

Development Review Committee
Government Center Complex
Conference Room, Building A
Sept. 25, 2013 - 4 p.m.

1. Roll Call
2. Minutes August 28, 2013
3. DRC Discussion(s)
 - A. S-0047-2012 / SP-0087-2012, The Villages at Candle Station - José Ribeiro
 - B. C-0040-2013, New Town, Sec. 9 (Settler's Market) Residential - Leanne Reidenbach
4. Adjournment

Development Review Committee Report
September 25, 2013

S-0029-2013, The Village at Candle Station BLA

DRC Action: This case was before the DRC for a master plan consistency review. The DRC voted 5-0 to find the proposed changes to the approved master plan for Candle Factory to be consistent.

C-0040-2013, New Town Section 9 (Settlers Market) Residential – Master Plan Consistency Determination

DRC Action: This case was before the DRC to consider an appeal to the Planning Director's determination that the revised residential layout was inconsistent with the approved master plan. The DRC voted 5-0 to find the proposed changes to be consistent with the master plan subject to staff, the applicant and the New Town Design Review Board working on the design of several target areas.

AGENDA

DEVELOPMENT REVIEW COMMITTEE

September 25, 2013

4:00 p.m.

James City County Government Complex

Building A Conference Room

1. Roll Call
2. Minutes - August 28, 2013
3. Discussion
 - A. S-0047-2012 / SP-0087-2012, The Villages at Candle Station.....José Ribeiro
 - B. C-0040-2013, New Town, Sec. 9 (Settler's Market) Residential.....Leanne Reidenbach
4. Adjournment

MEMORANDUM

DATE: September 25, 2013

TO: The Development Review Committee

FROM: Jose Ricardo L. Ribeiro, Senior Planner


SUBJECT: Case No. SP-0087-2012/S-0047-2012, Village at Candle Station

PROJECT HISTORY

On August 28, 2013, the applicant requested deferral of this application in order to revise architectural elevations for the proposed single-family units with front-loaded garages (up to 10 lots are proposed to have front-loaded garages). On September 19, 2013, the applicant submitted a revised drawing (Attachment No. 5) which is similar to an architectural elevation (Attachment No. 2) submitted on June 24, 2013, as part of the Draft Design Guidelines for The Village at Candle Station.

STAFF RECOMMENDATION

As noted in the January 30th and August 28th staff's reports staff continues to find that the proposed changes, including the proposed ten single-family detached units with front-loaded garages and elimination of the shared driveways, inconsistent with the adopted master plan and supplemental materials submitted and adopted as part of the rezoning application for Candle Factory. Staff finds that the proposed changes are substantial and that these should be subject to legislative review and approval by the Planning Commission and Board of Supervisors.



Jose-Ricardo L. Ribeiro

Attachments:

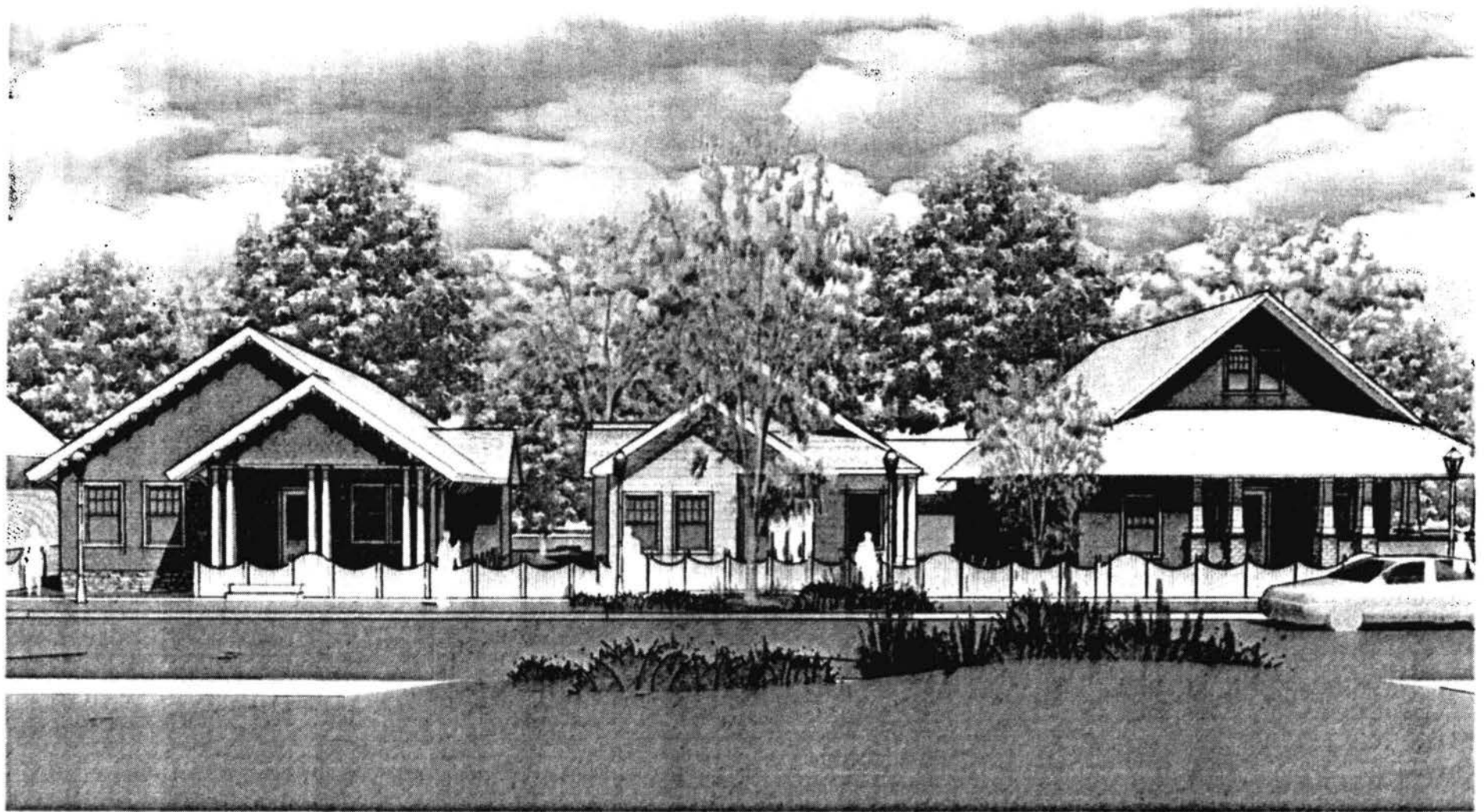
1. Pictures from the Community Impact Statement binder submitted by the applicant on November 10, 2011 and consistent with the Supplemental Submittal Requirements for Special Use Permits and Rezoning adopted by the Board of Supervisors in 1999.
2. Architectural elevation for single-family units with front-loaded garages submitted June 24, 2013.
3. August 28, 2013, DRC staff report.
4. Exhibit showing changes made to the master plan for Candle Factory and approved by the DRC on August 28, 2013.
5. Revised architectural elevation for single-family units with front-loaded garages submitted September 19, 2013.



