND WILL INHIBIT EROSION.	
MS-4. SEDIMENT BASINS AND TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS AND OTHER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND-DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.	
MS-5. STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIKES AND DIVERSIONS IMMEDIATELY AFTER INSTALLATION.	
MS-6. SEDIMENT TRAPS AND SEDIMENT BASINS SHALL BE DESIGNED AND CONSTRUCTED BASED UPON THE TOTAL DRAINAGE AREA TO BE SERVED BY THE TRAP OR BASIN. HOWEVER, SEDIMENT TRAPS AND BASINS ARE NOT APPLICABLE FOR THIS PLAN.	
MS-7. CUT AND FILL SLOPES SHALL BE DESIGNED AND CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES THAT ARE FOUND TO BE ERODING EXCESSIVELY WITHIN ONE YEAR OF PERMANENT STABILIZATION SHALL BE PROVIDED WITH ADDITIONAL SOIL STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED.	
MS-8. CONCENTRATED RUNOFF SHALL NOT FLOW DOWN CUT OR FILL SLOPES UNLESS CONTAINED WITHIN AN ADEQUATE TEMPORARY OR PERMANENT CHANNEL, FLUME OR SLOPE DRAIN STRUCTURE.	
MS-9. WHENEVER WATER SEEPS FROM A SLOPE FACE, ADEQUATE DRAINAGE OR OTHER PROTECTION SHALL BE PROVIDED.	
MS-10. ALL STORM SEWER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.	
MS-11. BEFORE NEWLY CONSTRUCTED STORMWATER CONVEYANCE CHANNELS OR PIPES ARE MADE OPERATIONAL, ADEQUATE OUTLET PROTECTION AND ANY REQUIRED TEMPORARY OR PERMANENT CHANNEL LINING SHALL BE INSTALLED IN BOTH THE CONVEYANCE CHANNEL AND RECEIVING CHANNEL.	
MS-12. WHEN WORK IN A LIVE WATERCOURSE IS PERFORMED, PRECAUTIONS SHALL BE TAKEN TO MINIMIZE ENCROACHMENT, CONTROL SEDIMENT TRANSPORT AND STABILIZE THE WORK AREA TO THE GREATEST EXTENT POSSIBLE DURING CONSTRUCTION. NONERODIBLE MATERIAL SHALL BE USED FOR THE CONSTRUCTION OF CAUSEWAYS AND COFFERDAMS. EARTHEN FILL MAY BE USED FOR THESE STRUCTURES IF ARMORED BY NONERODIBLE COVER MATERIALS.	
MS-13. WHEN A LIVE WATERCOURSE MUST BE CROSSED BY CONSTRUCTION VEHICLES MORE THAN TWICE IN ANY SIX-MONTH PERIOD, A TEMPORARY VEHICULAR STREAM CROSSING CONSTRUCTED OF NONERODIBLE MATERIAL SHALL BE PROVIDED, HOWEVER LIVE WATERCOURSE CROSSINGS ARE NOT APPLICABLE FOR THIS PLAN.	
MS-14. ALL APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS PERTAINING TO WORKING IN OR CROSSING LIVE WATERCOURSES SHALL BE MET.	
MS-15. THE BED AND BANKS OF THE PROPOSED SHORELINE STABILIZATION SHALL BE STABILIZED IMMEDIATELY AFTER WORK IN EACH AREA IS COMPLETED EACH WORK DAY.	
MS-16. NO UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN THIS PLAN.	
MS-17. WHERE CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED OR PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY VEHICULAR TRACKING ONTO THE PAVED SURFACE. WHERE PERMANENT IS TRANSPORTED ONTO A PAVED OR PUBLIC ROAD SURFACE, THE ROAD SURFACE SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL DEVELOPMENT LOTS AS WELL AS TO LARGER LAND-DISTURBING ACTIVITIES.	
MS-18. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE VESCP AUTHORITY. TRAPPED SEDIMENT AND THE DISTURBED SOIL AREAS RESULTING FROM THE DISPOSITION OF TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.	
MS-19. PROPERTIES AND WATERWAYS DOWNSTREAM FROM DEVELOPMENT SITES SHALL BE PROTECTED FROM SEDIMENT DEPOSITION, EROSION AND DAMAGE DUE TO INCREASES IN VOLUME, VELOCITY AND PEAK FLOW RATE OF STORMWATER RUNOFF FOR THE STATED FREQUENCY STORM OF 24-HOUR DURATION. SEE SHEET C-106 FOR STORMWATER MANAGEMENT PLAN.	
GENERAL E&S NOTES	ES-1 UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS 4VAC50-30 EROSION AND SEDIMENT CONTROL REGULATIONS.
ES-2 THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION	
ES-3 ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO, OR AS THE FIRST STEP IN, CLEARING.	
ES-4 A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.	
ES-5 PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE OPERATOR OR DESIGNEE SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN APPROVING AUTHORITY.	
ES-6 THE OPERATOR OR DESIGNEE IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY.	
ES-7 ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED.	
ES-8 DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.	
ES-9 THE OPERATOR OR DESIGNEE SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.	

