

AGENDA

DEVELOPMENT REVIEW COMMITTEE

January 27, 2016

4:00 p.m.

James City County Government Complex

Building A Conference Room

1. Roll Call
2. Minutes - December 16, 2015
3. New Business- Items for DRC Action –None
 - a. C-0095-2015, New Town Shared Parking Update
4. New Business- Items for DRC Consideration
5. Adjournment

Leanne Pollock

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 16th DAY OF DECEMBER TWO THOUSAND FIFTEEN.

ROLL CALL

Present

Mr. Chris Basic
Ms. Robin Bledsoe
Mr. Tim O'Connor
Mr. George Drummond

Absent

Mr. John Wright III

STAFF

Ms. Leanne Pollock

Other

Mr. Todd Martin
Ms. Molly Trant
Mr. Jonathan Jackson

Mr. George Drummond called the meeting to order.

Ms. Robin Bledsoe moved to approve the minutes from the November 18, 2015 meeting. On a second by Mr. Chris Basic, the minutes were approved 4-0.

DRC DISCUSSION

Z-0005-2015/MP-0002-2015/HW-0002-2015, Patriot's Colony Expansion

Ms. Leanne Pollock gave an overview of the application noting that Patriot's Colony is proposing to expand facilities with a 120 bed nursing/assisted living/memory care area, 90 independent living apartments, and 38 assisted living beds. Patriot's Colony is located in Land Bay M-10 of the Greensprings R-4 planned community. A rezoning and master plan amendment are needed because the request exceeds the current unit caps on this land bay and the applicant is seeking to amend a proffer limiting buildings within 660 feet to 900 feet of John Tyler Highway to 45 feet tall. The height waiver is to request to have four buildings be allowed to be built up to 79 feet tall.

Ms. Molly Trant, in-house counsel for Riverside Healthcare Associates, Inc., gave an overview of the need for the project, building architecture, visual simulations from John Tyler Highway and Green Spring National Historic Site and the logic behind the height waiver request.

The DRC discussed concerns with the view of the buildings from Green Spring National Historic Site. Mr. Basic noted that the view should be considered from within the park in addition to from Centerville Road in the event that the National Park Service ever develops more facilities. Mr. Tim O'Connor asked the applicant to provide more information about and for a photo of the existing 5-story apartment building on the property. Mr. Basic expressed concern over the view of the buildings for residents in First Colony.

The DRC and Ms. Trant discussed whether parking could be placed underground rather than on the first floor, but Ms. Trant noted that the water table in this area is too high to accommodate underground parking.

The DRC and Ms. Pollock discussed the intent behind the height limitation in the proffers and the additional proffer requiring a 150 foot greenbelt buffer along John Tyler Highway and 50 foot buffer along the boundary with the National Park Service. Both buffers are respected by this proposal. The DRC also discussed that it appears from the original master plan, that this portion of the property was intended to be developed at some point and that they were less concerned with the density of the addition and more concerned with minimizing the visual impacts of the buildings and the building height within the context of the surrounding area. Ms. Pollock and Ms. Trant noted that they are scheduling a balloon test to help verify possible visual impacts from the park and John Tyler Highway and will inform the Planning Commission members when that is scheduled.

ADJOURNMENT

On a motion by Mr. Basic, the meeting was adjourned at approximately 4:40 p.m.

Mr. George Drummond, Chairman

Mr. Paul Holt, Secretary

CONCEPTUAL-0095-2015. New Town Shared Parking Update
Staff Report for the January 27, 2016 Development Review Committee Meeting

SUMMARY FACTS

Applicant: Mr. Larry Salzman
Land Owner: New Town Associates

Proposed Use: Mixed Use (Primarily Commercial & Residential)

Location: **New Town Section 2&4: Town Center**
Block 2 (William E. Wood Building)
Block 3 (Main Street)
Block 4 (Pecan Square)
Block 5 (SunTrust Building/Corner Pocket)
Blocks 6 & 7 (Movie Theater & Adjacent Parking Lot)
Block 8 (Residential)
Block 9 (Community Building)
Block 10 (Mixed Use Buildings & Residential)
Block 11 (Residential)

Tax Map/Parcel No.: 3840100050, 3842400006, 3822400005, 3842400015, 3822600002, 3822400012, 3842400001C, and 3842400001D

Primary Service Area: Inside

Parcel Size: +/- 86 acres

Zoning: MU, Mixed Use, with Proffers

Comprehensive Plan: Mixed Use

Reason for DRC Review: To allow for general off-site parking and shared parking for all of the blocks listed above as part of the quarterly review of off-site and shared parking at New Town.

