

# Planning Commission Agenda

October 1, 2001 7:00 p.m.

## 1. Roll Call

## 2. Minutes - September 5, 2001

## 3. DEVELOPMENT REVIEW COMMITTEE REPORT (Separate Attachment)

## 4. Public Hearings

### A. Case No. Z-5-00. New Town Office Building

Mr. Vernon Geddy, III, has applied on behalf of G-Square, Inc., to rezone approximately 1.6 acres from R-8, Rural Residential, with proffers and M-1, Limited Business/Industrial, to B-1, General Business, with proffers. A five-story office building is proposed to be constructed on this property which is located at the corner of Monticello Avenue and Ironbound Road Relocated. The property is more specifically identified as Parcel Nos. (1-53), (1-2A), a portion of (1-3E) and a portion of (1-50) on the James City County Real Estate Tax Map No. (38-4).

### B. Case No. Z-3-01/SUP-19-01. New Town - Sections 2 and 4

Mr. Alvin Anderson has applied on behalf of New Town Associates, LLC, to rezone approximately 80 acres from MU, Mixed Use, and R-8, Rural Residential, with proffers to MU, with proffers. Proposed construction includes approximately 620,000 square feet of retail space, approximately 122,000 square feet of office and commercial space and approximately 525 residential units. The proposed net density for the project would be approximately 6.8 units an acre. The Comprehensive Plan Land Use Map designates this property for Mixed Use development. This property is located at the corner of Ironbound Road and Monticello Avenue and is more specifically identified as a portion of Parcel (1-50) on the James City County Real Estate Tax Map No. (38-4).

### C. Case No. Z-4-01/SUP-17-01. Prestonwood At Williamsburg Crossing

Mr. James Bradford has applied on behalf of University Square Associates to rezone approximately 11 acres from B-1, General Business, to MU, Mixed Use, and to amend the existing special use permit for Williamsburg Crossing Shopping Center to accommodate 170 townhouse units. The property is located adjacent to the Winston Terrace subdivision and can be further identified as Parcel No. (22-20) on the James City County Real Estate Tax Map No. (48-1) and is designated Mixed Use on the Comprehensive Plan.

### D. Case No. Z-5-01. Ford's Colony.

Mr. Vernon Geddy, III, has applied on behalf of Realtec, Incorporated to amend proffers associated with the 1994 Ford's Colony rezoning. The amendment request would delete a restated proffer prohibiting access from Ford's Colony onto Lexington Drive or Country Club Drive.

### E. Case No. SUP-2-01. JCSA: Route 5 Water Main Installation

## 5. Planning Director's Report

## 6. Adjournment

A REGULAR MEETING OF THE PLANNING COMMISSION OF THE COUNTY OF JAMES CITY, VIRGINIA, WAS HELD ON THE FIFTH DAY OF SEPTEMBER, TWO-THOUSAND AND ONE, AT 7:00 P.M. IN THE COUNTY GOVERNMENT CENTER BOARD ROOM, 101-C MOUNTS BAY ROAD, JAMES CITY COUNTY, VIRGINIA.

1. ROLL CALL  
Martin Garrett  
John Hagee  
Don Hunt  
Wilford Kale  
Joe Poole  
Peggy Wildman

ALSO PRESENT  
John Horne, Development Manager  
Leo Rogers, Deputy County Attorney  
Marvin Sowers, Planning Director  
Jill Schmidle, Senior Planner  
Benjamin Thompson, Planner

2. MINUTES

Upon a motion by Joe Poole, seconded by Peggy Wildman, the minutes of the August 6, 2001, meeting were approved by unanimous voice vote.

3. DEVELOPMENT REVIEW COMMITTEE (DRC)

John Hagee gave the report stating that the DRC reviewed four cases. The first case was for an exception under Sec. 24-200 of the Zoning Ordinance for the placement of underground utilities at 8828 Barnes Road. The second case was a request for a consideration of density bonuses for Skiffes Creek Village development on Pocahontas Trail in Grove. The third case was for a request by the developer of Powhatan Village for a waiver from the ordinance requirement that sidewalks be provided along internal streets. The final case was a request for a setback waiver for the proposed New Town office building at 4007 Ironbound Road. He stated that the DRC recommended approval of the first two cases and denial of the Powhatan Village request. He stated that the DRC recommended approval for the New Town office building subject to the New Town Design Review Board's review and approval.

There being no questions, motion for approval was made by Peggy Wildman, seconded by Joe Poole. In a unanimous voice vote, motion passed.

4. INTRODUCTION OF PDR ADMINISTRATOR

Marvin Sowers introduced Mike Drewry, Purchase of Development Rights Administrator, to the Commission giving a brief history of his background and the role he will take in this new position with the County.

5. CASE NO. SUP-2-01. JCSA: ROUTE 5 WATER MAIN INSTALLATION

Ben Thompson presented the staff report stating that Keith Letchworth, on behalf of the James City Service Authority, requested a special use permit to allow for the installation of a 12" water main along Route 5 right-of-way from the Seventh Day Adventist Church to the entrance of Saint George's Hundred. He stated that the applicant had made changes to the initial special use permit with some of those changes being made after the public hearing advertisement. Staff recommended that the Planning Commission defer this case until its October 1, 2001, meeting in order to allow staff adequate review time and allow adequate public notification of the new application.



Martin Garrett opened the public hearing. There being no speakers, the public hearing was closed and this case deferred to the October meeting.

6. CASE NO. SUP-15-01. WILLIAMSBURG POTTERY FACTORY - BLDG. 7 REPLACEMENT

Jill Schmidle presented the staff report stating that Richard Costello applied on behalf of the Williamsburg Pottery Factory for a special use permit to allow the construction of a new retail sales building of 6,750 square feet to replace an existing building of 5,750 square feet. Staff found the proposal to be consistent with the surrounding properties and uses and the Comprehensive Plan and recommended that the Planning Commission recommend approval with the conditions as outlined in the staff report.

Joe Poole stated he recalled that in a previous application submitted by the applicant, one condition stated that instead of landscaping the perimeter of the building, those plantings would be used along Richmond Road and asked what was the status of that project.

Jill Schmidle stated that the site plan for that project had just been submitted last week.

Joe Poole asked if there was the expectation attached to this application for additional landscaping in order to enhance the Richmond Road entrance.

Jill Schmidle stated there was not a condition regarding transfer of plants because, after consulting with the Landscaping Planner, it was determined that the transfer from the previous SUP would maximize the planting potential along Richmond Road.

Martin Garrett opened the public hearing.

Richard Costello of AES and representing the applicant said he would be happy to answer any questions of the Commission.

There being no questions of the Commission and no other speakers, the public hearing was closed.

\_\_\_\_Joe Poole made a motion for approval with the suggested condition that the plants from the previous approval be in place or bonded to insure that they are done before this building replacement proceeded.

Leo Rogers stated one option would be to put a bond in place and some type of surety or to place a condition on the SUP that no CO would be issued until all the landscape planting was in place.

Joe Poole asked how the applicant felt about that condition being placed on the SUP.

Richard Costello stated the condition would be acceptable but asked if they used the word equivalent since the plan that was recently submitted was not the same as the one the Commission saw originally. He stated the new plan was an upgrade of the entire frontage of the road including fencing and entrance walls.

Joe Poole suggested the wording "the equivalent as approved by the Director of Planning."

Richard Costello agreed to the wording suggested.

Wilford Kale seconded the motion of Joe Poole and in a roll call vote, motion passed 6-0.

AYE: Poole, Hagee, Wildman, Hunt, Kale, Garrett (6); NAY: (0).

7. CASE NO. Z-2-01/MP-2-01. VIRGINIA UNITED METHODIST HOMES - WINDSOR MEADE.

Jill Schmidle presented the staff report stating that since the August Planning Commission meeting, the applicant had submitted additional information and revised proffers that addressed the outstanding issues of staff. Staff found that the revised cash proffer for water supply was acceptable and that water and water availability were public policy issues to be discussed by the Board of Supervisors at its September 12<sup>th</sup> work session. Staff found that the moratorium proffer was a public policy issue which also had significant private impact and that the Board of Supervisors was the appropriate body to resolve this issue. Staff recommended that the Commission take one of two actions as outlined in the staff report.

