

## **AGENDA**

### **DEVELOPMENT REVIEW COMMITTEE**

July 5, 2006  
4:00 p.m.

JAMES CITY COUNTY GOVERNMENT COMPLEX

Conference Room, Building A

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1. Roll Call
2. Minutes
  - A. May 31, 2006
3. Public Comment
4. Cases and DRC Discussion
  - A. C-61-06 New Town: Town Center Parking Overview
  - B. S-59-05 Peleg's Point Section 6
5. Public Comment
6. DRC Recommendations
7. Adjournment

AT A REGULAR MEETING OF THE DEVELOPMENT REVIEW COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD IN THE BUILDING A CONFERENCE ROOM AT 4:00 P.M. ON THE 5<sup>th</sup> DAY OF JULY, TWO THOUSAND SIX.

ROLL CALL

Mr. James Kennedy, Chair  
Mr. Don Hunt  
Mr. Jack Fraley  
Ms. Mary Jones

ALSO PRESENT

Mr. Matthew Smolnik, Planner  
Ms. Kate Sipes, Planner  
Mr. William Cain, Environmental Engineer  
Mr. Mike Woolson, Environmental Engineer  
Mr. Scott Thomas, Environmental Engineer

MINUTES

Following a motion by Mr. Fraley and seconded by Ms. Jones, the DRC approved the minutes from the May 31, 2006 meeting without correction by a unanimous voice vote.

PUBLIC COMMENT

There being no speakers, Mr. Kennedy closed the public comment period at 4:04 P.M.

CASES AND DRC DISCUSSION

C-61-06 NEW TOWN BLOCK: TOWN CENTER PARKING OVERVIEW

Mr. Matthew Smolnik presented the staff report stating that there have been only minor changes in the shared parking situation from the April DRC review. Mr. Larry Salzman highlighted the two literature works on shared parking and briefly described the findings of several shared parking studies around the country. Mr. Salzman stated that it was difficult to quantify parking numbers in New Town due to the changing tenants who occupy the buildings in the Town Center. Mr. Salzman continued by stating that office, medical and financial uses were very good for the shared parking concept and that there are several overflow parking locations, including Towne Bank, Langley Federal Credit Union, the Methodist Church, the Courthouse and the Discovery Park section of New Town. Mr. Kennedy questioned whether the aforementioned overflow parking locations would affect the local traffic patterns, timing of traffic signals and crosswalks. Mr. Salzman stated that he believes the supply of parking on the property will be adequate and that things will improve as construction finishes on other parking spaces and then outlined the crosswalk plan across Monticello Avenue and reassured the DRC that the

overall parking plan will work in the Town Center. Ms. Jones asked whether or not there was a limit on the total number of vehicles a resident may own and park in the Town Center. Mr. Salzman stated that there is no limit on the number of vehicles one can own and referred back to the literature that recommends that one space be reserved per residential unit. Ms. Jones asked whether or not the overall New Town shared parking plan and the works of literature referenced by Mr. Salzman took into account the additional traffic due to tourists. Mr. Salzman reassured the DRC that the New Town plan would work and that the tourist numbers have been accounted for in their study. Mr. Fraley thanked Mr. Salzman for citing the works of literature and asked when would the demand parking numbers be updated? Mr. Salzman stated that the 2:00 pm peak hour is what the original study was tailored around and he believes the peak hour demand will be the same in the future. Mr. Fraley asked what the fallback strategy was for the overall shared parking plan for the Town Center and Mr. Salzman stated that the fallback plan was a parking deck. There being no further discussion and following a motion by Mr. Fraley and seconded by Ms. Jones, the DRC voted unanimously to recommend approval of the annual review of New Town Section 2 & 4 shared parking.

#### S-59-05 PELEG'S POINT, SECTION 6

Ms. Kate Sipes presented the staff report stating this case had been deferred from the May meeting, at which time staff had recommended preliminary approval based on agency comments. Due to questions raised at that meeting, staff now recommended denial based on revised comments from the Environmental Division. Ms. Sipes also presented the applicant's desire to request deferral and stated staff had no objections. Furthermore, Ms. Sipes explained a sidewalk waiver request had been submitted by the applicant; staff had no objections to this request.

Mr. Kennedy acknowledged the applicant's representatives in attendance: Mr. Eric DuBois, Mr. Duane Potts, Mr. George Fiscella, and Mr. Matt Roth. Mr. Fiscella presented a brief history of the development, known drainage issues, and recent improvements.