ADDITIONAL NOTES:

1. PRIOR TO CONSTRUCTION ACTIVITIES, THE FOLLOWING REQUIREMENTS MUST BE MET:
-A LAND DISTURBING PERMIT MUST BE OBTAINED FROM JAMES CITY COUNTY.
-A VSMMP PERMIT MUST BE OBTAINED THROUGH THE DEPARTMENT OF CONSERVATION AND RECREATION.
2. SPOIL WILL BE STOCKPILED ONSITE AS SHOWN IN EROSION AND SEDIMENT CONTROL PLAN SHEETS. ALL DEBRIS AND OTHER UNSUITABLE MATERIALS SHALL BE HAULED OFF-SITE AND DISPOSED IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
3. ALL UTILITIES, INCLUDING ALL POLES AND STRUCTURES, SHALL BE RELOCATED AS NECESSARY AT EITHER THE DEVELOPERS OR UTILITY OWNERS EXPENSE PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO EXISTING ROADS AND UTILITIES WHICH OCCUR AS A RESULT OF PROJECT CONSTRUCTION WITHIN OR CONTIGUOUS TO EXISTING RIGHT OF WAY.
5. MAINTAIN A MINIMUM VERTICAL CLEARANCE OF ONE (1) FOOT SIX (6) INCHES BETWEEN CROSSING OF ALL UTILITIES LINES UNLESS OTHERWISE NOTED.
6. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO CURRENT VIRGINIA CONSTRUCTION AND PROFESSIONAL SERVICES MANUAL (CPSM), AND VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE OWNER AND THE ENGINEER OF ANY CHANGES OR CONDITIONS ATTACHED TO PERMITS OBTAINED FROM VIRGINIA DEQ, OR ANY OTHER AUTHORITY ISSUING PERMITS.
8. THE CONTRACTOR SHALL PROVIDE ADEQUATE MEANS OF CLEANING TRUCKS AND/OR EQUIPMENT OF MUD, PRIOR TO ENTERING THE VDOT RIGHT-OF-WAY. IT IS THE CONTRACTORS RESPONSIBILITY TO CLEAN STREETS OF MUD AND/OR ALLAY DUST, OR TAKE WHATEVER MEASURES NECESSARY TO ENSURE THAT THE STREETS ARE KEPT IN A CLEAN AND DUST FREE CONDITION AT ALL TIMES.
9. APPROVAL OF THIS PLAN SHALL IN NO WAY GRANT PERMISSION BY THE CITY/OWNER FOR THE DEVELOPER TO TRESPASS ON OFF-SITE PROPERTIES.
10. THE CONTRACTOR SHALL VISIT THE SITE AND SHALL VERIFY EXISTING CONDITIONS PRIOR TO STARTING CONSTRUCTION.
11. ALL LAND ON OR OFF-SITE WHICH IS DISTURBED BY CONSTRUCTION AND WHICH IS NOT BUILT UPON OR SURFACED, SHALL BE ADEQUATELY STABILIZED TO CONTROL EROSION AND SEDIMENTATION.
12. STANTEC DOES NOT CERTIFY TO THE LOCATION OF OR THE EXISTENCE OF ANY EXISTING UNDERGROUND UTILITIES. THE UNDERGROUND UTILITIES SHOWN HEREON ARE BASED UPON AVAILABLE RECORDS. THIS DOES NOT CONSTITUTE A GUARANTEE OF THEIR ACTUAL LOCATIONS OR THAT THEY HAVE ALL BEEN SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DIGGING OF TEST HOLES PRIOR TO BEGINNING ANY CONSTRUCTION, THESE TEST HOLES WILL BE MADE TO VERIFY ALL CROSSINGS BETWEEN NEW AND EXISTING FACILITIES AND AT CRITICAL GRADE CHANGES IF CONDITIONS ARE FOUND IN THE FIELD WHICH ARE MATERIALLY DIFFERENT FROM THE PLANS.
13. CONTRACTOR SHALL NOTIFY OPERATORS WHO MAINTAIN EXISTING UNDERGROUND UTILITY LINES IN THE AREA OF PROPOSED EXCAVATION OR BLASTING AT LEAST TWO (2) WORKING DAYS, BUT NO MORE THAN TEN (10) WORKING DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION.
14. ALL TESTS, STUDIES, ETC., WILL BE CARRIED OUT AT THE EXPENSE OF THE CONTRACTOR.
15. THE APPROVAL OF THESE PLANS SHALL IN NO WAY RELIEVE THE OWNER OF COMPLYING WITH OTHER APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS.