NARROW LOT WITH DETACHED GARAGE



SINGLE FAMILY HOMES ON NARROW LOTS



Guernsey
Tingle
Architects

Candle Factory Development Patio Homes Detached



Guernsey
Tingle
Architects

Candle Factory Development

Patio Homes Detached



Candle Factory Development
Patio Homes Attached



Candle Factory Development
Patio Homes Detached

**Case Nos- SP-0087-2012/ S-0047-2012, Village at Candle Station
Staff Report for the August 28, 2013 Development Review Committee Meeting**

SUMMARY FACTS

Applicant: Mr. Jason Grimes of AES Consulting Engineers

Land Owner: Mr. Peter Henderson

Location: 7551, 7567, and 7559 Richmond Road

Tax Map/Parcel: 2321100001D, 2321100001E, and 2321100001A

Primary Service Area: Inside

Parcel Size: Approximately 64.45 acres

Zoning: MU, Mixed-Use, with proffers

Comprehensive Plan: Low Density Residential and Mixed-Use

Reason for DRC Review: Master Plan consistency determination. Approved proffers states the property shall be developed generally as shown on the Master Plan. Development plans may deviate from the Master Plan as specified in Section 24-518 of the Zoning Ordinance.

Project History:

- Planning Commission: On January 7, 2009, the Planning Commission voted 4-2 to recommend approval of the rezoning of Candle Factory (Z-0003-2008/MP-0003-2008);
- Board of Supervisors: On March 10, 2009, the Board of Supervisors remanded consideration of the rezoning back to the Planning Commission due to a missing signature from one of the property owners;
- Planning Commission: On April 1, 2009, the Planning Commission reconsidered the rezoning and recommended approval of the rezoning application by a vote of 4 to 3. Prior to the subsequent Board meeting, the applicant requested the case to be indefinitely deferred;
- Board of Supervisors: On April 13, 2010, the Board of Supervisors deferred consideration of the project for one month in order for it to be considered concurrently with the proposal for a CVS and Food Lion store on adjacent property;
- Board of Supervisors: On May 25, 2010, the applicant requested indefinite deferral of the rezoning application;
- Board of Supervisors: On December 13, 2011, the Board of Supervisors approved the rezoning of the Candle Factory project by a vote of 3-2.

Staff Contact: Jose-Ricardo L. Ribeiro

Phone: 253-6685

STAFF RECOMMENDATION

At the January 30, 2013 DRC meeting, the applicant requested deferral of this application in order to allow for additional time to provide further details regarding the proposed changes to the approved master plan for Candle Factory (i.e., re-location of residential garages from rear-loaded to front-loaded positions on 33 detached single-family and 29 single family attached townhome units).

On March 5, 2013, the DRC voted 4-0 to find the following changes, as proposed by the applicant, consistent with the adopted master plan:

- Proposal to increase the width of some of the 33 single-family lots (the applicant had indicated at the time that the widening of these lots would help minimize on-lot grading and allow for the placement of garages to remain in the rear and/or side unit.);
- Revised layout showing the relocation of 17 townhomes from their original location at the perimeter of the townhomes cluster to be located inside the cluster;
- Revisions to the width and length of alleys to accommodate the relocated townhomes; and
- Revisions to the parking area layout for all 142 townhome units eliminating the requirement for rear loaded garages and eliminating the off street parking spaces in the alleys-both of which were shown on the illustrative plan that accompanies the rezoning proposal.

Staff notes that changes to the location of rear-loaded garages for the 33 single-family detached dwelling units were not part of the March 5th DRC recommendation of master plan consistency (Attachment 1). The applicant has recently indicated to staff the desire to pursue a modification to the master plan to allow a maximum of 10 single-family units with front-loaded garages. According to the applicant, the remaining 23 single-family detached units would have a combination of rear and side-loaded garages. The applicant also seeks to provide separated driveways for all 33 single-family detached units as opposed to the shared driveways that were shown on the approved master plan.

Section 24-23(2) of the Zoning Ordinance states that final development plans shall be consistent with the master plan, but may deviate from the master plan if the planning director concludes that the development plan does not:

1. Significantly affect the general location or classification of housing units or buildings as shown on the master plan;
2. Significantly alter the distribution of recreation or open space area on the master plan;
3. Significantly affect the road layout as shown on the master plan, and
4. Significantly alter the character of land uses or other features or conflict with any building conditions placed on the corresponding legislatively-approved case associated the master plan.

The planning director finds that the proposed changes significantly alter some of the above criteria and therefore DRC review and approval is required.

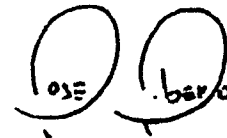
Staff recognizes and has supported the efforts made by the applicant to ensure compliance with the intent of the approved master plan while at the same time making minor adjustments which are necessary for the development of this project. However, staff does not support the current proposal to allow up to 10 single-family detached units with front-loaded garages or the change from shared driveways to individual driveways.

The Village at Candle Station Master Plan was introduced and ultimately approved as a mixed-use pedestrian-oriented development, with emphasis given to small town streetscape design and the building of a community with a sense of place and destination. Elements such as narrow lots, shallow setbacks, shared driveways, a strong unified streetscape, ample recreational areas and open spaces, pedestrian circulation and connectivity,

parking areas and garages at the rear of units contribute to the sense of uniqueness. Bringing vehicles to the forefront of dwelling units is more conducive to suburban residential developments which give greater emphasis to the automobile and which can be easily found in many other non-mixed use communities in the County. Staff finds that this proposed revision compromises the pedestrian-oriented concept and consequently the small village character of this development, which was strongly emphasized by the applicant during public hearing and which was a fundamental consideration in the project's approval.

During the rezoning process, the "small village" character of the project was clearly conveyed by the applicant not only through proffers and architectural elevations but through public presentations as well. At a presentation to the Planning Commission on January 7, 2009, Mr. Vernon Geddy, displayed a slide (Attachment 6) titled "Village Community Character" and stated the following: " *What we are trying to accomplish here is not an urban, city-block or front loaded-garages, but a front porch, , picket fence, , street tree sort of village...* "

Staff finds that the 10 single-family units with front-loaded garages and elimination of shared driveways are not consistent with the concept of the "Village Community Character" as proposed by the applicant and would be inconsistent with the architectural elevations submitted as part of the rezoning application for Candle Factory. Further, staff does not find that the change from shared driveways to individual driveways to be consistent with the adopted master plan. Staff finds that the proposed changes are substantial and that these should be subject to legislative review and approval by the Planning Commission and Board of Supervisors. Staff recommends that DRC find this request inconsistency with the approved master plan for Candle Factory.

A handwritten signature in black ink, appearing to read "Jose-Ricardo L. Ribeiro". The signature is stylized with large, rounded loops for the first and last names.