Mr. Fraley requested a written statement from the HOA prior to action being taken by the committee.

A lengthy discussion followed regarding the known drainage issues in existing sections of the development, the Committee's desire to avoid some of those same complaints in this proposed section, and possible solutions presented by the applicant's representatives. Mr. Fraley cited Section 19-32 of the Subdivision Ordinance and inconsistency with the conceptual plan created for the overall development as major issues.

Mr. Roth indicated that some areas were assumed to be RPA at the time of the conceptual plan and therefore not considered for lot layout. Mr. DuBois continued that this area was not needed at the time of the conceptual plan to reach the number of lots desired, so indicating it would be placed in conservation area made sense at the time. A discussion of RPA determination and building envelope followed, with the applicant expressing

frustration that it appears all technical issues have been addressed with staff and the Committee was not inclined to support the project. Ms. Jones indicated that, in order to serve the best interest of the public, we should be trying to diminish standing water as much as possible. Mr. DuBois responded that it would be impossible to eliminate standing water without adversely impacting wetlands, so no matter what happens on this property there will always be standing water. Mr. Fraley stated that if little change is made to the lot layout it would likely be difficult to obtain the approval of the DRC. He further stated the applicant should address all outstanding Environmental Division comments before bringing the project back to the Committee.

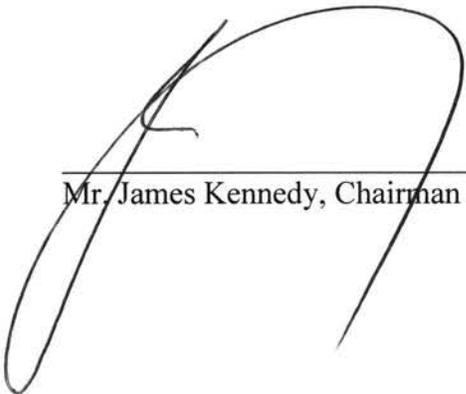
After a continued discussion, the case was indefinitely deferred. The applicant was instructed to notify staff when a revision was ready to come back before the committee.

#### PUBLIC COMMENT

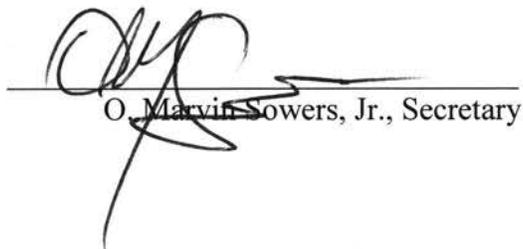
There being no speakers, Mr. Fraley closed the second public comment period at 5:29 P.M. (Due to illness, Mr. Kennedy excused himself early and turned the meeting over to Mr. Fraley).

#### ADJOURNMENT

There being no further business, the July 5, 2006 Development Review Committee meeting adjourned at 5:30 P.M.



Mr. James Kennedy, Chairman



O. Marvin Sowers, Jr., Secretary

**CONCEPTUAL 61-06. New Town: Town Center Parking Overview**  
**Staff Report for the July 5, 2006 Development Review Committee Meeting**

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**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 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)

Tax Map/Parcel No.: (38-4) (1-50)

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 annual review of off-site and shared parking at New Town.

**Project History:**

- Planning Commission: At their 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 for Block 2 and Block 5 of New Town, Section 2 & 4.
- Development Review Committee: Every quarter.

Staff Contact: Matthew J. Smolnik

Phone: 253-6685

**STAFF RECOMMENDATION**

The last quarterly review occurred on April 26, 2006 when the DRC approved shared parking for Blocks 2, 3, 5, 6, 7, 8, 9 & 10 of Section 2&4. The New Town shared parking plan is before the DRC for its annual review of calculations. Regarding the current annual update, there have only been a few minor adjustments in Blocks 6 and 2 with a net gain of three parking spaces. Staff recommends the DRC approve the July 2006 annual update for shared parking in New Town, Section 2&4, Blocks 2, 3, 5, 6, 7, 8, 9 & 10. Staff further recommends that the current system of quarterly parking updates be continued. The next quarterly review of the New Town shared parking review process will be due at the September 27<sup>th</sup> DRC meeting.