GEOTECHNICAL NOTES:

1. UP TO 2" OF TOPSOIL / UNSUITABLE MATERIAL MAY NEED TO BE STRIPPED WHERE PROPOSED ROAD AND AUXILIARY SPILLWAY WILL BE INSTALLED OVER PROPOSED P-3.
2. FOR FULL GEOTECHNICAL RECOMMENDATIONS, SEE "REPORT OF SUBSURFACE EXPLORATION AND GEOTECHNICAL SERVICES" PROVIDED BY GET ON APRIL 25, 2022. REPORT INCLUDES FULL DESCRIPTION OF SITE SUBSURFACE CONDITIONS AND RECOMMENDATIONS FOR PROPOSED FACILITY CONSTRUCTION.



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Notes

Revision	By	Appd	YYYY.MM.DD
Issued	By	Appd	YYYY.MM.DD
File Name: 01744X_ESC_NOTES	SMS Dwn.	SAC DAP	2022.09.09 YYYY.MM.DD

Permit/Seal

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Client/Project Logo



Client/Project
JAMES CITY COUNTY

CHICAHOMINY RIVERFRONT PARK RV STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title EROSION AND SEDIMENT CONTROL NOTES	Project No. 203401764	Scale AS NOTED
Revision 0	Sheet 15 of 18	Drawing No. C-501

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Notes

Revision	By	Appd	YYYY.MM.DD
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Issued	By	Appd	YYYY.MM.DD
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File Name: 01764X_NOTES_DETAILS	SMS	SAC	DAP	2022.09.09
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