Jose-Ricardo L. Ribeiro

ATTACHMENTS:

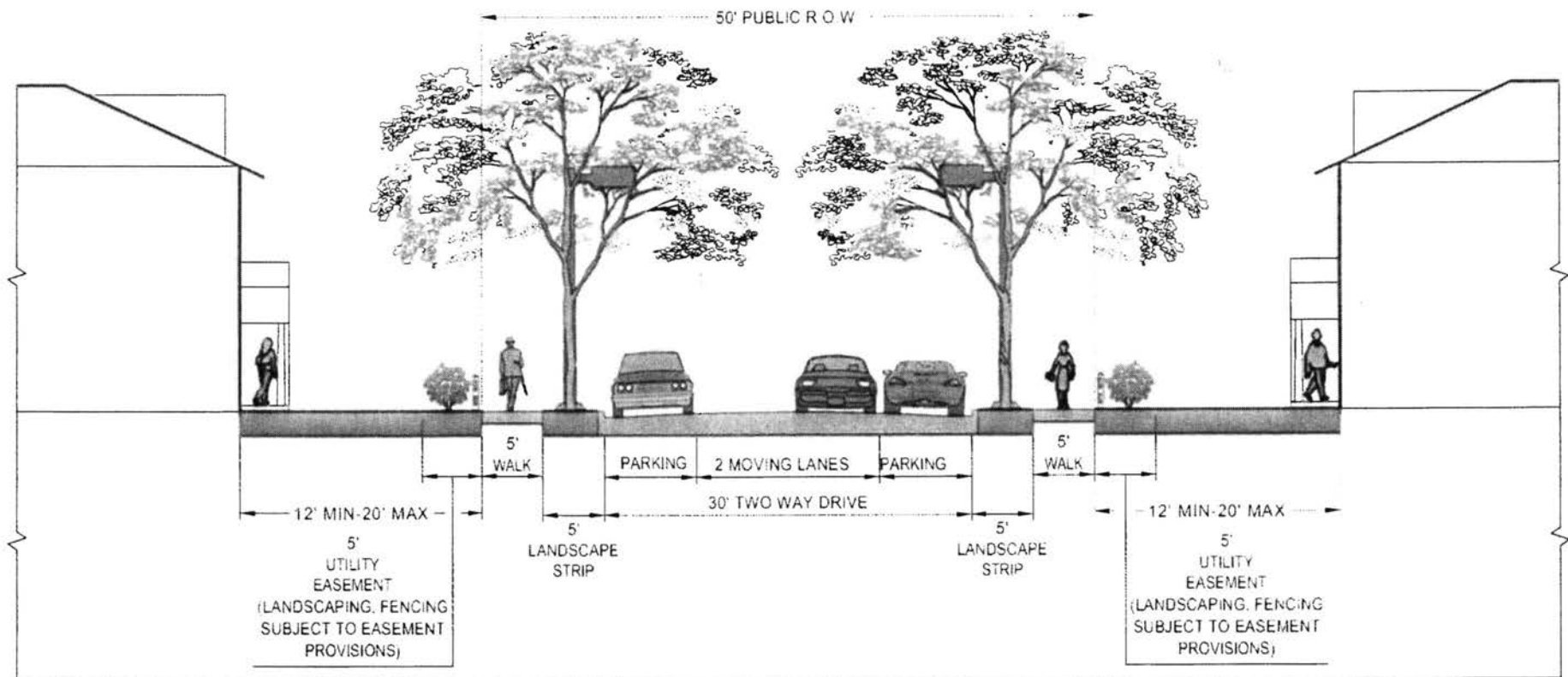
1. Minutes from March 5, 2013 DRC
2. Approved Master Plan (Sheet 4)
3. Detail showing single-family detached with rear laded garages and shared driveway
4. Proffer no.11-Design Guidelines and Review; Sustainable Building
5. Supplemental Submittal Materials (as provided during the rezoning of Candle Factory)
6. Slide from January 7, 2009, Planning Commission meeting



Candle Factory Development Patio Homes Detached

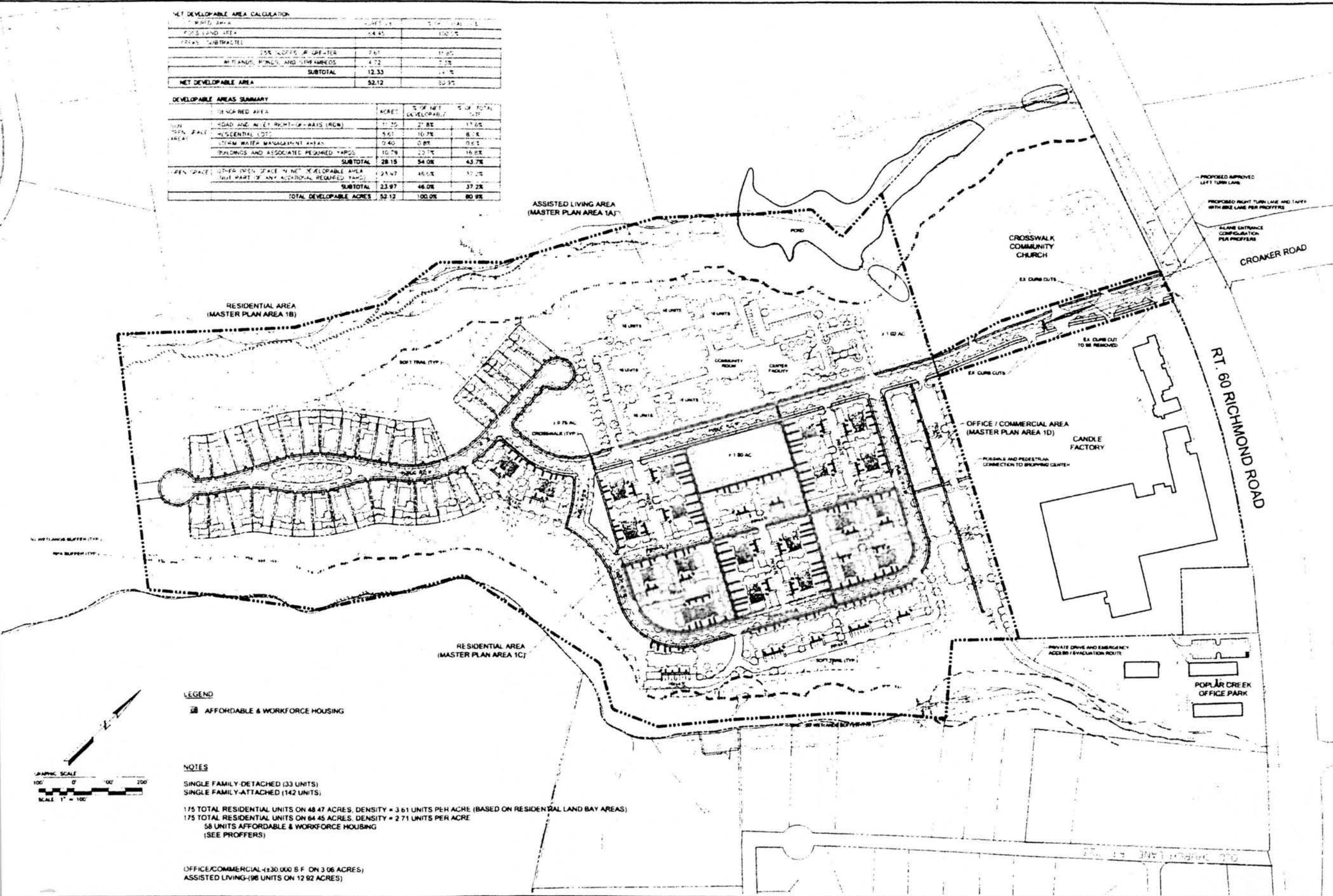
"GENERALLY CONSISTENT WITH SUPPLEMENTARY DRAWINGS SUBMITTED WITH THE REZONING APPLICATION AND THE GENERAL INTENT OF THE DESIGN STANDARDS OUTLINED IN THE COMPREHENSIVE PLAN FOR THE NORGE COMMUNITY CHARACTER AREA."