**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, Zoning Ordinance parking requirements, 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 Annual Update is attached for your review. The 2 p.m. peak demand for the above mentioned blocks is approximately 2, 179 spaces, or approximately 89 spaces more than the total supply. The applicant has explained in the narrative how this shortcoming should be compensated through bus and bicycle traffic and controlled parking. The applicant cites two recent books that outline shared parking statistics and offer suggestions as they relate to the shared parking methodology. Staff finds the parking calculations satisfactory.**

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.

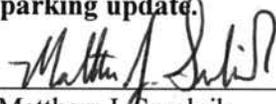
**There have been no changes in the methodology.**

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.

**To date, this condition has been met.**

5. In July of 2005, New Town Associates will conduct 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 reviewed the 2005 Annual New Town Shared Parking Update at the July 6, 2005 meeting and recommended approval to the Planning Commission. The applicant has stated that New Town Associates knows the use of all but two sites in the Town Center and they will be ready to complete the overall parking plan for the Town Center in the near future. Staff recommends that the current system of quarterly parking updates be continued with an annual review in July 2007. In accordance with their leases, tenants are currently reserving parking spaces throughout New Town based on their daily parking demand. Staff requests that the information regarding the additional placement of bicycle racks, public transit ridership counts and reserved parking spaces be updated with every quarterly parking update.**

  
Matthew J. Smolnik

Attachments: 1. New Town Shared Parking Update – May 30, 2006

# NEW TOWN

*There's A New Revolution In Williamsburg, Virginia.*



May 30, 2006

**By Hand Delivery**

Mr. Matthew J. Smolnik  
Planning Division  
James City County, VA

**Re: New Town Shared Parking – Annual Update**

Dear Matt,

Attached is the annual update on shared parking in New Town.

I am planning to attend the DRC meeting on July 5, 2006.

Please let me know if you have questions or would like additional information. Thank you.

Sincerely,  
NEW TOWN ASSOCIATES, LLC

Lawrence A. Salzman  
Managing Director

Attachment

**New Town Blocks 2, 3, 5, 6, 7, 8, 9, & 10  
Parking Report  
May 2006**

The shared parking plan for Blocks 2, 3, 5, 6, 7, 8, 9, and 10 has been previously submitted and previously approved. These Blocks will include a mixture of uses including offices, residential, retail, a community building, and a movie theatre. The parking lots for Blocks 2, 3, 5, 6, and 7 are essentially complete. Some areas in Blocks 2 and 3 are currently being used as staging areas for the construction of Main Street so some spaces in these blocks are not currently available for parking. Block 8 is nearing completion of construction and buildings in Block 8 are also under construction. The Block 8 parking lot should be completed and open within a few weeks. Construction has recently begun on the Block 10 parking lot, and the first building in Block 10 (Ironbound Gym) will open in June. Block 10 should be completed and placed into service later this year. Parking along Main Street is also currently under construction. We expect the construction of Main Street to be substantially complete in September or October of 2006 and that parking will then also become part of the overall parking supply for the Town Center.

There have been some minor adjustments. In Block 6 a land adjustment as a result of actual construction allowed for the addition of five parking spaces. We also anticipate losing two spaces in Block 2 due to relocation of a dumpster, one space in Block 3 to add a dumpster, and one space in Block 10 due to construction changes.

A number of the residential units in or near the Town Center are now complete and are occupied by residents. These include some of the townhouses for sale which are adjacent to the Town Center and also include some of the "live above" units directly in the Town Center. With residential units now occupied in the Town Center, some of the basic aspects of shared parking have become more evident. The simplest demonstration of shared parking is between a residential unit and a near by office. Typically the residential dweller would leave for work on a weekday morning and vacate a parking space, which can then be occupied during the day by the office worker. This is the underlying idea of shared parking and is now beginning to be realized in the Town Center.

We now know the use of all but two sites in the Town Center, and we now know approximately how many residential units will be located in the Town Center. In the near term, we will be ready to complete the overall parking plan for the Town Center.

In anticipation of a completed parking plan, the following observations are important:

1. A new book, *Parking Management Best Practices*, by Todd Litman, has just been published. This book, like other publications, reiterates the benefits of shared parking, and reviews the overall reduction of parking supply which can come from shared parking. This book, however, goes a step further and begins to quantify the reduction in demand from public transit, bicycle facilities, pedestrian scale mixed uses (walkability), etc.

The book includes statements such as:

“... total impacts (from various planning tools) are cumulative...”