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Client/Project Logo



Client/Project
JAMES CITY COUNTY

CHICHAHOMINY RIVERFRONT PARK RV
STORAGE LOT - 95% DESIGN
JAMES CITY COUNTY, VIRGINIA

Title

DETAILS

Project No.
203401764

Revision	Sheet
0	17 of 18

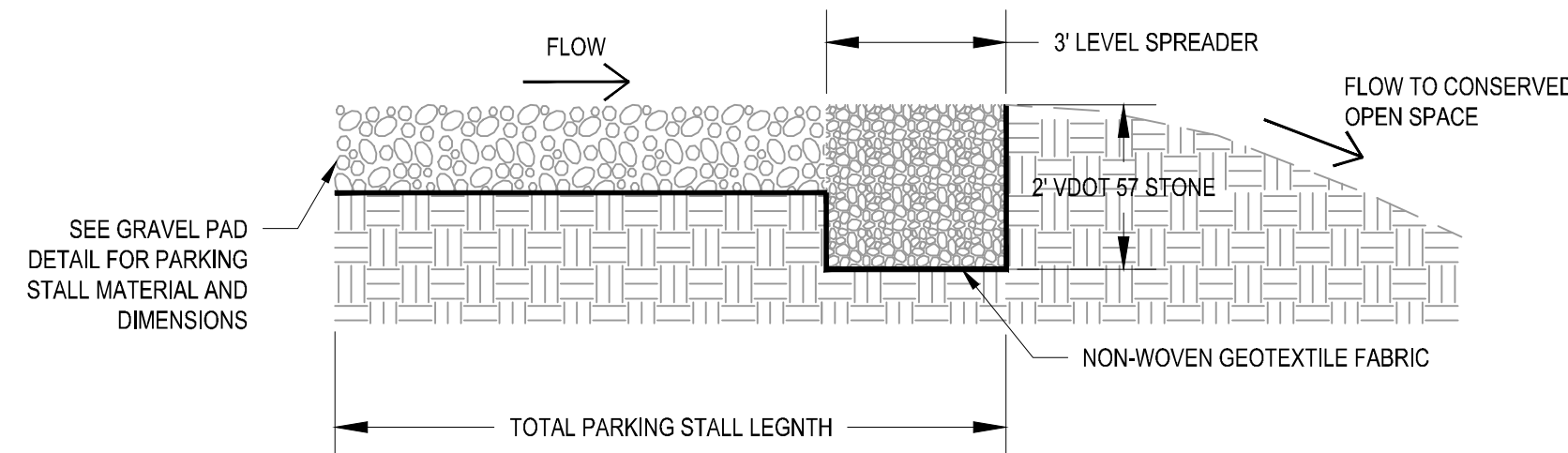
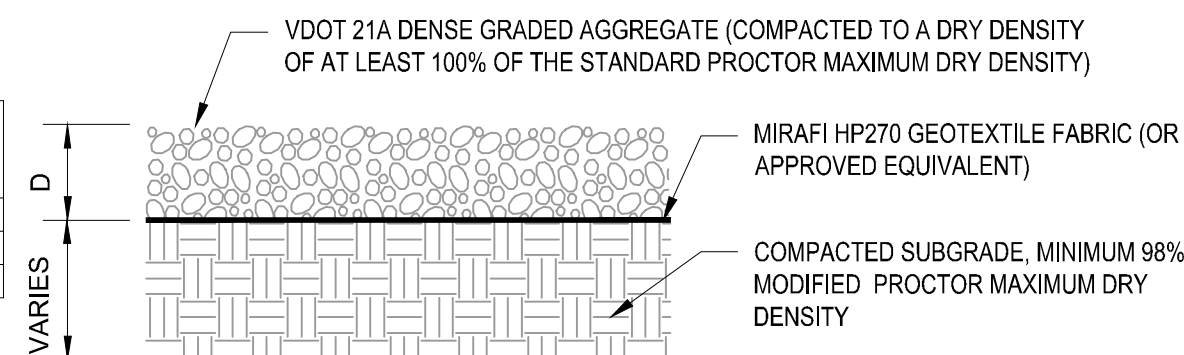
Drawing No

C-503



BID ALTERNATIVE	GRAVEL DEPTH "D"	TOPSOIL STRIPPING DEPTH	ADDITIONAL UNDERCUT DEPTH (MIN.)
BASE BID	0'-6"	0'-8"	0'-0"
ALT 1	0'-8"	0'-8"	0'-2"
ALT 2	0'-10"	0'-8"	0'-4"

NOTE: BID ALTERNATIVE DESIGNS TO BE PROVIDED BY
CONTRACTOR FOR COUNTY REVIEW AND DECISION
(SEE BID FORM FOR ADDITIONAL INFORMATION).