SECTION 'F-F'
SINGLE FAMILY HOUSING
NOT TO SCALE

DEVELOPABLE AREAS SUMMARY			
	DEVELOPABLE AREA	ACRES	% OF NET DEVELOPABLE
OPEN SPACE AREAS	ROAD AND ALLEY RIGHT-OF-WAYS (ROW)	11.75	27.8%
	RESIDENTIAL LOT	5.61	10.7%
	STORM WATER MANAGEMENT AREAS	0.40	0.8%
	BUILDINGS AND ASSOCIATED REQUIRED YARDS	10.78	23.0%
	SUBTOTAL	28.15	54.0%
OPEN SPACE	OTHER OPEN SPACE IN NET DEVELOPABLE AREA (PART PART OF ANY ADDITIONAL REQUIRED YARD)	23.97	46.0%
	SUBTOTAL	23.97	46.0%
TOTAL DEVELOPABLE ACRES		52.12	100.0%

[illegible]

Summary of changes made to the Master Plan by the applicant and approved by the DRC on March 5, 2013

- 1. The width of some of the thirty-three single-family lots will be increased; all lots are sequentially placed on a continuous row which fronts both sides of a public right-of-way (This area is labeled on the revised exhibit as Area no. 1).**

The applicant has indicated that the widening of these lots will help minimize on-lot grading and allow for the placement of garages to remain in the rear and/or side of units. Staff notes that the previous proposal to relocate rear-loaded garages of 35 percent of all residential units is no longer under consideration. The applicant has indicated that all 142 attached townhome units will provide rear-loaded garages. Any changes to the location of the rear-loaded garages for the thirty-three single-family detached dwelling units will be considered at a later time. Staff notes that there are no changes in the total number of single-family detached units proposed by the revised layout.

- 2. Relocation of ten townhome units (This area is labeled on the revised exhibit as Area no. 2).**

As discussed above, in order to address on-lot grading issues, some single-family detached dwelling units lots are being widened. In order to allow for the widening of these lots, two multi-family structures, each with five townhome units would be relocated from the original location as shown on the adopted master plan (Attachment no. 2) and transferred to the larger cluster of townhomes.

- 3. Changes to the townhome cluster area (This area is labeled on the revised exhibit as Area no. 3).**

The original master plan depicts this area as a cluster of townhome units. The proposed new layout (Attachment no. 1) shows a denser townhome area since it will absorb the additional units relocated from Area no. 2. Individual townhome lots appear to be generally narrower than what is shown on the approved master plan. Alleys are also narrower and longer as the number of units on each of the seven residential blocks has been increased slightly. Staff notes that there are no changes in the total number of townhome units proposed by the revised layout.

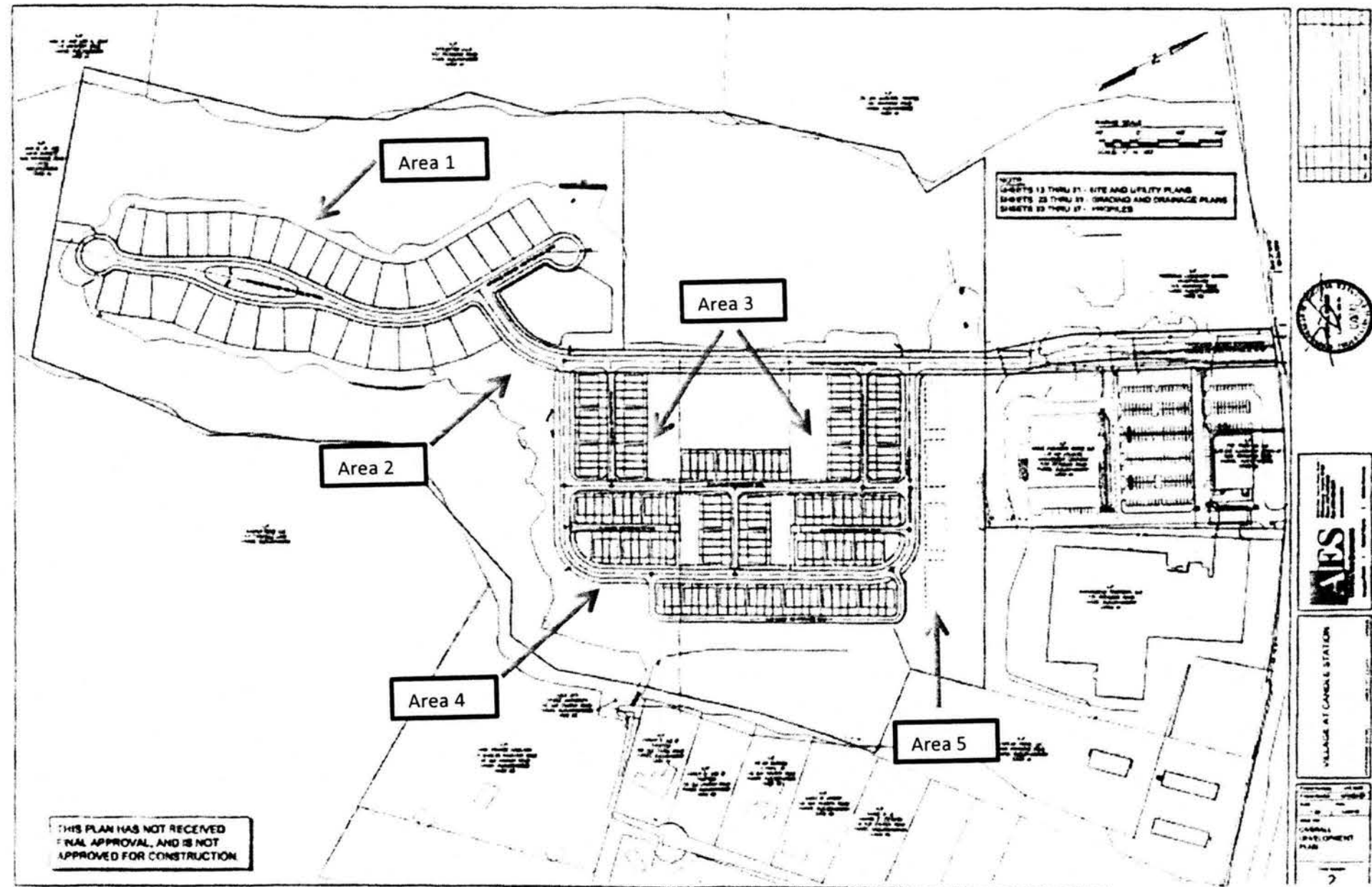
- 4. Relocation of seven townhome units (This area is labeled on the revised exhibit as Area no. 4).**

