

AT A REGULAR MEETING OF THE DEVELOPMENT REVIEW COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD IN BUILDING A AT 4:00 P.M. ON THE 30th DAY OF NOVEMBER TWO THOUSAND ELEVEN.

ROLL CALL

Mr. Rich Krapf
Mr. Joe Poole
Mr. Tim O'Connor
Mr. Chris Basic

STAFF

Mr. Jose Ribeiro
Ms. Leanne Reidenbach
Ms. Ellen Cook
Mr. Chris Johnson

MINUTES

Following a motion by Mr. Krapf, the DRC approved the minutes from the October 26, 2011 meeting by a vote of 4-0.

C-0041-2011 White Hall Design Standards Amendment

Mr. Jose Ribeiro presented the staff report stating that the White Hall Design Committee requested the DRC consider a modification to the White Hall Design Standards regarding rear yard fences. Current language defines rear yard fence as being constructed from the rear corners of a dwelling unit to the side lot lines and then back to the rear lot line. The revised language would allow rear yard fences to extend from the rear lot line to no further than fifty-percent of the side of the main body of a dwelling unit. A definition of courtyard fence, addressing fences extending from the rear lot line to more than fifty percent of the side of the main body of a dwelling unit, was also added to the Design Standards. Mr. Ribeiro indicated that the proposed revisions to the Standards would allow residents additional rear yard space. On a motion by Mr. Krapf, the DRC voted 4-0 to recommend approval of the modification to the White Hall Design Standards.

C-0040-2011 New Town Shared Parking Update

Ms. Leanne Reidenbach presented the staff report stating that Mr. Larry Salzman of New Town Associates submitted the bi-annual update to the New Town Shared Parking Plan for review. She noted that with the opening of the American Family Fitness and the addition of parking at the end of Main Street, there was a net loss of 38 spaces from the shared parking pool. New Town is currently operating at a 55 space shortage at the 2 p.m. peak hour and a 284 space surplus at the 8 p.m. peak hour. Staff recommended approval of the shared parking update and that the next shared parking update review occur at the DRC's May 2012 meeting.

Mr. Salzman gave a status update regarding development in New Town.

Mr. Kevan Danker, Deputy Executive Director for the Williamsburg Area Transit Authority (WATA), gave a summary of the partnership between New Town and public transit. He stated that there were 853 riders per day in 2010 and 930 riders per day in 2011. He also said that trolley ridership was up 23% in the last year. WATA is tweaking routes and stops to further capitalize on this partnership with New Town.

Mr. Poole and Mr. Salzman discussed the operation of the new Main Street parking spaces and the status of Ironbound Road construction.

Mr. Chris Basic asked questions about the location and placement of time limited parking. Mr. Salzman gave an example and said the parking would be 1-2 hours adjacent to high-turnover stores. He noted that enforcement would be minimal.

Following a motion by Mr. Basic, the DRC voted 4-0 to recommend approval of the New Town Shared Parking Update and to review the next update at the May 2012 meeting.

SP-0100-2011 New Town Sec. 9 (Settler's Market) Commercial SP Amendment

Ms. Reidenbach presented the staff report stating that Mr. Jason Grimes of AES Consulting Engineers applied for a retail center in New Town Section 9 – Settler's Market that would include 156,000 square feet of retail space with another future 22,000 square feet. DRC review is required for preliminary approval for buildings over 30,000 square feet. Ms. Reidenbach noted that the original version of the project received approval in 2007 but that the layout had been amended and found consistent with the master plan by the DRC in April 2011. Staff noted concerns from the Police Department regarding angled parking along the drive aisle in front of the retail buildings and recommended eliminating this parking so long as the road maintains a strong streetscape as previously requested by the New Town Design Review Board (DRB). In order to give the applicant flexibility to reconsider these spaces, staff recommended allowing the applicant to count approximately off-site 31 parking spaces along Casey and Settler's Market boulevards towards the site's minimum parking requirements. Staff recommended preliminary approval subject to agency comments and recommended allowing off-site parking subject to the applicant reconsidering the design of the angled parking along the main drive aisle.

Mr. Poole asked what the alternative arrangement might entail. Staff replied that it was still to be determined and would be subject also to input by the DRB at its meeting on December 1. Mr. Krapf agreed that he was concerned with the parking arrangement.

Mr. Jim Castillo, FCP Settler's Market, explained the reasoning behind the angled parking to make the road more active and to focus pedestrians to designated raised and textured crossings. Mr. Poole and Mr. Castillo discussed the design of the buildings and noted that there was not a pedestrian canopy adjacent to the road but that there were tree wells.

Mr. Tim O'Connor confirmed that the drive aisle would be two-way and asked if there was numerical evidence for increased accidents in other parts of New Town. Ms. Reidenbach noted that the justification provided by the Police Department was anecdotal.