“Urban residents make fewer automobile trips ...”

“One study found that residents in a pedestrian-friendly community walked, bicycled, or rode transit for 49 per cent of work trips ...”

“Other studies show that significant walking and cycling improvements typically reduce automobile travel 5 to 10 per cent and more ...”

“Trips are reduced an additional 5 per cent at a mixed-use development with at least 24 dwelling units per gross acre and 15 per cent or more of floor area devoted to commercial or light industry uses.”

“... renters own about half as many vehicles per household as homeowners; vehicle ownership is low for urban residents, and for households headed by people who are young (under 30).”

“Parking requirements can usually be reduced 10 to 30 percent in pedestrian-friendly areas ...”

2. The Urban Land Institute published *Shared Parking*, second edition recently.

This study indicates:

- A small reduction for parking needs for retail uses on a weekday.
- A small reduction for parking for cineplexes.
- An indication that “some reduction of customer parking needs occurs in a mixed-use project due to patronage of multiple land uses.”
- A recommendation in a mixed use shared parking plan that one parking space per residential unit should be reserved.
- A few reserved spaces for banks and other service oriented businesses will not damage the success of a shared parking plan.

3. New Town offers public transit, bicycle facilities, a shared parking plan, high density residential uses, pedestrian scale mixed uses with short walking distances, and overflow parking availability. New Town will also attract some older households (retirees and empty nesters), some younger households (students) and some tourists. These three segments of the overall market walk, ride bicycles, or use public transit more than other market segments.

4. Total parking supply for Blocks 2, 3, 5, 6, 7, 8, 9 and 10 will be about 2090 spaces. Total peak demand (for the approved Blocks) will be about 2179 spaces. Peak demand, without accounting for reductions in demand (as suggested by the

Litman book), and without the final two sites, exceeds supply by about 4% or 89 spaces.

5. The Towne Bank site, which has about 60 spaces, does not participate in the shared parking plan. These spaces are, however, convenient to the Town Center and can absorb overflow parking. The Langley Federal Credit Union facility will also have parking which does not participate in the shared parking plan but will be available for overflow parking.
6. Overflow parking can also park in the Courthouse lot, the future church lot next to the Courthouse, and future parking lots in Discovery Park (Section 3 & 6 of New Town).
7. The bus system that serves New Town is enjoying good ridership. The Red Line fares range from \$1.25 to \$1.50 and all students are free. Ridership has been in the range of 4149 to 4857 per month from November 2005 through April 2006. In addition, the Green Line also provides service from William & Mary to New Town. Ridership counts were not available for the Green Line. The successful public transit system will reduce overall parking demand in New Town.
8. Additional bicycle racks will be installed in New Town. The number and location will be determined on an as needed basis.
9. We are adding 6 reserved spaces in Block 10 to serve 6 residential units in the Green Leaf building.
10. We continue to study time restriction's (for instance 1 hour parking in front of a coffee shop) to benefit the overall parking plan.

A review of the two recent parking publications has been completed, and their conclusions and recommendations have been considered for application to the shared parking plan which is in place in New Town. The new book by Todd Litman suggests that the benefits of parking management are cumulative. He suggests that factors such as walkability (5% to 15% reduction), residential density (reduction based on units per acre), employment density (10% to 15% reduction), land use mix (reduction 5% to 10%), transit accessibility (10% to 20% reduction), house tenure (renters use less parking) and demographics (younger and older households need less parking) all reduce parking demand. The New Town shared parking plan in the Town Center will benefit to some extent from all these factors.

The new Urban Land Institute study cites reductions in certain demand factors and also reinforces the need for certain reserved spaces. The New Town shared parking plan takes these factors into account as well.

An analysis of the recent publications suggests that the Town Center will benefit from multiple factors which reduce parking demand, and that to some extent these factors are

cumulative. Based on this analysis we are currently estimating a reduction in parking demand of at least 5% to 10% (100 - 200 spaces).

It appears that overall supply can be about 100 - 200 (or more) spaces fewer than traditional peak demand and still provide adequate parking. The recent publications suggest that the benefit will be greater than this. The availability of convenient overflow supply at Towne Bank and Langley (both of these are financial institutions which are only opened limited hours) as well the Courthouse, church, and Discovery Park, should provide more than adequate parking even when special events occur.