The original master plan shows a row of seven townhome units with associated parking areas connected to a private right-of-way. The proposed new layout shows this area as open space and the potential location for a stormwater management facility. The seven units will be relocated and redistributed throughout the larger townhome cluster area.

- 5. Changes to the parking areas servicing the townhome cluster area.**

The original master plan shows three different types of parking servicing the townhome units: rear-loaded garages (attached and detached), and open-space parking. The exhibit titled "Proposed Master Plan Layout with Street Trees" (Attachment no. 3) shows parking calculations for the townhouse units; all with attached rear-loaded garages and associated driveways with a combined parking capacity of either four vehicles (i.e. end townhome units) or two vehicles (i.e.

interior townhome units). The revised townhome parking layout will provide 432 parking spaces. An additional 127 on-street parking spaces are proposed to bring the total number of parking spaces for the townhome area to 559 parking spaces. The development plan submitted for review on December 10, 2012, shows a total of 482 parking spaces being provided; 355 spaces required per the ordinance and 127 on-street parking spaces. The proposed revision meets the zoning ordinance parking requirements and provides an additional 77 parking spaces more than originally proposed.



**CONCEPTUAL PLAN 0040-2013. New Town Section 9 (Settlers Market) Residential
– Master Plan Consistency Determination
Staff Report for the September 25, 2013, Development Review Committee Meeting**

SUMMARY FACTS

Applicant: Mr. Jason Grimes, AES Consulting Engineers
Mr. John Hopke, Hopke and Associates

Land Owner: Jim Castillo, FCP Settler's Market, L.L.C.

Proposed Use: 104 single-family attached residential units

Location: 4520 and 4509 Casey Boulevard

Tax Map/Parcel No.: 3843300002B and 3843300001C

Primary Service Area: Inside

Parcel Size: 18.44 acres

Zoning: Mixed Use with proffers

Comprehensive Plan: Mixed Use

Reason for DRC Review: Section 24-516 of the Zoning Ordinance states that "All development plans shall be consistent with the master plan. Development plans may deviate from the master plan if the Planning Director concludes that the plan does not significantly alter the character of land uses or other features or conflict with any conditions placed on the approval of rezoning." Section 24-23(a)(2) also details criteria for reviews of master plan consistency. The Planning Director has determined that the plan is inconsistent with the master plan and the applicant has appealed the decision to the DRC in accordance with 24-516(b).

Project History:

- Planning Commission: On April 3, 2006, the Planning Commission recommended approval of the original Settlers Market master plan (Z-0016-2005) to the Board of Supervisors. The Board approved the application on May 9, 2006. On October 5, 2011, the Planning Commission recommended approval of an amendment to the master plan for the residential portion of Settlers Market (Z-0003-2011). The Board of Supervisors approved the application on December 13, 2011.
- Development Review Committee: The DRC found revisions to the commercial portion of Settlers Market (C-0008-2011) to be consistent with the master plan on March 30, 2011. The site plan for the majority of the retail area (SP-0100-2011) was granted preliminary approval by the DRC on December 7, 2011.

Staff Contact: Leanne Reidenbach

Phone: 253-6685

STAFF RECOMMENDATION

Master Plan Consistency:

The original site plan for this area was approved in 2007; however, when the property transferred ownership in 2011, the new owners (FCP Settlers Market) proposed modifications to both the commercial and the residential portions of the master plan. The commercial revisions were determined to be generally consistent with the master plan; however, the residential changes required a master plan amendment that was approved by the Board in December 2011 (see attachment 3). The master plan for New Town Section 9 (Settlers Market) residential specifies the locations for parking fields, the roadway network, open spaces, and build-to lines and lists the types of uses that would be permitted in the development. Design guidelines and a non-binding illustrative plan were also approved with the master plan amendment. Eagle Construction of Virginia, LLC is currently in the process of determining whether to purchase the residential portions of Section 9 from the current owner and has submitted a conceptual layout to determine whether their proposal would be consistent with the approved master plan. The following summarizes the proposed changes:

- Removal of the 50' right-of-way Yield Street shown on the binding master plan.
- Reduction in units from the original 120 units approved on the master plan to 104 proposed units.
- In lieu of the Yield Street, addition of a pedestrian promenade connecting Merchant's Court and Casey Blvd.
- Alterations to interior road layout and house orientation as shown on the illustrative plan. The illustrative plan had additional connections from alleys out to the main streets and had connected roads between all of the residential units on either side of Casey Blvd. (creating two residential areas). With the revisions, there are now four residential areas disconnected by roadways.

The New Town Design Review Board (DRB) reviewed the layout at the August 15, 2013 meeting and while they generally approved of the direction of the redesigned layout, they had a few concerns related to: emergency access and public safety of the revised road layout; how the recreational and open spaces related to each other; landscape and hardscape treatment of open spaces; building orientation with the goal to create a strong street edge; and, the adequacy of off-street guest parking.

The Planning Director determined that under Section 24-23(a)(2) of the Zoning Ordinance, the revised layout was not consistent with the master plan because the revisions:

- Significantly affected the road layout by removing Yield Street; and
- Significantly altered the character of land uses or other features or conflicted with any building conditions placed on the corresponding legislatively-approved case associated with the master plan by revising internal road layout, creating more dead-end streets and modifying the orientation of some buildings.

The applicant has submitted a written appeal of the Planning Director's determination to the DRC. Attachment 2 includes the applicant's letter and outlines why the client believes that the revised layout meets the intent of the master plan and why the revisions should be determined to be consistent.

While staff finds the layout to be not consistent with the master plan, should the DRC wish to consider approving the proposal, there are opportunities to look at a few key design elements more carefully and modify them to create a plan that is more consistent with the master plan. For instance, staff believes that there is a benefit for the community to have the additional pedestrian promenade and courtyard areas. However, the addition of small parking spaces at either end lessens the impact of the promenade and makes the open space disconnected. With a different treatment or arrangement, the open space could be a more meaningful contribution to the plan and serve an equivalent connectivity function for future residents as the originally proposed Yield Street. The community as a whole exceeds the minimum ordinance parking requirements.