STORMWATER DITCH

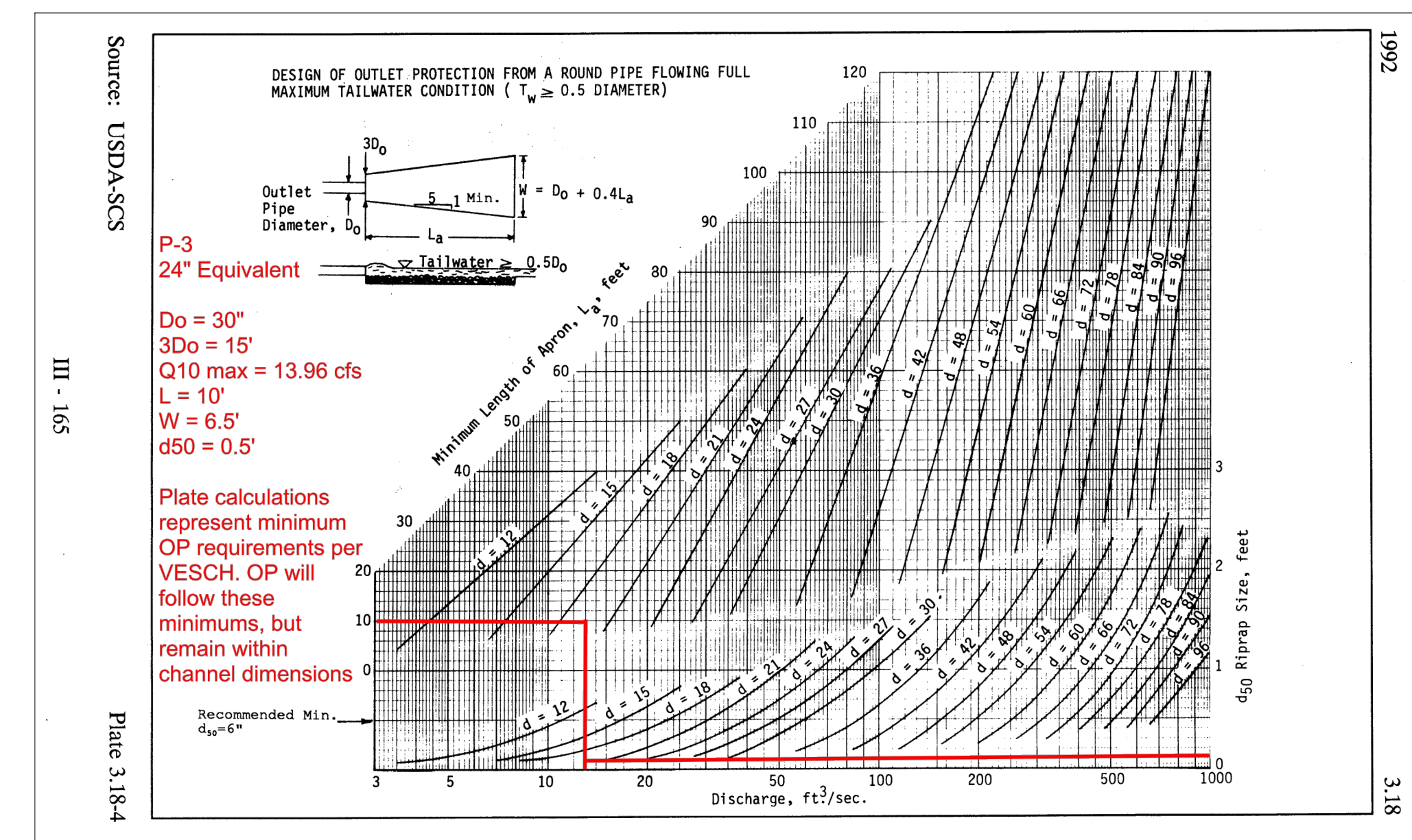
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GRAVEL PAD DETAIL