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

**Supply (w/o Garages)**

<u>Block</u>	<u>Central Lots</u>	<u>Streets</u>	<u>Total</u>
2	391	67	458
3	497	66	563
5	322	36	358
6/7	283 <sup>1</sup>	47	330
8	121	18	139
9	N/A	21	21
10	<u>195<sup>2</sup></u>	<u>26</u>	<u>221</u>
Total	1,809	281	2,090

**Demand**

<u>Block</u>	<u>Retail (sf)</u>	<u>Usable Office (sf)</u>	<u>Apts</u>	<u>Theater</u>
2	81,472	54,300	-	-
3	90,849	17,300	2	-
5	28,202	69,200	22	-
6/7	48,100	10,400	-	2,090 Seat Theater
8	12,253	15,100	40	-
9	-	-	-	6,000 <sup>+/-</sup> sf Community Bldg.
10	<u>35,803</u>	<u>11,820</u>	<u>60</u>	
Total	296,679	178,120	124	

1. This includes 7 spaces in the service area behind the theatre
2. Does not include underground parking

**Block by Block  
Supply - On Street Summary**

May 2006

Block 2	Courthouse Street	12	
	1 side Main Street	<u>55</u>	67
Block 3	Courthouse Street	13	
	1 side Main Street	<u>53</u>	66
Block 5	Courthouse Street	12	
	1 side Center Street	13	
	1 side New Town Avenue	<u>11</u>	36
Block 6/7	1 side Courthouse Street	15	
	1 side New Town Avenue	20	
	1 side Center Street	<u>12</u>	47
Block 8	1 side New Town Avenue	9	
	1 side Center Street	<u>9</u>	18
Block 9	Center Street	9	
	Foundation Street	9	
	Street at Rear	<u>3</u>	21
Block 10	1 side New Town Avenue	12	
	1 side Foundation Street	9	
	1 side Discovery Park Boulevard	<u>5</u>	26
		<u>26</u>	
	<b>Total Street Parking</b>		<b>281</b>

**Block by Block**

		<b>2 PM</b>			<b>8 PM</b>		
		<u>Demand</u>	<u>Supply</u>	<u>Difference</u>	<u>Demand</u>	<u>Supply</u>	<u>Difference</u>
2	Office – 54,300 usable Retail – 81,472	211 <u>300</u> 511	458	-53	15 <u>269</u> 284	458	+174
3	Office – 17,300 usable Retail – 90,849	67 <u>335</u> 402	563	+161	4 <u>300</u> 304	563	+259
5	Office – 69,200 usable Retail – 28,202 Units – 41 <sup>(1)</sup>	269 104 <u>24</u> 397	358	-39	19 93 <u>41</u> 153	358	+205
6/7	Office – 10,400 usable Retail – 48,100 Theater – 2,090 seats	40 177 <u>287</u> 504	330	-174	3 159 <u>523</u> 685	330	-355
8	Office – 15,100 usable Retail – 12,253 Units – 48 <sup>(2)</sup>	59 45 <u>42</u> 146	139	-7	4 41 <u>64</u> 109	139	+30
9	Community Building	21	21	0	42	21	-21
10 <sup>3</sup>	Office – 11,820 usable Retail – 35,803 Units – 60	46 132 <u>20</u> 198	221	+23	4 119 <u>34</u> 157	221	+64
	<b>Total</b>	<b>2,179</b>	<b>2,090</b>	<b>-89</b>	<b>1,734</b>	<b>2,090</b>	<b>+356</b>

(1) 12 homes have garages and 7 have 1 additional space – we are counting ½ space for each of these 19 units as 100% market demand –  $19 \times .5$  plus  $15 = 10$ .

(2) For 40 apartments we are dedicating 1 space per unit – plus ½ space per unit for 8 carriage houses with 1 additional space each – 100% demand is then  $40 \times 1.5$  plus  $4 = 64$ .

(3) 54 Units will have 1 space per unit in an underground garage. These spaces will be dedicated and are not included in shared parking. For the other 6 units we are dedicating 1 space per unit. 100% demand on the shared parking component is 54 units at ½ space, and 6 units at 1½ spaces for a total of 36. There will also be 14 underground spaces dedicated to the retail and office uses and these are subtracted from retail demand and not included in supply.