Further, there were a few alley connections to Casey Blvd and internally that were made into dead-ends. The dead-end alley located off of the service drive located south east of Casey Blvd. behind the 6-unit building previously connected to Casey Blvd. Staff understands the need to remove this connection as a result of unique topographic constraints and the setback from the existing BMP and retaining wall. There are still other dead ends and the adopted design guidelines include language regarding the treatment of these areas to stay in keeping with the character of New Town. More attention to the treatment of dead-end streets through architectural measures (rather than solely adding landscaping), changes to building orientation could also enhance the layout plan and be more consistent with the New Town character.

Finally, the master plan specified build-to lines with the intent that buildings would be used to create a street edge along the main roads through Settlers Market. While this has been achieved on Settlers Market Blvd., some buildings along Casey Blvd. were rotated so that the sides now face the roadway. If these units could be rotated or the layout modified to pull the sides of the buildings closer to the right-of-way and treat the sides as the front façade and entrance, this inconsistency can be addressed.

The Fire Department, Engineering and Resource Protection, JCSA and VDOT have reviewed the proposed layout and while there are still some outstanding concerns regarding street widths, turning radii and separation distances of entrances onto roadways, it appears that these items can be handled through the development plan process. Specifically, the entrance separation distances will in some areas (Casey Blvd.) require an exception from VDOT. In other areas the distances will require an exception to Section 19-50 of the Subdivision Ordinance from the DRC/Planning Commission.

Though the Planning Director determined that the orientation of recreational and open spaces, the street layout and other features are not consistent with the master plan adopted by the Board of Supervisors, the adopted master plan, design guidelines, and proffers allow for a great deal of flexibility in terms of uses, locations, and design so that the development could adapt to changing market conditions. Should the DRC wish to consider the proposed changes, staff believes that more careful treatment of key design features could improve the layout and concept. If the DRC agrees, staff recommends that applicant and the New Town DRB hold an additional working meeting to improve these design features. The chair of the DRB has reviewed the layout and agreed to work more closely with the applicant.



Leanne Reidenbach

Attachments:

1. Conceptual plan (under separate cover)
2. DRC appeal letter dated September 6, 2013
3. Currently adopted Master Plan

HOPKE & ASSOCIATES

■ ARCHITECTURE/PLANNING/INTERIORS

September 6, 2013

Paul Holt, Director of Planning
James City County
101-A Mounts Bay Road
Williamsburg, Virginia 23185
via: hand delivery

re: Settlers Market Townhomes, aka
Residential District of Section 9 of New Town
H&A #33057

Dear Mr. Holt,

Please allow this letter and attachments to serve as a formal request and appeal to the Development Review Committee (DRC) for amendments to the approved Master Plan for this parcel of land, as provided for in the Zoning Ordinance (Section 24-23 (2)).

We understand and appreciate your determination that the proposed changes significantly alter portions of the approved Master Plan; however, we believe they do so in a positive way and thus should be allowed.

The Zoning Ordinance outlines what is considered a significant master plan changes as those that:

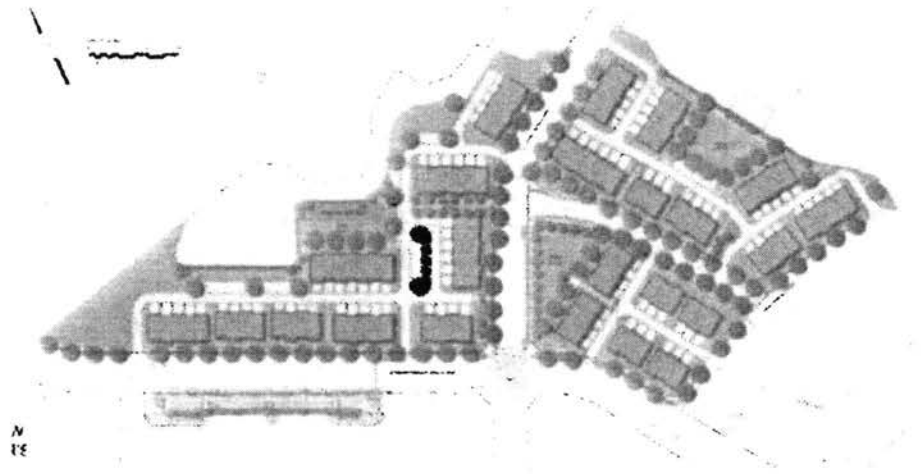
1. *Significantly affect the general location or classification of housing units or buildings as shown on the master plan;*
2. *Significantly alter the distribution of recreation or open space areas on the master plan;*
3. *Significantly affect the road layout as shown on the master plan;*
4. *Significantly alter the character of land uses or other features or conflict with any building conditions placed on the corresponding legislatively-approved case associated with the master plan.*

As the first condition is not applicable, please allow me to take each of the others in turn:

2. *Significantly alter the distribution of recreation or open space areas on the master plan;*

The approved master plan was a townhome development organized by a street grid, tied together with open spaces, with a primary transitional green space at its heart. Below is a representative graphic:

■
1156 Jamestown Road, Suite C
Williamsburg, VA 23185
p(757)229-1100
f(757)229-0869
www.hopke.com



The approved Design Guidelines reinforce the objective this way:

"To a large extent, the natural features of the site form the northern boundaries of the neighborhood. Whenever possible, compelling natural features such as wetlands and ravines, high points of topography, and endangered species preservation areas are preserved and celebrated by the design and placement of buildings, streets, alleys and open spaces. The Settler's Market residential district will include one central open space, acting as both an organizational element for the residents as well as a transition between uses."

The proposed amendments maintain this intent; and, in our opinion, achieve it more fully. Additional green space has been added to create an even stronger network of linked park land. As indicated on the image below, the central transitional green space is now complemented by subordinate spaces that range from formal promenades, courtyards and gardens to informal meadows and buffers.



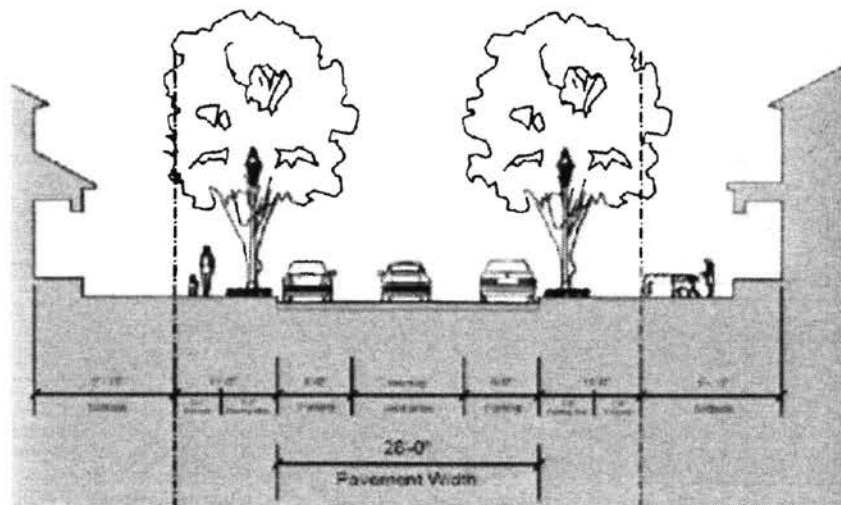
The reasons for these changes include:

- ❖ A need to move townhouse units further from the existing BMP retaining walls for safety, preservation of the structural integrity and access to the wall.
- ❖ A desire to front more units on formal public ways.
- ❖ A desire to allow more view of preservation areas.