Mr. Basic recommended that the tree wells on the building side of the aisle be linked together to form a continuous barrier and discourage pedestrians from crossing anywhere other than the raised crosswalks. Mr. Castillo said that he would explore this and other options.

Mr. Grimes and Mr. Castillo discussed Fire Department comments necessitating a fire lane and not allowing parking on the building side of the drive aisle.

Mr. O'Connor noted that he favored parallel parking in that it could funnel people into the parking lots if they were not comfortable parallel parking. Mr. Castillo said that the change to angled parking allowed more openings into the parking lot and better control over pedestrian circulation.

Following a motion by Mr. Krapf, the DRC recommended preliminary approval of the plans subject to agency comments and recommended that the applicant be allowed to count off-site parking towards the minimum parking requirements by a vote of 4-0. He noted that he believed that staff, the applicant, and the DRB could work out a viable solution to the parking along the drive aisle.

SP-0085-2011 Courthouse Commons Parcels 4 & 5 Setback Reduction

Ms. Ellen Cook presented the staff report, stating that the applicant was requested a setback reduction through Section 24-415 of the Zoning Ordinance. Section 24-415 states that structures shall be located 50 feet or more from any street right-of-way, but that the setback can be reduced to as little as 25 feet with the approval of the development review committee. A portion of the structure proposed on parcel 4 is about 37 feet from the New Quarter Drive right-of-way. New Quarter Drive is a private road which serves various business uses, including the adjacent post office, but is not a through road and the pavement section does not extend the full length of the platted right-of-way. In terms of the ordinance criteria for reduction, staff believes they are met in that the road is not planned for widening; it does not appear that the setback would negatively impact adjacent property owners; and the project as a whole has adopted design guidelines put in place during the SUP to meet Comprehensive Plan Development Standards. Staff recommended that the DRC approve the requested setback reduction.

Mr. Chris Henderson stated that the three tenants for this building were now known and that the building size is based on their square footage needs.

Mr. Poole asked how the New Quarter Drive connection would affect traffic flow.

Mr. Henderson stated that it provided the best traffic flow scenario.

Mr. Basic asked where the architecture for the parcel 4 building still included outdoor seating.

Mr. Jason Grimes confirmed that it did. He also spoke about the pocket park and the idea of the park having a linear formation along the trail with benches and landscaping, although the planned landscaping was not reflected on the site plan sheets.

Mr. Henderson stated that the pocket park size overall is larger when this area is taken into account. Mr. Henderson described the landscaping improvements that had been made along the front of the project.

Mr. Poole asked about the rear elevation of the building along Monticello and how the architectural detailing meets the design guidelines.

Mr. Henderson said that the building would be screened by the existing berm and a new three foot retaining wall, that hedge-and-column plantings were planned, and that the building would have architectural details such as awnings.

Mr. Basic asked about the natural gas and Virginia Power lines and whether the developer had any control over their location and appearance, since this could impact efforts to have the rear of the building attractively presented.

Mr. Henderson and Mr. Grimes explained the variables and considerations for dealing with these features, and discussed with the DRC members various examples of places where these utilities had been unattractively installed.

Mr. Krapf stated that he had several questions and concerns. He had some concern about the project being a moving target in terms of building square footages and other matters. He wondered about the parking and rationale for there only being a four space increase between the DRC's first review and the current review given a 23% increase in building square footage. Finally, he explained his close review of the ordinance section pertaining to setback reductions and wanted to make sure that the intent of the

ordinance was being met and that the request was based on factors other than solely maximizing economic return.

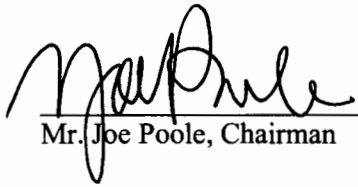
Mr. Henderson and Mr. Grimes provided information in response to these concerns, noting that the square footage was within the limits of the master plan, that the New Quarter connection increases public safety, and that the parking is sufficient.

The DRC members and the applicant generally discussed the circumstances generating the need for the setback reduction. DRC members expressed that it was important to look at the big picture of the project and make sure that any reductions or waivers are carefully evaluated and did not chip away at the factors that were important to the original master plan approval and which were now part of the community's expectation.

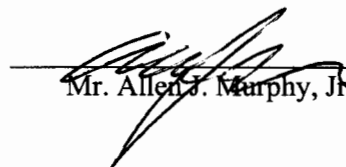
Following a motion by Mr. Basic, the DRC recommended approval of the reduction by a vote of 4-0, with the stipulation that the applicant provide the enhanced trail/pocket park landscaping plan to staff.

ADJOURNMENT

The meeting was adjourned at 5:15 p.m.



Mr. Joe Poole, Chairman



Mr. Allen J. Murphy, Jr. Secretary