**SUBDIVISION -059-05. Peleg's Point, Section 6.  
Staff Report for the July 5, 2006 Development Review Committee Meeting**

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**SUMMARY FACTS**

Applicant: Eric DuBois, A.D. Potts & Associates  
Land Owner: Hampton Roads Development  
Proposed Use: Residential  
Location: Neck-O-Land Road  
Tax Map/Parcel No.: (47-4) (1-42)  
Primary Service Area: Inside  
Parcel Size: 73.2 acres  
Zoning: R-1, Limited Residential  
Comprehensive Plan: Low Density Residential  
Reason for DRC Review: The development proposes more than 50 lots.  
A sidewalk waiver has been requested.

Project History:

- Planning Commission: This property was rezoned in 1986 and 1988.
- The Development Review Committee deferred this case at their May 31, 2006 meeting.

Staff Contact: Kathryn Sipes Phone: 253-6685

**STAFF RECOMMENDATION**

The applicant has submitted a letter requesting an exception from Section 24-35, based on the following reasons:

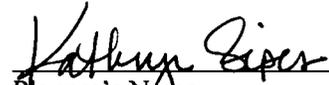
(1) there are currently no sidewalks in any section of Peleg's Point; (2) there are currently no sidewalks along Neck-O-Land Road; and (3) neither the County nor VDOT have a standard section for roads with ditches that shows a practical method for installing sidewalks.

Staff concurs with the reasons presented in the attached letter, and recommends approval of this request.

The applicant participated in the County's Development Roundtable process and has addressed various staff comments with multiple submissions. Although the Environmental Division did recommend preliminary approval at the May DRC meeting, due to questions raised by committee members, the Environmental Division has re-examined the plans with a focus on the potential for improper drainage and periodic inundation with this

proposal. On re-examination, the Environmental Division has concluded that the current plans do not adequately address significant concerns with regard to improper drainage and periodic inundation. Therefore, the Environmental Division has recommended denial of this plan. The Division comments attached provide specific recommendations for the applicant to consider in order to gain approval of the Environmental Division with a possible re-submittal.

Staff recommends preliminary approval be denied, based on improper drainage and periodic inundation issues cited in the attached Environmental Division comments, in accordance with Section 19-32 of the James City County Subdivision Ordinance.

  
Planner's Name

Attachments:

1. Subdivision Plan (previously provided)
2. Agency Comments
3. Sidewalk Waiver Request

## AGENCY COMMENTS

### Planning:

1. You have identified the following archaeological sites on these plans: 44JC576 (including 44JC577 and 44JC578 per DHR letter), 44JC567 and 44JC569, but do not show the boundaries thereof, which is what was requested. Please be sure to include the boundaries on the plat if they do not appear on future submissions of these plans.
2. Please note that prior to final plat approval Community Association documents must be submitted for review and approval by the County Attorney. These documents are not needed for the preliminary approval of these plans.

### Environmental:

Please see attached.

### JCSA:

Please see attached.

### VDOT:

Please see attached.

### County Engineer:

Please see attached.

**ENVIRONMENTAL DIVISION DRC RECOMMENDATION FOR  
PELEG'S POINT SECTION 6 (86 LOTS)  
COUNTY PLAN NO. S – 59 - 05  
June 27, 2006**

The James City County Environmental Division is revoking their previous recommendation of approval for the above referenced project to the Development Review Committee and is **not recommending** that preliminary approval be granted at this time.

Typically, by the third submittal of a plan set, information has generally been provided that assures the proposed items presented in the improvements package are capable of being installed within the limits of the project without requiring modification of the site layout, number of lots, or the limits of work. It was believed that this was the case during the last submittal of the corresponding subdivision plan and supporting documentation allowing for preliminary approval to be granted with all remaining comments to be addressed through the subdivision plan review and approval process. With the history of persistent inundation throughout the previous sections of this subdivision and the number of drainage complaints received by staff from many of the homeowners in other sections of Peleg's point, this process has been reconsidered. Combining those issues with the concerns being raised from several members of the planning commission and county staff that some of the same issues will exist in this section of development such as frequent standing water and improper drainage have led to concerns related to the general health, safety, and welfare of the public. Therefore, in an effort to avoid creating improper drainage conditions as found in previous sections of this development, the environmental staff will require the submittal and approval of information that will address the following concerns and comments prior to a recommendation of preliminary approval to the members of the Development Review Committee;