Martin Garrett opened the public hearing.

Alvin Anderson of Kaufman and Canoles and representing the applicant gave a brief timetable for the submittal of this application noting it could not be submitted until the New Town Design Review Board consideration was concluded. He stated the issues remaining at the last meeting and those that he had discerned from the Commission since then, relate to noise, the buffer, the emergency access road from Jestors Lane to the facility, and water. He concluded by requesting that the Commission forward this application to the Board of Supervisors and asked for those in the audience who supported this application to please stand.

Mitchell Byrd of 115 Copse Way and a resident of the community for the past 46 years said he hoped to spend his remaining years in the community and that was why he was a perspective resident of the proposed WindsorMeade Community. He spoke to the needs of the community and the needs for future senior citizens regarding this concept of living. He encouraged the Commission to forward this to the Board of Supervisors.

Richard Boggs of 105 Butler, also a perspective resident of the WindsorMeade Community, spoke in support of this application stating that this proposal would be a positive impact to the County.

There being no further speakers, the public hearing was closed.

Martin Garrett commented that it had been at least eight years since staff and the Commission requested the Board of Supervisors to provide them with a policy with respect to proffers. He said that any policy could be termed an impact fee and stated there have been committees to study cash proffers and impact fees and presentations from other jurisdictions and their experience of using impact fees yet the County continues to be indolent. He made a motion to accept the recommendation by staff to act on the proposal based upon land use factors and allow the case to proceed to the Board of Supervisors while the Board determines future public policy. He felt that water was not the only issue and it was not fair to staff or the Commission to attempt to extract proffers on a case-by-case basis with no criteria as a guideline.

Joe Poole seconded the motion and commented that he was pleased with the progress of the proffers and the significant enhancements to eliminating the sunset clause on water mitigation. He was also pleased with the proffer assurances and suggestions that there would be an enhanced buffer along Route 199 and the resolution to the Jestors Lane neighbors with the elimination of the construction entrance and the lighting and noise impacts that were sufficiently addressed through the proffers. He said he was very supportive of the application as submitted.

Wilford Kale found it difficult to separate water from consideration of the issue. He said

if the Commission forwards this proposal to the Board and they decide to make any decision relating to proffers, the Board would then have the opportunity to send this case back to the Commission. He said because of that and because what he believed to be an honest and straight forward proposal from the developer, he supported Martin Garrett's motion.

Peggy Wildman said she supported this proposal not only because of the quality of the application but for the entire concept of continuing care facility noting that she had the opportunity to visit the Cedarfield facility in Richmond.

John Hagee applauded staff for the approach they took on this project, particularly in dealing with land use issues.

Don Hunt concurred with John Hagee and other Commission members and stated that the policy issue regarding water should be addressed by the Board and at this time the Commission had been assured by Larry Foster of James City Service Authority that the recent projects before the Commission were viable and he fully supported the motion.

In a roll call vote, motion passed (6-0). AYE: Poole, Hagee, Wildman, Hunt, Kale, Garrett (6); NAY: (0).

8. PLANNING COMMISSION ANNUAL REPORT

Marvin Sowers presented the Planning Commission's Annual Report stating it was a similar report to the previous year which had been substantially revised making it more user friendly and informative to the general public. He asked that the Commission make a recommendation of approval of this report and if approved, it would be presented by Martin Garrett to the Board of Supervisors at its joint work session with the Commission on October 2, 2001.

John Hagee commented that all of the cases listed were major cases and asked if there was a differentiation between major and minor cases, noting Hogan Day Care and Miss Vickie's Day Care were listed as major cases.

Marvin Sowers stated those case were listed because they dealt with major policy issues or were controversial within the community or were otherwise noteworthy and not something that was a routine case.

9. ADJOURNMENT

There being no further business, the September 5, 2001, meeting adjourned at approximately 7:50 p.m.

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Martin A. Garrett, Chair

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Marvin Sowers, Secretary

## Rezoning 5-00

### New Town Office Building

Staff Report for the October 1, 2001, Planning Commission Public Hearing

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*This staff report is prepared by the James City County Planning Division to provide information to the Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.*

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#### PUBLIC HEARINGS

Building C Board Room; County Government Complex

**Planning Commission:** October 1, 2001; November 5, 2001 7:00 p.m.

**Board of Supervisors:** December 11, 2001 7:00 p.m. (Tentative)

#### SUMMARY FACTS

**Applicant:** Mr. Vernon Geddy, III

**Proposal:** Rezone the property from R-8, with proffers and M-1, to B-1, General Business, with proffers to allow for the construction of a 5-story office building

**Location:** At the intersection of Monticello Ave and Ironbound Road Relocated

**Tax Map ID:** A portion of parcel (1-3E), (1-50), (1-2A) and (1-53) on the James City County Real Estate Tax Map No. (38-4)

**Primary Service Area:** Inside

**Existing Zoning:** R-8, Rural Residential and M-1, Limited Business/Industrial

**Comprehensive Plan:** Mixed Use

**Surrounding Zoning:** North: across Monticello, are undeveloped parcels zoned R-8.  
West: the Route 199/Monticello interchange.  
East: the New Quarter Industrial/Office Park and other mostly vacant parcels zoned M-1.  
South: the Mount Pleasant Church (zoned R8), a vacant parcel, and the Ironbound Road mini-storage, which are on property zoned B-1, General Business.

**Staff Contact:** Paul D. Holt, III Phone: 253-6685

#### STAFF RECOMMENDATION

The applicant has been working with the New Town Design Review Board (DRB) to finalize design details of this project. That process is still on-going and, subsequently, the applicant has requested a deferral until the November 5, 2001, meeting. Staff concurs with the applicant's request and recommends deferral.

Attachment: Deferral request letter

**GEDDY, HARRIS, FRANCK & HICKMAN, L.L.P.**

ATTORNEYS AT LAW

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VERNON M. GEDDY, JR.  
STEPHEN D. HARRIS  
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VERNON M. GEDDY, III  
SUSANNA B. HICKMAN

September 24, 2001

Mr. Paul Holt  
James City County Planning Department  
101-E Mounts Bay Road  
Williamsburg, Virginia 23185

Re: Z-5-00/Office Building at Monticello Avenue and Ironbound Road

Dear Paul:

On behalf of the applicant, I am writing to request that consideration of this case be deferred until the November Planning Commission meeting to give the applicant time to continue its work with the Design Review Board.

Sincerely,



Vernon M. Geddy III

VMG:s

cc: Mr. John Saline  
Mr. Richard A. Costello

Attachment 1

## Rezoning 3-01

### New Town - Sections 2 & 4

Staff Report for the October 1, 2001, Planning Commission Public Hearing

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*This staff report is prepared by the James City County Planning Division to provide information to the Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.*

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#### PUBLIC HEARINGS

Building C Board Room; County Government Complex

#### **Planning Commission:**

October 1, 2001 7:00 p.m.

#### **Board of Supervisors:**

December 11, 2001 7:00 p.m. (Tentative)

#### SUMMARY FACTS

#### **Applicants:**

Mr. Alvin P. Anderson and Mr. Paul W. Gerhardt of Kaufman & Canoles

#### **Land Owner:**

New Town Associates, LLC

#### **Proposal:**

To rezone approximately 80 acres to Mixed Use (MU), with proffers. If approved, currently proposed construction includes approximately 620,000 square feet of retail space, approximately 122,000 square feet of office and commercial space and approximately 525 residential units

#### **Location:**

At the intersection of Ironbound Road and Monticello Road (northwest corner), across from the Courthouse

#### **Tax Map ID:**

(38-4)(1-50)

#### **Primary Service Area:**

Inside

#### **Existing Zoning:**

Rural Residential (R-8), with proffers and an approved Master Plan, and Mixed Use (MU), with proffers

#### **Comprehensive Plan:**

Mixed Use

#### **Surrounding Zoning:**

North and West: Other undeveloped lands zoned R8, with proffers  
East: Undeveloped land within the City limits  
South: The Courthouse, AVI, and the new Post Office

#### **Staff Contact:**

Paul D. Holt, III

Phone: 253-6685

#### STAFF RECOMMENDATION

There are many outstanding issues associated with this proposal. A synopsis of these issues is contained in this report. While the applicant continues to work to address these items, staff recommends deferral until the November 5, 2001, meeting.