Project History:

- Planning Commission: At its March 1, 2004 meeting, the Planning Commission approved the Development Review Committee's recommendation to approve off-site parking, shared parking and waive the minimum off-street parking requirements per the Zoning Ordinance as long as parking provided is in accordance with the New Town Design Review Guidelines of Section 2 & 4.
- A quarterly review of New Town's shared parking plan by the DRC is required because it was a condition of the DRC's initial blanket approvals in 2004 to waive minimum off-street parking requirements and permit shared parking. As this section of New Town has approached build-out and development has slowed, the DRC voted to move to a bi-annual update.
- Development Review Committee: The full parking report was last reviewed by the DRC on April 29, 2015, where the DRC recommended the following to the Planning Commission: approval of the update and implementation of time limited parking in identified private parking areas. The DRC recommended that time restrictions for parking spaces on public streets and restrictions of recreational vehicle parking be evaluated in accordance with the County's Administrative Regulation 51.

Staff Contact: Leanne Pollock

Phone: 253-6876

STAFF RECOMMENDATION

The last Town Center parking update review occurred on April 29, 2015 when the DRC recommended approval to the Planning Commission. There have been several minor changes to uses within the shared parking area such as the second floor of the Paul's Deli building converting to office space and the addition of outdoor seating for Blaze Pizza on Main Street. These did not remove any parking spaces from the supply and did not materially increase the demand for spaces. The shared parking continues to reflect that New Town has a shortage of 67 parking spaces in the 2 p.m. peak hour and a surplus of 277 spaces in the 8 p.m. peak hour. There are still additional on-street parking spaces located around the fringes of the Town Center area that are available but are not counted in the supply and demand table. New Town Associates and staff believe that the current supply of parking spaces is sufficient to accommodate demand.

Hotel Site:

The applicant has requested that the currently undeveloped hotel parcel located in Block 11 on Shannon's Place behind Legacy Hall (see attached map) be removed from the shared parking plan. The implication would be that the hotel would have to be self-parked on the approximately 2.15 acre parcel and could not rely on adjacent on-street or other available spaces in central parking lots without coming back to the Development Review Committee to request a waiver to on-site parking requirements. Staff does not have any opposition to removing the hotel site from the shared parking plan.

Handicap Parking:

The DRC previously requested a follow-up discussion regarding the availability of handicap parking, specifically on Main Street. The applicant did not include information in the shared parking report; however, he is prepared to give an update and discuss this topic further at the DRC meeting.

Review Timing:

The applicant has requested that this shared parking update be the last one. Section 2&4 is largely built-out with only two areas remaining for development – the hotel site (which is proposed to be removed from the shared parking plan) and the vacant parcel in Block 6&7 on Center Street behind the movie theater (which has an approved site plan for retail that expires in 2017) (see attached map for parcel locations). Staff agrees that the area is reaching build-out and believes that changes in the future will be infrequent and can be analyzed and processed by Planning Division staff. The ordinance provides that the DRC be consulted in the event of a conflict between the applicant and staff or should the applicant appeal a staff decision.

Staff comments on the New Town Shared Parking Annual Update are in bold after each condition:

1. New Town Associates establishes and updates a chart and accompanying site layout plan that details building square footage and use, New Town Guidelines Parking Requirements, shared parking methodology and details the number of parking spaces allocated on-site and off-site. The chart should be structured in such a manner that illustrates that off-site parking is not allocated multiple times. The chart and accompanying site layout plan would be submitted for review and approval on a quarterly basis by staff and the Development Review Committee via the consent calendar. A quarterly review will allow for new lease negotiations to develop, construction of buildings, and verification that the off-site and shared parking methodology is realistically working. DRC approval would be issued for a block by block waiver of parking requirements and to permit off-site parking.

The update was previously reviewed at the April 29, 2015 DRC meeting. A revised chart is attached to this staff report. There were no material changes to the supply/demand balance. Given that this area is predominately developed, the applicant has requested that no further shared parking updates be required to be reviewed by the DRC.

2. A letter is submitted for review and approval by the County Attorney and shall be added to the attached parking overview that documents the permanent availability of the off-site and shared parking.

The New Town Owner Association Documents, which have been reviewed and approved by the County

Attorney, addresses the permanent availability of the off-site parking.