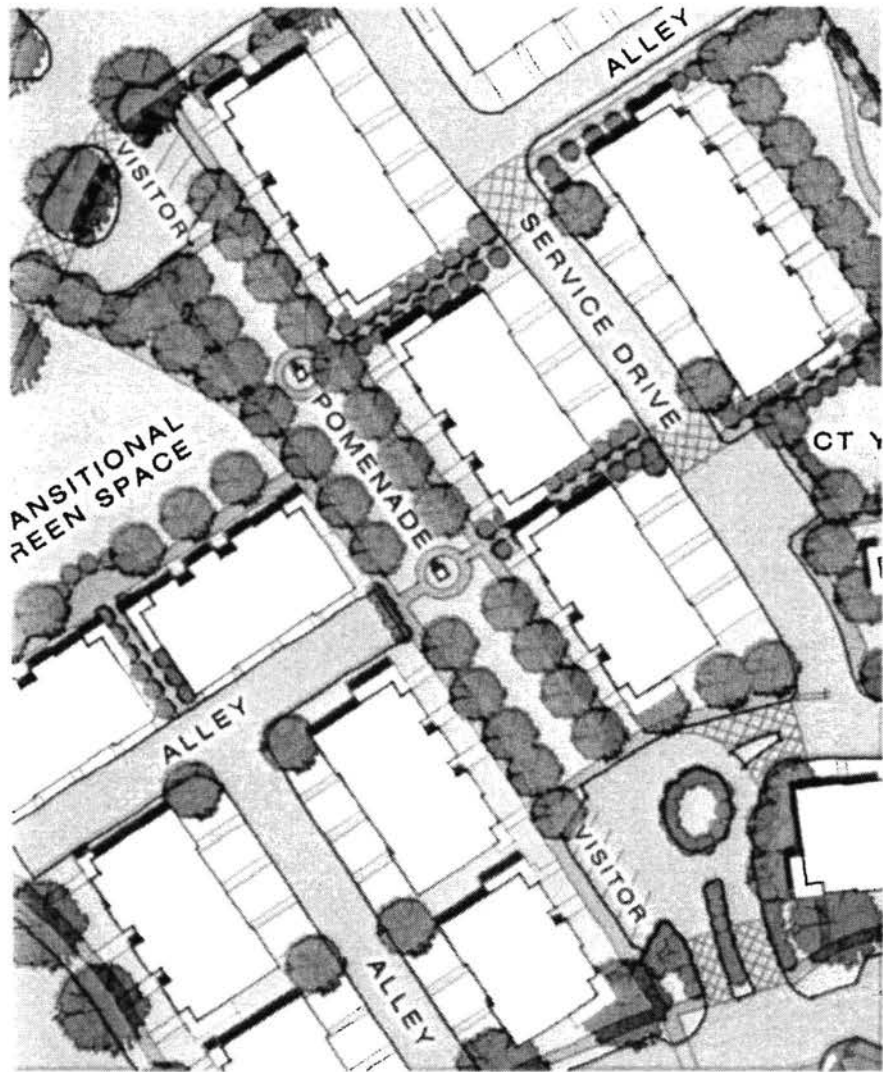
In doing so, some townhomes will present a side facade to a public street. This will allow us to further enhance the project by including architectural treatment of these facades so as to enliven and reinforce the streetscape.

3. *Significantly affect the road layout as shown on the master plan.*

The approved master plan included a cross road, "Yield Street," which connects Casey Boulevard to Merchants Way. Yield Street is designed with a 28'-0" paved width with parallel parking available on both sides. So, the remaining space between the parked cars consists of narrow "yield lanes," hence the name of the street.



The proposed amendments replace the vehicular Yield Street with a formal pedestrian "Promenade" which maintains its character and use as a formal public way, but also enhances the amount of green space and quality of setting for many of the units. Below is a graphic depicting this modification:



Other related issues of note include:

- Yield Street, as a vehicular way, is not a requirement for VDOT and provides only limited benefit to the public as a thoroughway, given the tight dimensions.
- The right-of-way on the master plan presented two parallel sidewalks which we are proposing to maintain and, in fact, enhance.
- The proposed modified layout more closely aligns with VDOT's intersection requirements of 125-ft minimum separation than the current plan; with only one waiver necessary.
- The on-street parking along Yield Street that will be lost in the proposed layout is more than offset with distributed parking throughout the development. In fact, the total amount of parking proposed exceeds JCC requirements and provides necessary parking for residents and guests off-street, without reliance on on-street parking.
- While the conversion of Yield Street to a pedestrian way, or "Promenade," will inhibit access to the front of some units by fire and life safety vehicles, alternative accommodations have been

incorporated into the plan. These include: a widened service road behind the units (without on-street parking) and small visitor parking areas at each end of the Promenade.

4. *Significantly alter the character of land uses or other features or conflict with any building conditions placed on the corresponding legislatively-approved case associated with the master plan.*

Since the proposed master plan amendments do not alter the land use at all, we read this requirement to simply ask the question, "does the proposed revised master plan meet with the intent of the approved master plan as articulated through its associated design guidelines?" We believe the answer to this question is an emphatic "Yes." In fact, in my opinion, the changes improve that consistency.

For example, the approved Design Guidelines address "street design" in part as follows:

The residential portion of Section 9 should be organized by an interconnected system of streets and open spaces. The streets and open spaces are collectively known as the public realm and vary in character from large and small, natural to formal, and regular to irregular. Streets should appear to visibly go somewhere, toward a vista or some compelling natural feature, a public open space, significant intersection, to other streets or toward a building located so that it terminates the view down a street. This practice ensures coherence within the community and indicates that property owners participate in a place that is larger than a collection of individual buildings. Streets which end in cul-de-sacs are not encouraged unless site configuration constraints prevent other options.

Elsewhere in the guidelines it is emphasized that *service alleys* are *strongly encouraged* and makes the distinction between a *public street* and a *service alley*.

While the approved master plan includes wide public vehicular streets, a narrow vehicular cross street, private alleys, on-street sidewalks and small parks, the proposed plan enhances that hierarchy of spatial experiences. We have introduced:

- A formal pedestrian promenade that creates a usable public realm for pedestrian use.
- A more unified green space plan that links formal public spaces in a way that further encourages pedestrian use.
- A semi-public vehicular street-type.... in-between a public street and an alley.... that services areas of the development with a more formal approach to the public sides of certain townhome units, which had only been approached by alley in the original scheme.
- Traffic calming devices that will inhibit "short-cut" traffic while actually enhancing the accessibility to the development for emergency vehicles.