### Brief History and Description of the Entire Project

(most of the qualitative project description comes from the previously adopted Design Guidelines)

#### *Development of the Plan*

In August, 1995, James City County and the C.C. Casey Limited Company sponsored parallel design competitions for a Courthouse and Town Plan, respectively, to be located on approximately 600 acres known as the “Casey” property. In December, 1997, a rezoning was approved with a Master Plan and design guidelines based on the winning competition Town Plan (see below).

The completion of the Route 199 Extension and Monticello Avenue Extension have made the Casey Property both easily accessible and a center of regional activity. Indeed, the 2001 traffic counts taken by the County indicate that Monticello Avenue, in front of the Courthouse, handles 16,158 traffic trips per day.

#### *The Winning Town Plan*

The winning town plan, chosen from among 99 entries worldwide, was submitted by Michel Dionne, Paul Milana and Christopher Stienon of New York City. The program includes several civic facilities, 600,000 s.f of regional and community retail, 400,000 s.f. of office and 2,000 residential units of varying types. The plan locates a civic green at the southeast corner of the site where it becomes central to the larger Williamsburg region and a gateway to the town. A retail square is the focus of the mixed use town center. The neighborhoods are composed of a simple street and block pattern which accommodates alleys and permits a variety of lot sizes and housing types. The public spaces of the plan connect to the regional system of public open space so that the new town becomes an urban extension and center for the region.

#### *Previous County Action*

Using the winning town plan as a launching pad, on March 24, 1997, an application was filed to rezone the Casey Tract from M-1 and R-8 (Case No. Z-4-97). Proposed was a rezoning of approximately 16 acres of the Plan (Section 1) to MU, with proffers to allow for some initial and immediate construction. The 16 acres excluded the 11.5 acre Courthouse site which was being processed under a separate application (Case No. Z-10-97). The Courthouse site application requested a rezoning from M-1 and R-8 to Mixed Use (MU). The remainder of the Casey Tract (547 acres) was proposed to be rezoned to R-8, with proffers. The purpose of the R-8 zoning was to bind the remainder of the property to the Proffers and Master Plan, which set maximum densities, major roads, major open spaces and types of uses. Under the proffers, the R-8 area could not actually be developed until further rezoning to MU. The purpose for this was to implement the full development gradually. Also, by rezoning areas separately, the Planning Commission and Board will have the opportunity to gauge proposed development against current situations (in an attempt to best mitigate impacts) and to evaluate the proposed development against the Master Plan, the proffers and the design guidelines.



Following a public review of the proposal, public hearings before the Planning Commission, and two worksessions, the two proposed rezonings (the Courthouse and Section 1) to MU and the rezoning to R-8, setting forth the binding master plan and proffers (which included the design guidelines) were approved by the Board of Supervisors on December 22, 1997.

Section 1 approved uses included 146,000 square feet for Institutional and Public Uses (80,000 s.f. for the Courthouse and 66,000 s.f. for a church); 60,00 square feet for Office, Institutional/Office Mixed Uses, or Office/Commercial Mixed Uses; and 3.5 acres for Open Space.

### *Vision and Structure of the Master Plan*

The approved Master Plan is founded on these set of principles to ensure that the development will ultimately create a vital and cherished mixed use center. Primarily, this town should “encompass a more urban and humanistic approach to the design of buildings and public spaces” than the more common suburban patterns. The town should be practical from economic and infrastructure standpoints, environmentally responsive and flexible in a changing market. The town should demonstrate design and development concepts that compliment the best aspects of surrounding land uses and neighborhoods.

Throughout the adopted guidelines, references to a “village character” are used. Traditionally, a village is large enough in scale to convey a sense of place and community to its residents and visitors, but small enough to possess definite boundaries or edges. A village has a center with a mix of uses (including residential) and is organized about a system of interconnecting streets and public open spaces. A village is a pedestrian environment. Uses orient toward streets and public open spaces, avoiding enclave development, where parking is accommodated on the streets or behind the building. A village is walkable, with centers of activity or public spaces usually within a 10 minute walk from residential areas and consists of a density of development which encourage proximity of uses.

The approved Master Plan consists of 13 Sections, divided up into a Mixed Use Town Center (Section 4), the Northern and Southern Civic Districts (Sections 3 and 1, respectively), the Retail Center (Section 2), the Gateway Commercial District (Sections 9, 10, and 11), the Office District (Section 6), the Industrial District (Section 5) and Residential Neighborhood Areas (Sections 6, 7, 8, 12 and 13).

Section 1 has already been approved by the Board of Supervisors and is discussed in greater detail below. The proposed uses in Sections 2 through 13 range from single family residential to multifamily residential, from small retail stores and offices to moderately sized anchor stores and office complexes, and from institutional uses to industrial uses. Rather than set finite square footages and dwelling uses for each use in each section, the adopted master plan establishes certain uses for each section and then describes in tables the maximum square footages and dwelling units which would occur under two market scenarios.

The first scenario assumes the residential uses are built out to their maximum extent, whereas the

second scenario assumes non-residential uses are built out to their maximum extent. This system is intended to provide flexibility in determining the mix of residential and non-residential uses in each section. The results for the entire development (including Section 1) are summarized below:

	<u>Maximum Residential Scenario</u>	<u>Maximum Non-Residential Scenario</u>
Residential	2,622 dwelling units	1,731 dwelling units
Non-residential	1,526,500 square feet	2,239,000 square feet

### *Plan Flexibility*

The plan calls for a simple system of streets and blocks which allow the plan to easily adapt to change of use, density or the addition of adjacent land. There are two different block types; larger blocks at the mixed use center with large central areas for parking and a mix of uses at the perimeter, and various sized rectangular residential blocks which may accommodate alleys platted in small increments. Each block type is flexible and can accommodate a variety of uses. The larger blocks are designed to conceal the amount of parking associated with commercial uses, whereas small blocks are suited for small lot residential uses.

Within the mixed use center, any particular block may contain a mix of office, retail, institutional, or residential uses provided the buildings are built at the perimeter of the block and there is sufficient parking in and around the block to satisfy parking requirements for that block. Density is related to available parking which can be increased through the use of parking decks on larger blocks should economic conditions permit. Residential densities can be increased by reducing lot size or by an increase in multi-family residential types.

The most flexible area of the plan is outside the commercial areas where various combinations of residential lots will determine the type of housing unit that can be built.

### *The Design Guidelines*

Presented with the Plan were design guidelines. The purpose of the guidelines is to implement the vision of the winning town plan.

The guidelines establish criteria for cohesive and orderly development of the site. They establish standards for site planning, building placement, visual character and landscape design. These standards (and a process for review of each subsequent development application) will ensure that all sites are developed with a consistent level of quality from phase to phase as the project builds out over time.

The plan comprises neighborhoods, each focused about a group of streets and open spaces. These streets and spaces provide the setting for a great variety of commercial, civic and residential uses, and their character will be derived from the buildings that front on them. Thus, a goal of the guidelines is to establish a level of consistency, quality, coherence and harmony in the design of buildings within the town. Buildings are to be "good neighbors," relating to each other

in making places within each neighborhood.

The guidelines will also establish a process from which to review and approve proposed development. This process will ensure that all sites are developed consistent with the quality which initially attracts one to this community.

### *The Design Review Board (DRB)*

In the proffers for the 1997 rezoning, there was established a Design Review Board. The purpose of this Board is to review specific design proposals for conformance with the intent of the adopted Master Plan and the design guidelines.

The Board consists of 5 members, two selected by the property owner, two selected by the County, and one selected by the four members. Of the two members each selected by the owner and County, one such member must be a professional in one of the following fields: architecture, engineering, land planning, environmental consulting or landscape architecture. The fifth member of the DRB must also be in one of these selected professions.