- 1) Information must be provided to reflect that all grading will be conducted on site and that all proposed drainage channels will maintain positive drainage to an adequate and defined channel. Should this requirement entail additional land disturbance within the limits of wetlands, all approved permits must be obtained prior to a recommendation of preliminary approval from our division.
- 2) Information must be provided to show that the proposed grading will not raise the elevation corresponding to the 100-year flood elevation or alter the horizontal limits of the 100-year floodplain.
- 3) Information must be provided to reflect that all stormwater conveyance systems will be capable of proper function during their appropriate design storm events. For example, the water surface elevation corresponding to the 10-year storm for the proposed stormwater management basins promotes flooding of all drainage components and information must be provided that reflects these systems will draw down in a minimum of 48 hours while meeting the James City County Stream Channel Protection Criteria.
- 4) Staff recommends the removal and/or combining and reconfiguring of the following lots: 129 through 132; 138 through 143; 153, 154, 158, 164 through 169; 172 through 179; 190, and 189. Revisions to these lots will permit the development of the land while significantly reducing the potential for persistent and frequent inundation of single family lawn areas resulting from improper drainage and decrease the potential for high water encroachment onto the proposed lots.



MEMORANDUM

Date: April 17, 2006  
To: Kate Sipes, Planner  
From: Craig Pittman, P.E. <sup>C.P.</sup> – Civil Engineer  
Subject: SP-059-05, Peleg's Point, Section 6 (Construction Plans)



James City Service Authority has reviewed these plans for general compliance with the JCSA Standards and Specifications, Water Distribution and Sanitary Sewer Systems and has the following comments for the above project you forwarded on April 10, 2006. Quality control and back checking of the plans and calculations for discrepancies, errors, omissions, and conflicts is the sole responsibility of the professional engineer and/or surveyor who has signed, sealed, and dated the plans and calculations. It is the responsibility of the engineer or surveyor to ensure the plans and calculations comply with all governing regulations, standards, and specifications. Before the JCSA can approve these plans for general compliance with the JCSA Standards and Specifications, the following comments must be addressed. We may have additional comments when a revised plan incorporating these comments is submitted.

General Comments:

1. The date of the signed and dated professional seal affixed to the plan shall reflect the latest revision.
2. A site plan checklist has been developed to aid in plan development and review of the plans submitted. The Applicant can download a copy of the Checklist from JCSA's website. A copy is attached for your use.
3. Provide a copy of the hydraulic analysis for the proposed waterline extension.
4. Provide an overall utility plan. Show the layout and main line sizes.

Sheet 3

1. Provide call outs at the utility connection locations.

Sheet 6

1. Relocate the water service to Lot 135 so the tap is not under the storm structure.

Sheet 11, 12, 14

1. Provide a full 20' JCSA utility easement over the existing FM for its entire length in Section 6, rather than just Lots 163 and 164.

Sheet 14

1. Show the Existing JCSA easement that is called out.

Sheet 21

1. Revise the note at station 1+50 Moonlight Point to reference station 0+20 instead of station 0+50.

Landscape Plan

1. The proposed fire hydrant at the entrance from Neck of Land Road has the landscaping too close. Relocate the shrubs to provide 5' of separation and the trees to provide 10' of separation.

Please call me at 253-6679 if you have any questions or require any additional information.



# COMMONWEALTH of VIRGINIA

GREGORY A. WHIRLEY  
ACTING COMMISSIONER

DEPARTMENT OF TRANSPORTATION  
1700 NORTH MAIN STREET  
SUFFOLK, VA 23434

June 26, 2006

Kate Sipes  
James City County Planning  
Post Office Box 8784  
Williamsburg, Virginia 23187

Ref: Peleg's Point, Section 6  
County Plan Number S-059-05  
Neck-O-Land Road (Route 682), James City County

Dear Ms. Sipes:

We have completed our review of the above referenced subdivision plan and offer the following comments:

- 1) The most recent version of the PB-1 version dated 7/2005 should be used. This information is available online on the 2001 VDOT Road and Bridge Standards.
- 2) Add the following statement under PB-1: "All pipes 36"-48" shall have a minimum of 12" crush run bedding in dry soils and a minimum of 12" of No. 57 stone bedding in saturated soil."
- 3) Provide boring logs at the locations of proposed box culverts on the state right of way showing the soil horizons 10 feet under the invert elevations and showing the foundation recommendation for the proposed box culverts.
- 4) Use VDOT Select Material Type II minimum CBR-20 for backfills. Attach this specification in to a statement in the VDOT Notes (typically Item 13).
- 5) The Drainage Narrative indicated that hydraulic calculations were performed for the culverts, storm sewer, box culverts and ditches, yet no calculations were provided for review. Please refer to the VDOT Drainage Manual for the required calculations and appropriate forms to submit.