3. Any change by New Town Associates to the shared parking methodology in the attached report on basic parking overview will be approved by the DRC at a quarterly review.

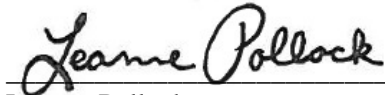
The DRC previously approved bi-annual reviews rather than quarterly reviews of the update. There have been no changes to the adopted methodology, with the exception of the minor change for calculating spaces for the fitness center expansion which was explained and endorsed at the October 27, 2010 DRC meeting. The applicant has implemented time limited parking on Main Street on a trial basis, plans to implement time limited parking in private parking lots shortly, and is working through necessary approvals to implement time limited parking on public streets.

4. If at any time New Town Associates does not responsibly update the master chart on a quarterly basis or the DRC does not find the updated parking figures acceptable, off-site parking review shall revert back to an individual building basis. **While not on a quarterly basis, the applicant has been diligent in providing the requested shared parking updates to staff and the DRC in a timely fashion and in accordance with recommendations.**

5. In July of 2006, New Town Associates conducted a study of the overall New Town parking supply and demand for the DRC to review and approve. In addition to evaluating this study, the DRC will review how frequently this overall study needs to be conducted, evaluate the entire parking review process, and make any changes as necessary.

The DRC has the authority to change the scope and process for reviewing shared parking in New Town. As previously noted, the applicant has requested that the hotel parcel be removed and that no further shared parking updates be required.

Staff recommends that the DRC approve the attached parking update, remove the hotel parcel from the shared parking plan and concur that no further regular shared parking updates are necessary. Staff recommends that any future changes to parking be handled on a case-by-case basis through site plan review and in coordination with Town Management to provide updated shared parking calculations on an as-needed basis.



Leanne Pollock

Attachments:

1. Shared Parking Report
2. Shared Parking Location Map

**New Town
Shared Parking Report**

OVERVIEW

The Shared Parking Plan for the Town Center in New Town was first approved by the Planning Commission (based on the recommendation of the Development Review Committee) on March 1, 2004. There have been 23 additional appearances before the DRC and/or the Board of Supervisors since the original approval. The last detailed update was prepared in April 2015.

RECENT CHANGES

Since April 2015, there are several minor things that have happened which affect parking in New Town. They include:

Electric Car Charger – An electric car charging station became operational in New Town in the summer of this year. The charging station will be located in Block 6/7, which is the parking area next to the movie theater. The charging station occupies two parking spaces in the row of parking closest to Courthouse Street.

ADDITIONAL PARKING

New Town has about 141 parking spaces near the Town Center that have not been included in the Shared Parking Plan. They were considered to be additional parking which was available in New Town, when needed, but they have not been included in the Shared Parking calculations. The 141 spaces of additional parking remain available when needed.

TIME LIMIT PARKING

The New Town Shared Parking Plan, as conceived, anticipated that time limited parking would be a component of the overall plan. As stated in the book *Parking Management Best Practices*, by Todd Litman "In a typical commercial area, the most convenient parking spaces should be regulated for short term use. Such spaces usually have 30 to 120 minute time limits so each space can serve 6-12 vehicles per day." Most of the roads in New Town are or will be public roads which will be maintained by VDOT. We were waiting for VDOT to accept our roads, before seeking approval from the DRC for some time limited parking areas in New Town. Accordingly, in May 2013 we submitted to DRC a proposal to allow time limited parking on Main Street in New Town, since

Main Street is a private road and will not be maintained by VDOT. Several merchants on Main Street had suggested that time limited parking on Main Street would be beneficial.

Main Street has 129 parking spaces (including conversion of four handicapped spaces to create six conventional spaces). In June 2013 the DRC provided blanket approval of time limited parking for all spaces on Main Street, with time limits up to a maximum of 4 hours. After several meetings with business owners we determined that a 4 hour time limit for parking on all of Main Street was the best plan. We implemented this plan last year with signage, and notices to businesses along Main Street. We have a very high level of voluntary compliance. Enforcement consists of stickers warning of a violation, with the potential for towing if necessary. All enforcement is handled by New Town.

Most of the streets in New Town will be public streets and maintained by VDOT. Most of these public streets were accepted by VDOT on September 9, 2014. Approval to implement time limited parking in the balance of New Town has previously been presented to the James City County Administration, Planning Staff, County Attorney, Police Department, and others, and was approved. We expect to begin implementation early in 2016.