The DRB reviews all subdivision plats, site plans, landscaping plan, architectural plans and elevations and other development plans, including Mixed Use Master Plans and requests for rezoning, for consistency with the Master Plan and design guidelines. Per the existing proffers on the property, the County shall not be required to review any development plans not receiving the approval of the DRB. The DRB currently meets once a month (the third Thursday) to review plans and proposals. A greater outline of the DRB process and procedures is attached.

The DRB has reviewed the proposed Master Plan and Design Guidelines for Sections 2 & 4 and have approved them for conformance with the adopted Master Plan and design guidelines.

### Current Proposal

The current request is to rezone approximately 80 acres in Sections 2 and 4 from R-8, with proffers, to MU, with proffers.

Section 2 is located at the corner of Monticello Avenue and Ironbound Road. The area proposes a Civic Square, Pecan Square, Court Square and up to 245,000 square feet of commercial, institutional, and/or office space.

The Civic Green is to act as the visual gateway or corner piece into the main street of the town from the east, south and west. Its character is two-fold, split by two major user groups. Where commercial and retail buildings to the north border it, its character is that of an active, urban gathering space. Primarily an area consisting of built improvements (hardscape), it is to contain similar materials and elements found in urban plazas or village open spaces. Such elements might include water features, flagpoles, monuments or small open structures. On the other corner, at the street intersection, the character of the Civic Green becomes more passive with less users but capturing more off-site visual interest. This portion of the Civic Green is to be primarily green.

Within the Court Square lies the main entrance into the Town from Monticello Avenue. Its character involves a natural setting, village entry point and pedestrian gathering space.

The Pecan Square is to serve as a gateway to the village from Ironbound Road. Seven existing large pecan trees are to be preserved.

Section 4 is immediately adjacent to Section 2. Proposed is the Village Square, the Village Green, 525-873 residential units (consisting of multifamily apartments and multifamily condominium units), and 227,500-480,000 square feet of commercial, institutional, and/or office space.

The Village Square is the center stage of all activity within the mixed-use town center. It is intended to be a multi-purpose public open space surrounded predominantly by two and three story mixed-use commercial buildings of varying sizes. These buildings will consist predominately of ground floor retail with second and third story residential and office spaces. Retail, office and higher density residential uses line the streets that lead to and from the square. The Village Square may be thought of as the town's core where shops, restaurants, small businesses, theaters and living units come together to form a lively and entertaining centerpiece.

The Village Green is to have a character separate from that of the Village Square. The Village Green would be primarily landscaping and open space (softscape) and should be designed to encourage passive activities as an amenity to the nearby residential uses. Shade trees, planting beds, fountains, and seating areas are encouraged elements of the open space.

### *Private Streets*

Street design within all of New Town is based on street design cross sections contained with the design guidelines. The cross sections include street trees, medians, and pedestrian/bicycle facilities. All streets within Sections 2 & 4 have the potential to be privately owned and maintained (non-gated); however, the intention is that all streets will be publicly owned, maintained, and constructed to VDOT standards, unless VDOT will not approve the streets as substantially described with the Guidelines. Only in this circumstance would the streets be private.

### Differences between the Adopted Plan and the Current Proposal

The current proposal for Sections 2 & 4 is generally consistent with the adopted Master Plan and original design guidelines. Several minor edits have been made to the design guidelines to allow for greater flexibility, based on market conditions, but as mentioned above, the DRB has approved the changes as being substantially consistent with the original vision. Two proposed changes need highlighting.

First, the size, shape and character of the Civic Green has been altered. As originally envisioned, the Civic Green serves as the symbolic front door to the new town and the "address" of the courthouse complex. It was a linear park stretching from the intersection of Ironbound Road and Monticello, down to Court Square. The character of the Civic Green was that of a town meeting space and primarily lawn with selected specimen trees. Flagpoles, monuments, water features or small open structures may have occurred within the Civic Green.

As currently proposed, the Civic Green would still act as the visual gateway or corner piece into the main street of the town from the east, south and west. A large grouping of deciduous street trees will define both the Civic Green and the edges of Monticello Avenue and Ironbound Road. Its character is two-fold, split by two major user groups. Where commercial and retail buildings to the north border it, its character is that of an active, urban gathering space. Primarily an area of hardscape, as mentioned previously, it is to now contain similar materials and elements found in urban plazas or village open spaces. On the other corner, at the street intersection, the character of the Civic Green becomes more passive with less users but capturing more off-site visual interest. This portion of the Civic Green is to be primarily green, with areas of landscaping acting as both a visual and spatial edge of the urban plaza, allowing views into and off of the site. Originally just under two acres in size, it is now proposed to be approximately 0.7 acres in size.

Second, the size, shape and character of the original Village Green has been altered. Originally proposed as a larger block surrounded predominately by ground floor retail with office and residential as second floor uses, it is now proposed to be split into two separate, smaller spaces known as the "Village Green" and the "Village Square." The Village Square would retain the primarily ground floor retail function of the original Village Green, while the new Village Green and the surrounding uses would be primarily residential in nature.

#### Summary of the Currently Outstanding Issues

The applicant is currently working on a myriad of issues. Generally, these include:

- making final adjustments to the master sewer and stormwater management plans;
- developing final proffers to mitigate recreation, library, transit and school impacts;
- developing final proffers to mitigate water and school impacts;
- finalizing design plans and right of way issues for Ironbound Road improvements;
- considering changes housing diversity;
- making final updates to the Fiscal Impact Study; and
- determining ownership and basic design elements of the Civic and other open spaces.

#### Surrounding Development and Zoning

The surrounding property is a mix of institutional, residential and commercial uses, with residential being the predominant use. Eastern State Hospital, which is zoned R-2, is located to the north of the Casey property. Also to the north are existing industrial properties along Tewning Road. Ford's Colony planned community is found to the north and west, as is a relatively small amount of R-8 property. Additional R-8 property developed with residences is found along Jester's Lane, on the western edge of the Casey property. Monticello Marketplace, part of the Powhatan planned community, and a residential subdivision are located to the west and south of the overall master planned area. On the eastern side of Route 199, the southern boundary is primarily industrial with New Quarter Industrial Park and undeveloped M-1 property. This undeveloped M-1 property is shown on the overall master plan; however, it is not part of New Town. To the east are additional residences, including the Ironbound Square neighborhood, a continuation of the College Woods property, and several commercial uses along Ironbound Road.

Staff believes all sections of the proposed development, including Sections 2 and 4, are

compatible with surrounding zoning and development. In general nonresidential areas of the proposed development are located away from existing residential communities or are focused internally. In addition, the overall master plan concentrates its more dense residential uses in the central part of the development, with some multi-family allowed along Monticello Avenue.

### Comprehensive Plan

The 1997 Comprehensive Plan shows the entire master planned area, which includes all the property requested for rezoning, as Mixed Use on the Land Use map. The Comprehensive Plan states that mixed use areas:

- S are centers within the PSA where higher density development, redevelopment, and/or a broader spectrum of use is encouraged,
- S are intended to maximize the economic development potential of these areas by providing areas primarily for more intensive commercial, office, and limited industrial uses when located at or near the intersections of major thoroughfares,
- S are intended to provide flexibility in design and land uses in order to protect and enhance the character of the area, and
- S require nearby police and fire protection, arterial road access, access to public utilities, large sites, environmental features such as soils and topography suitable for intense development, and proximity to large population centers.

The mixed use land designation further states that moderate to high density residential uses could be encourage in Mixed Use area where such development would compliment and be harmonious with existing and potential development. The timing and intensity of commercial development at a particular site are controlled by the maintenance of an acceptable level of service for roads and other public services, the availability and capacity of public utilities, and the resulting mix of uses in a particular area. Master plans, if not required, are encouraged. The consideration of development proposals in Mixed Uses areas should focus on the development potential of a given area compared to the area's infrastructure and the relation of the proposal to the existing and proposed mix of land uses and their development impacts. During the 1997 Comprehensive Plan update, staff added language to recognize that some Mixed Use areas are primarily intended to provide flexibility in design and land uses rather than primarily provide for more intensive nonresidential uses. The winning competition plan for the Casey property had been selected prior to the addition of this language, and it was intended that the Casey property would be one of the several properties to which this language applied.