Peleg's Point, Section 6  
June 26, 2006  
Page Two

- 6) Culverts and storm sewers with 12" diameter shall be limited to 50' length. Please review plans and increase the pipe size to 15" diameter where appropriate.
- 7) Review the lengths of cross drain culverts to insure appropriated plan length in accordance with Std. ES-1 in the Road and Bridge Standards.
- 8) The proposed box culverts should be designed and constructed in accordance with the current Road and Bridge Standards. Detailed drawings for the box culverts and wingwalls should be included in the plans.
- 9) Details of Stone for Erosion Control, Std. EC-1 of the Road and Bridge Standards should be included in the plans.
- 10) The plans and drainage calculations should be resubmitted for review once the above comments have been addressed.

When the above comments have been addressed, please submit three sets of revised plans to this office for further review. Also, attach a letter noting what action was taken to correct the above comments and any revisions that may impact the right-of-way.

Should you have questions please contact me at (757) 253-4832.

Sincerely,



Khoi T. Nguyen, P.E.  
Staff Engineer

County Engineer Comments  
Wayland Bass

PELEGS POINT SECTION SIX;  
CHANGE ALL RPA SIGNS TO CONSERVATION EASEMENT SIGNS ON ALL  
PAGES;

SHEET 3 OF 28;

SHOW 12" X 18" SIGN ON EAST SIDE OF PELEG'S WAY;

SHOW 6" X 8" SIGN ON SOUTH SIDE OF LOT 112;

SHOW 6" X 8" SIGN ON NORTH SIDE OF LOT 160;

SHEET 6; DELETE THE CONSERVATION EASEMENT ON THIS PAGE; IT IS TOO  
NARROW;

SHEET 9;

DELETE THE CONSERVATION EASEMENT NORTH OF THE MATCH LINE; IT IS  
TOO NARROW;

THE REMAINING CONSERVATION EASEMENT LINES ARE TOO IRREGULAR;  
DELETE THE EASTWARD PROJECTION AT LOT 139;

SHEET 10; ADD A SIGN NEAR THE WESTERN MATCH LINE;

STRAIGHTEN EASEMENT LINES AT LOTS 140 AND 141;

SHEET 11; ADD A SIGN AT LOT 160;

DELETE THE CONSERVATION EASEMENT AT LOT 194; ITS TOO NARROW;

SHEET 14; DELETE THE CONSERVATION EASEMENT AT LOTS 190, 191, 193;  
TOO NARROW;

SHEET 15; DELETE THE CONSERVATION EASEMENT BELOW CONTOUR 10;  
TOO NARROW;

SHEET 16; ADD A 12" X 18" SIGN AT THE SOUTHWEST CORNER OF THE BMP;

SHEET 18; ADD ONE 6" X 8" SIGN AT LOT 175.

**ADPA**



**A. D. Potts & Associates, Inc.**

11524 Jefferson Avenue  
Newport News, Virginia 23601  
Phone: (757) 595-4610  
Telefax: (757) 591-2723

February 22, 2006

Mr. Matthew Arcieri  
Senior Planner  
James City County Development Management  
P.O. Box 8784  
Williamsburg, VA 23187-8784

Re: Peleg's Point Section Six

Dear Sir,

Per Section 24-35, sidewalks are required in this section. We request a waiver for the sidewalk requirement based on the following concerns:

1. There are currently no sidewalks in any section of Peleg's Point subdivision.
2. There are currently no sidewalks on Neck-O-Land Road that will tie to Peleg's Point subdivision.
3. The County and VDOT do not have a standard section for roads with ditches that shows a practical method for installing sidewalks either within or outside of the Right of Way in cut and fill sections, especially at tie-in points at driveways. The area for the requested sidewalks will have to cross 9 driveways if placed on the northern side of Peleg's Way. It would cross 3 driveways, 5 ditches and two streets if on the southern side of Peleg's Way.

If you have any questions, please call.

Sincerely,

*Eric R. DuBois*

Eric R. DuBois, L.S.  
Survey Coordinator