SUMMARY AND CONCLUSION

The Shared Parking Plan is mature and the area served by Shared Parking is nearing full development. Supply and demand are in balance. Bus, bicycle and pedestrian usage minimizes parking demand and these uses should all continue to grow. As time limit parking is introduced it will increase the efficiency of the overall shared parking concept. The success of the Shared Parking Plan has allowed for the development of a successful mixed use "town center", which requires about 800 fewer parking spaces than the same uses if they were built without a Shared Parking Plan.

Supply and demand numbers are presented below.

New Town Blocks 2, 3, 5, 6, 7, 8, 9, 10, and 11, combined Parking Worksheet

Supply (w/o Garages)

<u>Block</u>	<u>Central Lots</u>	<u>Streets</u>	<u>Total</u>
2	391	77 (1)	468
3	434	68 (1)	502
5	327	33	360
6/7	283 (2)	37	320
8	122	23	145
9	N/A	36	36
10	207	32	239
Total	1,764	306	2,070

(1) Includes parking near gazebo.

(2) This includes for two spaces for the electric car charging station and a gain of one space for conversion of two handicapped spaces into three conventional spaces.

Comments: Supply in the central lots and on the streets immediately adjacent to the central lots is about 2,070 parking spaces. We expect about 10 spaces have been (or will be) lost for additional dumpsters and/or fire hydrants. The supply count does not include the north side of Discovery Park Boulevard (about 40 spaces), both sides of Casey Boulevard (about 67 spaces), Center Street between Lydias Drive and Casey Boulevard (about 18 spaces), Foundation Street between Lydias Drive and Casey Boulevard (about 14 spaces), or any spaces on the residential alleys and streets.

**Block by Block
Supply – On Street Summary**

Block 2	Courthouse Street – 1 Side	12	
	Main Street – 1 Side	<u>65</u>	
			77
Block 3	Courthouse Street – 1 Side	4	
	Main Street – 1 Side	<u>64</u>	
			68
Block 5	Courthouse Street – 1 Side	10	
	Center Street – 1 Side	12	
	New Town Avenue – 1 Side	<u>11</u>	
			33
Block 6/7	Courthouse Street – 1 Side	9	—
	New Town Avenue – 1 Side	16	
	Center Street – 1 Side	<u>12</u>	
			37
Block 8	New Town Avenue – 1 Side	11	
	Center Street – 1 Side	<u>12</u>	
			23
Block 9	Center Street – 1 Side	16	
	Foundation Street – 1 Side	16	
	Street at Rear – Both Sides	<u>4</u>	
			36
Block 10	New Town Avenue – 1 Side	9	
	Foundation Street – 1 Side	9	
	Discovery Park Boulevard – 1 Side	<u>14</u>	
			32
	Total Street Parking		306

		Block by Block					
<u>Block</u>		2 PM	Supply	Difference	8 PM	Supply	Difference
		<u>Demand</u>			<u>Demand</u>		
2	Office – 54,400	211			15		
	Retail – 80,600	<u>297</u>			<u>266</u>		
		508	468	-40	281	468	+187
3	Office – 25,360	97			7		
	Retail – 76,500	282			253		
	Fitness Center (26,200)	35			97		
	Residential Units - 0	<u>0</u>			<u>0</u>		
		414	502	+88	357	502	+145
5	Office – 65,000	252			18		
	Retail – 25,700	95			85		
	Residential Units – 22	<u>29</u>			<u>35</u>		
		376	360	-16	138	360	+222
6/7	Office – 11,500	45			3		
	Retail – 56,100	207			185		
	Theater – 2,090 seats	<u>209</u>			<u>523</u>		
		461	320	-141	711	320	-391
8	Office – 15,500	52			4		
	Retail – 6,500	24			22		
	Residential Units – 45	<u>60</u>			<u>68</u>		
		136	145	+9	94	145	+51
9	Legacy Hall – 250 seats	43	36	-7	45	36	-9
10	Office – 7,900	31			2		
	Retail – 39,600	146			131		
	Residential Units – 60	<u>22</u>			<u>34</u>		
		199	239	+40	167	239	+72
Total		2,137	2,070	-67	1,793	2,070	+277

Comments: The peak demand shortage of 67 spaces is not material. The theater and the restaurants tend to provide little demand at 2:00 p.m. on a weekday. Time limit parking, when initiated, will facilitate the turnover of some prime spaces and should facilitate parking in the busiest areas. Block 6/7 supply includes two spaces for the electric car charging station.

New Town Shared Parking Boundaries