More specifically, the Casey property and immediately surrounding properties are referenced in a separate mixed use description in the 1997 Comprehensive Plan. This description was reviewed during the 1997 Comprehensive Plan update and was intended to generally support the implementation of the winning town plan from the design competition. It states:

- S The principal suggested uses are a mixture of commercial office and limited industrial uses, with some residential uses as secondary uses;
- S Future development in this area will be conditioned on the construction of Route 199, the extension of Monticello Avenue, and the interchange at the intersection of these two roads;

- and
- S The development in this areas should be governed by a detailed Master Plan which provides guidelines for street, building, and open space design and construction which complements the scale, architecture, and urban pattern found in the City of Williamsburg.

The other primary consideration in the Comprehensive Plan for this master planned area is its location in the New Town Community Character Area (CCA) and along the Monticello Avenue, Ironbound Road, and Route 199 Community Character Corridors (CCC). The New Town CCA generally calls for a superior design which provides a balanced mixture of businesses, shops, and residences in close proximity to one another in an urban environment. It also describes more specific design standards to which development in that area should adhere. The Ironbound Road CCC and Monticello Avenue CCC are primarily suburban/urban in nature along the Casey borders, and as such, the built environment, formal landscaping, and pedestrian amenities should dominate the streetscapes in these corridors.

Staff finds that Sections 2 & 4, and the remaining sections are consistent with the Comprehensive Plan land use and CCC designation, given the uses and densities proposed in the master plan and the standards set forth in the design guidelines. Moreover, the design guidelines establish "comprehensive plans" for the Monticello Avenue and Ironbound Road corridors which meet the intent of the CCC language in the Comprehensive Plan.

#### Recommendation

There are many outstanding issues associated with this proposal. While the applicant continues to work to address these items, staff recommends deferral until the November 5, 2001, meeting.

Attached for the Commission's use is a copy of the proposed 2 & 4 plans, the Updated Community Impact Statement, the Updated Traffic Impact Study, and the revised Design Guidelines as applicable to Sections 2 & 4.

For the November 5, 2001, staff report, staff will be providing updated project proposal information, proffers as submitted by the applicant as well as an evaluation of those proffers, an evaluation of the traffic study with Virginia Department of Transportation comment, and the fiscal impact study.

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Paul D. Holt, III

#### Attachments:

1. New Town DRB letter, dated June 21, 2001
2. A copy of the Board of Supervisors staff report for the original project, for both the public hearing and for both worksessions, dated October 14, 1997, and October 28, 1997
3. Land-Use and Density Tabulation (Table 1) for the Residential Scenario and the Residential Density Derivation Methodology (Chart A) from the approved 1997 Master Plan

4. Land-Use and Density Tabulation (Table 2) for the **Non-Residential** Scenario and the Resultant Net Residential Density (Chart B) from the approved 1997 Master Plan

Separate Attachments:

1. 1997 Adopted New Town Master Plan  
(continued on next page)
2. Proposed Master Plan - 24"x36"
3. 11x17 Proposed Master Plan and illustrative plans (spiral bound packet)
4. Community Impact Statement
5. Proposed Design Guidelines for Sections 2 & 4
6. Traffic Study Information
7. DRB "Design Review Process"



## MEMORANDUM

DATE: October 14, 1997

TO: The Board of Supervisors

FROM: Tamara A. M. Rosario, Senior Planner

SUBJECT: Case No. Z-4-97, MP-2-97 - Casey/New Town

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Mr. Vernon Geddy, III, has applied on behalf of C. C. Casey Limited Company to rezone approximately 16 acres from M-1, Limited Business/Industrial, and R-8, Rural Residential, to MU, Mixed Use. Also included in this application is the request to rezone approximately 554 acres from M-1 and R-8 to R-8 with proffers. The properties are located off the extension of Monticello Avenue between Ironbound Road and News Road, and are bounded by College Woods and Ironbound Square to the east, Eastern State Hospital and Ford's Colony to the north, Jestors Lane to the west, and Brookhaven and Bradshaw's Ordinary to the south. The Route 199 extension will bisect the proposed development into eastern and western halves. The properties are further identified as parcel (1-2) on James City County Real Estate Tax Map (38-3) and parcels (1-1) and (1-7) on Tax Map (38-4).

Under the provisions of the MU Zoning District, the applicant is required to submit a master plan for the area proposed for MU zoning. In this case, the applicant has submitted a master plan, design guidelines, and supporting documents for the entire 571 acres, including the section proposed for MU (Section 1) and the sections proposed for R-8 with proffers (Sections 2 through 14). It also includes some properties under different ownership which are not part of this rezoning request. The master plan and design guidelines are the outgrowth of the winning town plan from the joint design competition held by the Casey family and James City County between August 1995 and January 1996. The selection of the winning town was made by four experts in the field of urban design and development: Grady Clay, Mary Means, Joseph Berridge, and Steven Hurtt. The master plan shows the physical layout and proposed uses of the development, while the design guidelines set the vision and standards for each of the sections of the development.

If the Board of Supervisors were to approve these rezoning requests, the applicant would have only the authority to implement Section 1 of the master plan. Sections 2 through 14 would remain R-8 and would require future rezonings to MU in order to achieve the residential and commercial densities called for in the master plan. By approving the master plan and design guidelines for the entire 571 acres, however, the Board of Supervisors would be giving conceptual approval to these future rezonings to MU and would be agreeing to review the rezonings based on their consistency with the master plan and design guidelines. The proffers clearly state the applicant's intent to gradually rezone the R-8 property to MU, in accordance with the vision set forth in the master plan and design guidelines. In anticipation of future rezonings, the applicant has requested to withdraw 75 acres from the Casey Agricultural and Forestal District. In a separate request, Mr. John T. P. Horne has applied to withdraw approximately 11.5 acres from the district for the new Williamsburg/James City County Courthouse. This accounts for a total of 86.5 acres requested for withdrawal at this time.

### PROPOSAL

#### **MU: Section 1**

As mentioned above, the overall master plan divides the properties into 14 sections. Section 1 (also known as the Southern Civic District) contains all 16 acres of the Casey property proposed for MU zoning and the 11.5 acres of the County property proposed for MU zoning in a separate rezoning request, for a total of

approximately 27 acres requested for MU zoning at this time. In addition to the overall master plan, the applicant has submitted a more detailed MU master plan for this area. The proposed uses shown on that plan are as follows:

*Section I Proposed Uses*

Institutional and Public	80,000 SF for the Courthouse 66,000 SF for a church (10% of church SF could be used for commercial, but only in a mixed-use structure)
Office Mixed Use Structure (Institutional/Office) Mixed Use Structure (Office/Commercial)	60,000 SF for all three use types (10% of this SF could be used for commercial, but only in a mixed-use structure)
Open Space (including a Civic Green)	3.5 acres

The MU master plan shows the approximate locations of these uses and potential access points and drives. It is important to note that while the current Courthouse site plan shows different locations for the Courthouse parking and internal drives than the master plan does, Phase I of the Courthouse is shown accurately and is the only portion being constructed at this time. As the MU master plan notes, achieving the overall layout shown on the master plan would require the appropriate provision of future Courthouse parking in a manner agreeable to both the County and the other Section 1 property owners.

Like the MU master plan, the design guidelines for this Section 1 are more detailed than those for Sections 2 through 14. They address such issues as street design, building placement and massing, parking and access, and visual character. An excerpt from the guidelines is attached for further explanation. These guidelines will be used by the proposed Design Review Board and the County in reviewing site development plans for the Casey property and future phases of the Courthouse property. Staff feels the design guidelines for Section 1 are strong enough to guarantee implementation of the vision for Section 1.

**R-8: Sections 2 through 14**

The design guidelines and overall master plan are more general for Sections 2 through 14. These sections contain the 554 acres proposed to be rezoned to R-8 with proffers and several properties under separate ownership which are not part of the rezoning application. Again, as proffered, the proposed Design Review Board and the County will use these documents in determining if future MU rezoning and special permit applications are consistent with the vision set forth in the MU master plan, overall master plan, design guidelines, and proffers.