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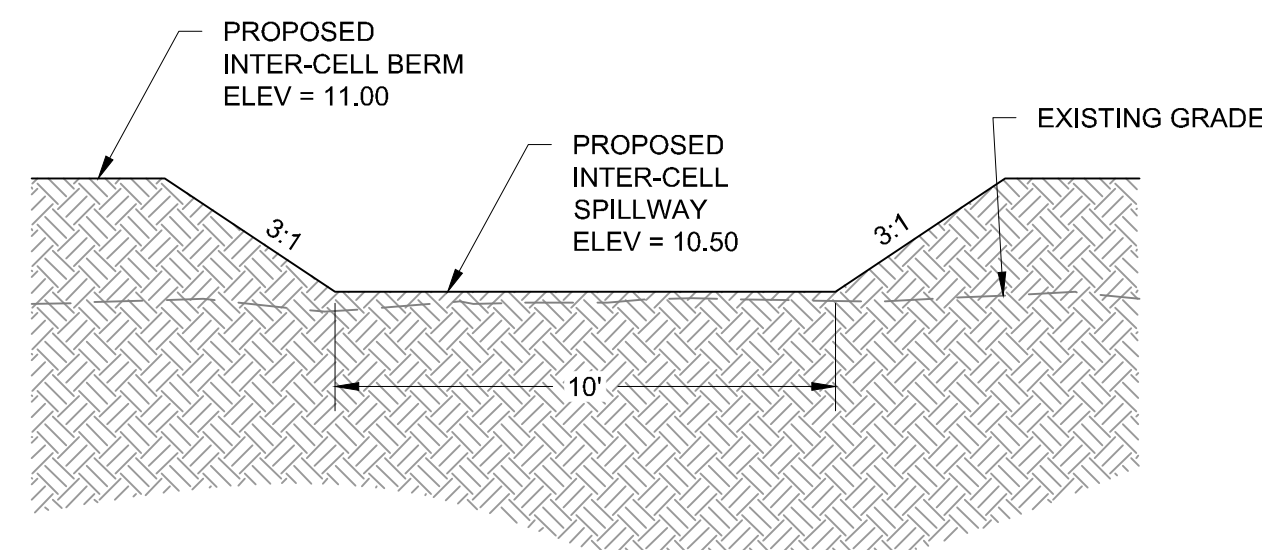
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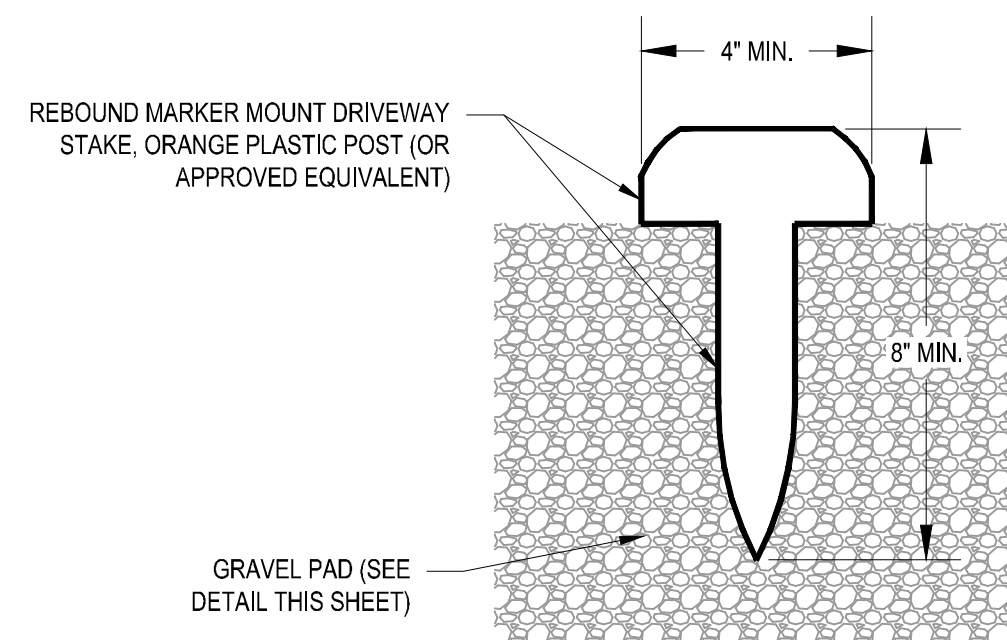
PERMANENT OUTLET PROTECTION