- Enhanced landscape buffer, and thereby increased safety, against the BMP safety fence and retaining wall along the Northern edges of the site.
-

While we believe this narrative is compelling, a picture is worth a thousand words. So, we have included an illustrative plan that has been informally annotated to highlight some of the issues we believe key. If you need any additional information, please do not hesitate to let me know.

We look forward to your comments and the review of the DRC. Thank you again for all of your assistance and that of your staff. We are most appreciative of your efforts.

Very truly yours,
HOPKE & ASSOCIATES, Inc.

John A. Hopke, RA
Principal

cc: Jason Grimes
Mark Kukoski
Steve Settlage
Encl: Illustrative Proposed Master Plan



LAND USE AND DENSITY TABULATIONS									
EAST SIDE		NON-RESIDENTIAL DENSITY						Max. of Vac at Max res. Density	Max of Vac at Max Non-res. Density
SECTION	PERMITTED USES	Total Area (acres)	Densit. Acres (acres)	Master Planned Open Spaces (ec.)	Master Planned Open Space % of Dev. Acres	Max. of at Max. Res. Density	Min. of Min. Non-Res Density		
2.1	I.C.U.(O)(M)(C) J	22.1	21.8	1.5	6.8%	218,000	218,000	8,878	8,878
2.4	E.C.G.M(C)(M)(C)(O)(M)(C)(U)	86.7	81.1	3.4	4.2%	367,500	885,000	4,031	7,385
3A	B.U.A.C.M(C)(M)(C)(O)(M)(C)(U)	88.5	83.8	2.2	3.9%	220,000	880,000	3,185	7,913
6	H.F. J	8.9	6.9	0.0	0.0%	63,367	63,367	7,143	7,143
70B	A.B.C.D.E.H.I.J.K.L.M.N.O.P.Q.R.S.T	106.1	82.8	13.4	14.4%	62,300	62,300	576	576
10	E.A.M(C)(U)	12.0	13.0	0.0	0.0%	110,000	110,000	8,136	8,136
TOTAL		370.0	333.8	21.4	6.4%	1,381,157	2,008,657	7,733	5,429

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ILLUSTRATIVE MASTER PLAN for
SETTLERS MARKET RESIDENTIAL

H & A 33057

AES
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HOPKE & ASSOCIATES

AT A REGULAR MEETING OF THE DEVELOPMENT REVIEW COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD IN BUILDING A AT 6:15 P.M. ON THE 9th DAY OF JANUARY TWO THOUSAND THIRTEEN.

ROLL CALL

Mr. Rich Krapf
Mr. George Drummond
Mr. Mike Maddocks
Mr. Chris Basic

STAFF

Mr. Paul Holt
Mr. Luke Vinciguerra
Mr. Chris Johnson

MINUTES

Following a motion by Mr. Krapf, the DRC approved the minutes from the November 28, 2012 meeting. (4-0)

SUP-0018-2012 New Zion Baptist Church Building / Parking Expansion

Mr. Vinciguerra stated that Ms. Beth Crowder of Hopke & Associates has submitted a proposal for a building addition and 17 new parking spaces at New Zion Baptist Church located at 3991 Longhill Road. The proposed expansion would be primarily used for Sunday School and would be modular in construction. The proposal is before the DRC as a consideration item as staff and the applicant are looking for Commissioner feed-back prior to any public hearing. An SUP is required as this would be an expansion of a specially permitted use. Mr. Vinciguerra stated the issues staff has identified are aesthetics of the proposed building, proposed location of the sheds, landscaping and parking.

Mr. Krapf asked what age group of children would be using the classrooms considering there would be no bathrooms. Ms. Crowder confirmed there would be children, but could not specify a specific age group. Mr. Krapf asked for confirmation that there would be no young children using the facility.

Mr. Krapf asked about the proposed shed location, Ms. Crowder responded that the current location of the sheds does not meet setback requirements and the church was attempting to move them to comply with the zoning ordinance.

Mr. Basic asked how the location of the proposed expansion was chosen. Mr. Johnson stated that the proposed building location appeared to be located on a grassy field; however, the presence of gravel and curb stops indicates this area is used as overflow parking. He stated staff could not tell if the expansion would cause a net loss in parking. Ms. Crowder stated that the proposed building expansion would likely eliminate 12 parking spots on the grass, but 17 new parking spaces would be created. Mr. Holt noted that the grass driveway accessing the field was not shown on the current version of the plan.

Mr. Basic asked about the overflow parking and to what extent it was used. Mr. Holt stated there was an additional field across the street that was also used for parking. Mr. Johnson questioned if the proposed addition would increase the likelihood of people having to park across the street creating a potential safety issue. Ms. Crowder said she did not know to what extent the overflow parking was used and would check with the Pastor. Mr. Basic stated he would like it shown on the plan how many parking spaces would be lost or gained due to the building addition and parking lot expansion.

Mr. Basic stated he was not supportive of cutting down trees to relocate the sheds. Mr. Maddocks asked about the thickness of the buffer on the Burlington Woods side of the property. Mr. Johnson said it was thin, and that staff's position was that none of the trees needed to be removed as there is ample room to relocate the sheds elsewhere. Mr. Maddocks asked if the current buffer would screen the proposed structure. Mr. Johnson responded that it would not. Ms. Crowder responded that the Church could build a vinyl fence along the property line matching the current fence screening the HVAC unit. Mr. Basic responded that he is not in favor of removing more trees to install a fence. Mr. Maddocks questioned who would see the proposed expansion and the sheds if there was no additional screening. Mr. Vinciguerra responded there are two residential properties that would have a clear view of the proposed expansion and sheds.

Mr. Basic noted that the building was not attractive; however, since the expansion was not easily visible from Longhill Road, he would not ask for any improvements and thought additional landscape buffering should be sufficient.

Mr. Drummond stated it appeared the biggest issue was the sheds. Mr. Krapf stated the issue was the removal of trees caused by the relocation of the sheds. Mr. Johnson stated that any proposed fencing would be to screen the proposed building expansion, not the sheds and that there is ample room elsewhere on the property to relocate the sheds. Mr. Krapf stated that evergreens such as holly's are more attractive than a vinyl fence.


The Committee discussed other proposed locations for the sheds. Mr. Maddocks asked why the sheds needed to be moved at all. Mr. Johnson stated there did not appear to be an immediate need to move the sheds; however, it would be preferable from a zoning perspective and there would be heavy machinery already available to facilitate their relocation and eliminate any potential zoning encroachments. Mr. Basic said he would like to see a full list of impacts including demolition plan, parking and tree removal.

Mr. Krapf stated that if sufficiently screened this would be an acceptable proposal. He stated he will go visit the site and would provide staff and the Committee members any more comments by email.

ADJOURNMENT

The meeting was adjourned at 6:50 p.m.


Mr. Chris Basic, Chairman


Mr. Paul Holt, Secretary