The proposed uses in Sections 2 through 14 range from single family residential to multifamily residential, from small retail stores and offices to moderately sized anchor stores and office complexes, and from institutional uses to industrial uses. Rather than set finite square footages and dwelling units for each use in each section, the overall master plan establishes certain uses for each section and then describes in tables the maximum square footages and dwelling units which would occur under two market scenarios. The first scenario assumes that residential uses are built out to their maximum extent, whereas the second scenario assumes non-residential uses

are built out to their maximum extent. This system is intended to provide flexibility in determining the mix of residential and non-residential in each section. The results for the entire development (including Section 1) are summarized below:

*Summary of Maximum Residential and Non-Residential  
for Entire Development Based on Two Scenarios*

	Max Residential Scenario	Max Non-Residential Scenario
Residential	2,622 du (see below)	1,731 du
Non-Residential	1,526,500 SF	2,239,000 SF

Overriding this flexible system is a cap on dwelling units at 2,300 for the entire property and 1,650 for the portion of the property on the east side of Route 199. Discrepancies between the maximum residential dwelling unit numbers and the cap exist because the maximum residential dwelling unit numbers are calculated by adding up each section, whereas the cap is based on the entire property. Excesses in one section would need to be compensated by reductions in others. In addition, the master plan sets a 10% minimum open space requirement for developable acreage, in accordance with the requirements of the MU Zoning District. Specifics for each section are provided on Sheet 2 of the master plan.

VISION FOR THE DEVELOPMENT

While the master plan provides much of the structure for the development, the design guidelines express the vision for the development through standards and illustrative plans. The introduction section of the design guidelines, where the vision is most explicitly stated, is attached for your reference. This vision is largely based upon the winning town plan with some accommodations made for conditions which have changed since the design competition. The goals of both the winning town plan and the master plan are stated by the designers to be the same ones developed by the Caseys and the County (with input from the public) for the design competition. As described in the design guidelines, these goals are listed below:

- the town should encompass a more urban and humanistic approach to the design of buildings and public spaces than the more common suburban patterns;
- it should serve as an enduring model for growing American communities;
- be practical from economic and infrastructure standpoints;
- environmentally responsive;
- flexible in a changing market;
- and demonstrate design and development concepts that complement the best aspects of surrounding land uses and neighborhoods.

The goals are unified through a common "village character" theme that was utilized in the winning town plan and is reaffirmed in the master plan and design guidelines. Over the past year and a half, the County and the Casey family have been working cooperatively to ensure consistency between the winning town plan and the master plan. Staff feels that the design guidelines set this shared vision in sufficient detail for both the MU and R-8 portions of this proposed development.

## DENSITY

The portion of the property proposed for MU zoning, Section 1, has no residential units; however, it does propose a non-residential density of 8,000 SF per acre. No standards are prescribed in the MU Zoning District for non-residential densities. For the entire property, the proposed cap would limit the overall gross density of residential units to 3.7 units per acre. A cap is set for the east side of the development as well which would limit the gross density there to 4.4 units per acre. The maximum gross density figures proposed for the development are well below the ones established in the MU Zoning District, which range between 6 and 18 dwelling units per acre. Again, approval of this rezoning application would not formally approve these dwelling units, but would give conceptual approval. The designers of the master plan have stated that the numbers of dwelling units reflect the critical mass needed to make the new town successful. Staff concurs that the densities are consistent with the "village character" of the plan and are important in achieving a less suburban environment. Illustrations which demonstrate how the gross and net densities could be achieved are attached in this report.

Beyond showing gross density figures, the master plan tabulates expected net densities for each residential development type and for major residential sections. It should be noted that these figures, while assuming the mix of development types, efficiency factors, and open space requirements, are more "soft" numbers than they are "hard" numbers. The MU Zoning District does not specify requirements for net densities.

## PROFFERS

The attached proffer document is the current result of significant discussions. Staff feels these proffers incorporate staff's major concerns, need only minor revisions at this point, and can proceed to the Board of Supervisors for the work session under these conditions. The major provisions of the proffers are summarized below.

### **All property**

- *New Town Owner's Association* - Creation of and required membership in a New Town Owner's Association which will maintain any community greenspaces and private roads owned or maintained by the association.
- *Design Review and Design Guidelines* - Submission and application of the design guidelines to the MU and R-8 property, requirement for additional MU design guidelines for sections being rezoned, compliance with the master plan and design guidelines, procedures for amendments to the design guidelines.
- *Design Review Board* - Creation of a Design Review Board (DRB) to approve development plans and to advise on rezoning and SUP applications, procedures for how the DRB will review plans, rezonings, and amendments.
- *Open Space* - Provision that requires the property to comply with the Zoning Ordinance and Chesapeake Bay Preservation Ordinance open space requirements. It also allows the Owner to utilize open space on R-8 property for MU property, and at the request of the County, the Owner will put that property in an easement to ensure compliance.
- *Traffic Study* - Requirements for updated traffic studies for each subsequent rezoning to MU and for proffers limiting development on proposed MU property until road and intersection improvements are met. Owner also identifies which road improvements would be needed on the entire property if it were rezoned to MU.
- *Ironbound Road Right-of-Way* - Provision for Owner to convey additional Ironbound Road right-of-way

beyond the amount needed for a standard 4 lane ROW, in order to create the boulevard shown on the master plan and in the design guidelines.

**R-8 property**

- *Limitations on R-8 Uses* - Limits uses to those permitted by-right in R-8 and construction of utilities, roads, infrastructure improvements and stormwater management facilities as needed in the MU portions.

**MU property**

- *Archaeology* - Acceptable archaeological proffers to apply to MU property and any disturbed R-8 property.
- *Road Improvements* - Modification of Ironbound Road and Strawberry Plains traffic signal, turn lanes to MU property, and traffic signal at Monticello and Court Street
- *Streetscapes* - Development of streetscapes in accordance with design guidelines when adjacent MU property is developed.

Staff continues to work with the applicant on the issue of ensuring the development of the Civic Green in a timely manner and in determining a school site.

**ACCESS AND TRAFFIC**

An executive summary of the Traffic Impact Study is attached for your reference. The summary and the MU master plan show signalized access to Section 1 from two main points: the intersection of Monticello Avenue and "Court Street" (a proposed road that intersects with Monticello Avenue between the Courthouse and the proposed church) and the intersection of Ironbound Road and Strawberry Plains Road. An additional unsignalized access point is shown further along Ironbound Road. Scenario 2 of the study evaluates background traffic with Section 1 which includes the Courthouse, Casey, and Virginia Power properties. The Traffic Impact Study concludes that the improvements needed for this section to achieve a LOS (Level of Service) C will be a modification to the existing traffic signal at Ironbound Road and Strawberry Plains Road, a driveway connection to Ironbound Road at Strawberry Plains Road and potentially, a traffic signal at the intersection of Monticello Avenue and Court Street. Without the traffic signal, the LOS on the left turn out of Court Street onto Monticello Avenue will be a LOS F.

The Traffic Impact Study executive summary and the overall master plan show multiple signalized and unsignalized access points along Ironbound Road and Monticello Avenue for Sections 2 through 14. The design guidelines show additional potential access points to surrounding properties such as Eastern State Hospital and New Quarter Industrial Park. All of these access points are listed in the proffers as intersections which must be included in future traffic studies. In order to determine the improvements needed for build-out of the entire New Town master plan area, Scenario 3 of the Traffic Impact Study analyzes background traffic with Section 1 and Sections 2 through 14. The needed improvements are listed on page 3 of the summary and are identified in the proffers as improvements which may be needed when the property is rezoned to MU. Updated traffic studies will be required when the R-8 sections are proposed for MU zoning. As required by proffer, the studies will identify road improvements necessary to achieve overall signalized intersection LOS C for each intersection, and to achieve signalized intersection LOS C for each lane group as an isolated intersection or signalized intersection LOS D for each lane group as part of a coordinated traffic signal system. LOS D is acceptable for certain turning lane movements in these instances to avoid the suburban style improvements that would be needed to achieve a LOS C for the movements, such as triple left turning lanes, and to provide for

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urban scale development. (In urban areas, LOS D for certain turning lane movements is often considered acceptable.) The proffers for traffic improvements satisfy staff's and the VDOT's concerns about maintaining an acceptable level of service and about ensuring orderly traffic study updates for future development.