SCALE: NOT TO SCALE



WETLAND INTER-CELL SPILLWAY

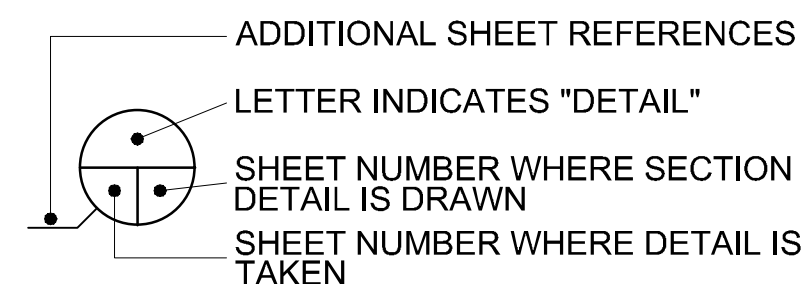
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NOTES:
1. MARKERS TO BE INSTALLED AT CORNER
OF PROPOSED PARKING SPACES AS
SHOWN ON SITE PLANS.

PARKING GROUND DELINEATOR

3) SCALE: NOT TO SCALE



REFERENCE KEY



Legend

- Parcels
- Primary Service Area PSA



Feet
0 100 200 300 400
1:4,000 / 1"=333 Feet

Title:

Date: 11/29/2022

DISCLAIMER: This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be.

4.3.27 Boat and RV Storage Area

A fenced area for seasonal boat and trailer storage was discussed and considered during the master planning of the park. Dedicated land for this type of use was determined to generally be not compatible with other park uses and that other more suitable sites exist within James City County. A storage facility of this type has several drawbacks such as poorly maintained boats and RVs may develop oil or fuel leaks directly into the soil which can go undetected indefinitely. In addition, the facility competes with private businesses within the county that provide storage services. If JCC were to pursue providing a fenced-in storage area, the most suitable area would be on the east side of the road leading down to the Rowing Facility, generally in the area where there is currently unorganized storage of boats and trailers.

4.3.28 Shoreline Stabilization and Creation of Pocket Beach Areas

Improvements are needed in a few locations along the shoreline to stabilize eroding bank areas. The shoreline improvements will have a three-fold benefit of stabilizing the bank, providing for buffer planting and restoration and the creation of small pocket beaches which provide access directly to the water for park users.

At the top bank of the Chickahominy River, there are notable runoff related erosion areas that are in need of treatment by bank grading and replanting of the buffer area for stabilization of the slopes. The most significant erosion areas are in the vicinity of camp sites #17 and #22 where a split rail fence has been placed around the eroded area. In addition, there is bank erosion in the vicinity of site #42 and from site #59 to #61. In these areas, bank grading is required to lay back the slope to of approximately 1.5' H: 1.0' V to 2.0' H: 1.0' V. The new graded slope is further stabilized and the RPA buffer restored, by planting native grasses, shrubs and trees along the slope and within the RPA buffer.

On the Chickahominy River, there are three existing natural pockets of narrow (< 12' wide average) sand beach that range in length from approximately 20' to 50'. These beach features could be enhanced with the construction of stone spurs which extend out from the shoreline into the water at an angle to the shoreline. A spur is placed at each end of the sand beach and additional sand fill placed between the spurs to create a wider and more stable beach feature. The combination of the spurs and beach fill will protect the toe of the bank slope.

Also along the top bank of Gordon Creek there are several areas of steep slopes (near vertical drops of approx. 8' to 14') where there is significant erosion due to storm run-off and fallen trees. This reach of Gordon Creek is quite sheltered from wave attack and as a result the shoreline is generally stable and not eroding due to wave action. There is little opportunity for the creation of pocket beaches along this reach of the creek. The eroding banks would be treated with similar measures of bank grading and planting as along the Chickahominy shoreline. Implementation of shoreline improvements may potentially be funded through Living Shoreline grant funding or other similar sources of funding.

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

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

Chickahominy Riverfront Park (CRP)

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

Purposes and Application of the Master Plans

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

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

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