### ENVIRONMENTAL ISSUES

Much of the Casey property lies in the Powhatan Creek natural area as defined in a 1992 report by the Virginia Department of Conservation and Recreation's Natural Heritage Division. Wetlands extend from the north end of the property southward, and a field analysis documented several small whorled pogonia colonies near the center of the property. Small whorled pogonias are a federally threatened plant species.

Section 1, the MU portion of the proposal, is located on the outer edge of the natural area and will be detached from the rest of the area by the construction of Monticello Avenue. No small whorled pogonias were found in this area. The design guidelines encourage the preservation of mature trees within planting areas. The open space requirements of the Chesapeake Bay Act Ordinance will help minimize any negative environmental impacts of the MU development.

In terms of the R-8 portion of the Casey property, much of the environmental impact will be analyzed as the property is proposed for MU zoning; however, the environmental resources described above have already been taken into consideration in the development of the master plan and the design guidelines. Development is structured around the wetlands, and a small whorled pogonia preserve is drawn on the master plan. The design guidelines also call for a more detailed study of the species to be developed in order to ensure their protection. Again, the requirements of the Chesapeake Bay Act Ordinance will play a large role in ensuring environmental safeguards when the R-8 portion is actually developed.

Staff feels the environmental issues have been adequately addressed for the MU portion and R-8 portion of the proposed development. Further environmental analysis will be requested when the R-8 sections are requested for rezoning to MU.

### ARCHAEOLOGICAL ISSUES

An approved Phase I Archaeological Study was completed for the property (which included the Courthouse property at that time) in July 1990. The study identified 11 sites from the survey. Of those 11 sites, six prehistoric sites were recommended for Phase II study and four historic sites were recommended for Phase II study. All of the recommended sites are on the portion of the property to remain R-8. The archaeological proffers satisfy the requirements of the County's archaeological policy.

### FISCAL AND COMMUNITY IMPACT STATEMENTS

The Zoning Ordinance requires both community and fiscal impact statements as part of the submittal requirements for MU rezoning. Although only Section 1 is proposed for MU zoning at this time, the applicant has submitted statements for the entire property. The Community Impact Statement analyzes the adequacy of utilities and fire/EMS facilities to serve the project. The study predicts a population of almost 3,900 persons based on more than 1,800 households at build-out. The study's analysis of utilities is addressed in the next section. It also anticipates current fire and EMS services will be adequate to serve the project, with Station 4 providing primary protection and Station 3 providing back up protection.

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Working with the applicant, staff prepared a fiscal impact model to project the impacts of the entire Casey development at built-out and to serve as a baseline for future rezoning requests. As future rezoning requests are submitted, updated fiscal data on actual fiscal impacts of the project will be submitted. The Board can then use the actual data to structure the components of future rezonings. The model takes into account the amount and type of land uses proposed in the master plan and makes assumptions on the timing and unit costs of each development type. Because the model only takes into account real property and sales taxes as revenue, the conclusions can be considered conservative. Final numbers from the model are not yet available as changes are still being made to bring the assumptions more in line with the master plan.

One of the largest potential impacts from the development may be its impact on the school system. In response to projected growth in the area of the Casey development, the WJC School Board has requested that the applicant reserve a site in the proposed development for a new elementary school. The applicant is working with staff on this issue and is currently preparing a conceptual site layout for the school system's review. The applicant has committed in writing his intent to make available a mutually agreeable site for an elementary school. Issues on the location, size, and timing of conveyance of the site remain to be answered at this time. With this level of commitment, staff feels this issue will be resolved to the School Board's and staff's satisfaction before the Board of Supervisors decides on the rezoning case.

#### UTILITIES

Public water and sewer are available to serve all sections of the proposed development. No water modeling has been done at this time to determine the demand and adequacy of supply for either the MU section or the R-8 sections. The adequacy of water and sewer will be determined at the site plan or subdivision plan stage of the development. If the supply is not available at the time site plans or subdivision plans are submitted, the JCSEA has stated that the developer will be responsible for providing the supply or the plans will be denied final approval.

In terms of Sections 2 through 14, the Community Impact Statement concludes that the existing 12" diameter water transmission main along Ironbound Road, in addition to the 16" and 20" diameter water transmission main to be constructed along Monticello Avenue, is of adequate size to provide service to the entire master planned area. Eight and 12" diameter water mains are proposed to be extended, looped, and interconnected throughout the proposed development to provide adequate fire flows. JCSEA has made initial comments regarding these assumptions and has indicated that if further analysis determines that the water transmission mains and any off-site improvements are not adequate, the developer may need to look at other alternatives. These alternatives might include a connection to the existing 12" diameter water transmission main along Edinburgh Drive and/or the construction of a well facility within the project.

Sewer facilities are also analyzed in the Community Impact Statement for the entire property. Recommendations made in the statement for the eastern half of the property include:

- the construction of a new off-site 18" diameter gravity sewer main from the Casey property to the existing 12" diameter gravity sewer main on the eastern side of Ford's Colony, and
- the upgrade of the 12" gravity sewer main mentioned above to 18", OR
- a new pump station and force main.

Recommendations for the western half included:

- the construction of a new 10" diameter gravity sewer main to be installed parallel to the 8" diameter sewer main along the southeastern corner of Ford's Colony, OR

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- a second pump station and new force main.

JCSA did not have any comments regarding these assertions on sewer facilities. These utility issues will be fully addressed and reanalyzed when each section is proposed for MU zoning. Proffers are not needed for utility improvements as the improvements will be required at the site plan or subdivision plan stage.

### SURROUNDING DEVELOPMENT AND ZONING

The surrounding property is a mix of institutional, residential and commercial uses, with residential being the predominant use. Section 1 is surrounded on both the north and west sides with undeveloped R-8 and M-1 property included in the overall master plan. Additional M-1 property, owned by Virginia Power, is also found to the west of Section 1. To the south of Section 1 are single-family and multi-family residential developments and a funeral home zoned B-1. Finally, to the east of Section 1 are institutional uses, including Berkeley Middle School and the College of William and Mary's College Woods, both of which are within the Williamsburg city limits.

This pattern of surrounding land development and zoning is similar for Sections 2 through 14. Eastern State Hospital, which is zoned R-2, is located to the north of the Casey property. Also to the north are existing industrial properties along Tewning Road. Ford's Colony planned community is found to the north and west, as is a relatively small amount of R-8 property. Additional R-8 property developed with residences is found along Jester's Lane, on the western edge of the Casey property. The proposed Monticello Marketplace, part of the Powhatan planned community, and a residential subdivision are located to the west and south of the overall master planned area. On the eastern side of Route 199, the southern boundary is primarily industrial with New Quarter Industrial Park and undeveloped M-1 property. This undeveloped M-1 property is shown on the overall master plan; however, it is not part of the rezoning application. Within the New Town master planned area is a small amount of land locked R-8 property used for a radio tower. It is neither part of the master plan nor part of the rezoning application. To the east of Sections 2 through 14 are additional residences, including the Ironbound Square neighborhood, a continuation of the College Woods property, and several commercial uses along the Ironbound Road.

Staff feels all sections of the proposed development, including Section 1, are compatible with surrounding zoning and development. In general, non-residential areas of the proposed development are located away from existing residential communities or are focused internally. An exception to this is the proposed site for St. Bede's Church, which would be located across the street from Ironbound Square. In addition, the overall master plan concentrates its more dense residential uses in the central part of the development, with some multi-family allowed along Monticello Avenue.

### COMPREHENSIVE PLAN

The 1997 Comprehensive Plan shows the entire master planned area, which includes all the property requested for rezoning, as mixed use on the Land Use map. Only the eastern half of the property was designated as mixed use in the 1991 plan; the western portion was added during the last Comprehensive Plan revision. The 1997 Comprehensive Plan states that mixed use areas:

- are centers within the PSA where higher density development, redevelopment, and/or a broader spectrum of use is encouraged,
- are intended to maximize the economic development potential of these areas by providing areas



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primarily for more intensive commercial, office, and limited industrial uses when located at or near interstate interchanges and the intersections of major thoroughfares.

- are intended to provide flexibility in design and land uses in order to protect and enhance the character of the area, and
- require nearby police and fire protection, arterial road access, access to public utilities, large sites, environmental features such as soils and topography suitable for intense development, and proximity to large population centers.

The mixed use land designation further states that moderate to high density residential uses could be encouraged in Mixed Use areas where such development would complement and be harmonious with existing and potential development. The timing and intensity of commercial development at a particular site are controlled by the maintenance of an acceptable level of service for roads and other public services, the availability and capacity of public utilities, and the resulting mix of uses in a particular area. Master plans, if not required, are encouraged. The consideration of development proposals in Mixed Use areas should focus on the development potential of a given area compared to the area's infrastructure and the relation of the proposal to the existing and proposed mix of land uses and their development impacts. During the 1997 Comprehensive update, staff added language to recognize that some Mixed Use areas are primarily intended to provide flexibility in design and land uses rather than primarily provide for more intensive nonresidential uses. The winning competition plan for the Casey property had been selected prior to the addition of this language, and it was intended that the Casey property would be one of several properties to which this language applied.

More specifically, the Casey property and immediately surrounding properties are referenced in a separate mixed use description in the 1997 Comprehensive Plan. This description was reviewed during the 1997 Comprehensive Plan update and was intended to generally support the implementation of the winning town plan from the design competition. It states:

- The principal suggested uses are a mixture of commercial, office, and limited industrial uses, with some residential uses as secondary uses.
- Future development in this area will be conditioned on the construction of Route 199, the extension of Monticello Avenue, and the probability of an interchange at the intersection of Route 199.
- The development in this area should be governed by a detailed Master Plan which provides guidelines for street, building, and open space design and construction which complements the scale, architecture, and urban pattern found in the City of Williamsburg.

The other primary consideration in the Comprehensive Plan for this master planned area is its location in the New Town Community Character Area (CCA) and along the Monticello Avenue, Ironbound Road, and Route 199 Community Character Corridors (CCC). The New Town CCA generally calls for a superior design which provides a balanced mixture of businesses, shops, and residences in close proximity to one another in an urban environment. It also describes more specific design standards to which development in that area should adhere. The Ironbound Road CCC and Monticello Avenue CCC are primarily suburban/urban in nature along the Casey borders, and as such, the built environment, formal landscaping, and pedestrian amenities should dominate the streetscapes in these corridors. Route 199, however, is envisioned as a wooded CCC in this area and development should be fully screened from the roadway.

Staff finds that both the MU portion (Section 1) and the R-8 portion (Sections 2 through 14) are consistent with the Comprehensive Plan land use and CCA designation, given the uses and densities proposed in the master plan and the standards set forth in the design guidelines. Moreover, the design guidelines establish "comprehensive

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plans" for the Monticello Avenue and Ironbound Road corridors which meet the intent of the CCC language in the Comprehensive Plan. The "comprehensive plan" illustration for Monticello Avenue is attached for your reference. For the Route 199 CCC, the master plan shows, and the design guidelines describe, a 150' wooded buffer along residential areas and a 50' buffer along commercial areas. This, too, meets the intent of the CCC for that road.

### PUBLIC MEETING


On August 26, 1997, the Planning Division sponsored a public meeting on the proposed Casey Development. Approximately 30 citizens were in attendance. Comments made at the meeting generally focused on the need for the County to consider the impacts of the development on schools, water resources, and traffic. The Planning Division has received only one letter from a citizen concerning the rezoning case. This letter is attached for your reference.

### RECOMMENDATION

At the September 3, 1997, Planning Commission meeting, staff requested that the Planning Commission recommend approval of this rezoning case to the Board of Supervisors, with the understanding that the issues of the school site and the final fiscal impact statement numbers would be resolved by the time the case was decided by the Board of Supervisors. The Planning Commission concurred with staff and voted 7 to 0 to recommend approval of this case to the Board of Supervisors.

  
Tamara A. M. Rosario

CONCUR:

  
O. Marvin Sowers, Jr.

BOSOCT.MMO

#### Referenced Attachments:

1. Excerpt from the Section 1 Design Guidelines
2. Introduction to the Design Guidelines
3. Design Guideline Illustrations
4. Proffer Document
5. Traffic Impact Study Executive Summary
6. Monticello Avenue Comprehensive Plan Illustration
7. Letter from Sarah T. Kadec

#### Additional Attachments:

1. Overall Master Plan
2. Master Plan for the MU Portion
3. Design Guidelines

## MEMORANDUM

DATE: October 14, 1997  
TO: The Board of Supervisors  
FROM: Tamara A. M. Rosario  
SUBJECT: Executive Summary for the Casey Rezoning Work Session

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Attached are the materials for the October 14, 1997, work session. Please disregard any previously sent materials as the attached are the most up-to-date. This work session is in anticipation of a public hearing on November 12; October 28 has been reserved for a second work session if the need arises.

The materials include a staff report which details the proposal and provides an analysis of the project in several areas; however, there are several areas which should be highlighted either because of their controversial nature or because they are outstanding issues. All outstanding issues are expected to be resolved before the Board of Supervisors votes on the rezoning cases.

- Project - The Caseys' rezoning request involves the entire 571 acres of the Casey property. Sixteen acres are proposed for MU zoning, while the remainder is proposed for R-8 with proffers. In a separate rezoning request, the County has requested that the Courthouse property be rezoned to MU. Together, the Casey and County proposed MU property constitutes Section 1 of the development.

If the Board of Supervisors were to approve these rezoning requests, the applicant would have only the authority to implement Section 1 of the master plan. Section 1 includes no residential units. Sections 2 through 14 would remain R-8 and would require future rezonings to MU in order to achieve the residential and commercial densities called for in the master plan. By approving the master plan and design guidelines for the entire 571 acres, however, the Board of Supervisors would be giving conceptual approval to these future rezonings to MU and would be agreeing to review the rezonings based on their consistency with the master plan and design guidelines.

- Fiscal Impact Study - The applicant has submitted several versions of the Fiscal Impact Study for staff's review. These versions included a worst-case scenario, a break-even scenario, and a best-case scenario--all of which have had some level of methodological concerns and all of which have been used by staff to establish a baseline fiscal impact analysis. This baseline will be the measure by which all future rezonings and fiscal impact analyses will be judged. Staff is working on final revisions to this analysis which will ensure that it accurately reflects the master plan. As soon as these final revisions are completed, this information will be shared with the Board of Supervisors.
- School Site - In August, the WJC School Board requested that the applicant provide an elementary school site in the development. Since that time, staff has been working with the applicant and the WJC School Board to locate a site. The applicant has met with the School Board staff to determine the programmatic needs of the school and to offer several conceptual site plans. The applicant is currently working on addressing the School Board's desires and concerns. Staff anticipates several more meetings before a final site is selected and added to the master plan.
- Proffers - The current proffer document has been attached for your reference. In addition to several minor revisions, staff is working toward a resolution as to when and how the Civic Green will be developed. Staff is also discussing with the applicant when the school site will be dedicated to the County

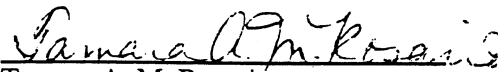
October 14, 1997

Executive Summary for the Casey Rezoning Work Session

Page 2

and whether a proffer is needed to guarantee its dedication at the appropriate time. Finally, staff and the applicant are exploring the issue of whether or not some type of timing proffer is needed to ensure the property will develop in a manner consistent with the results of the baseline fiscal impact analysis.

Please call if you have any questions.

  
Tamara A. M. Rosario

jce

## M E M O R A N D U M

DATE: October 28, 1997

TO: The Board of Supervisors

FROM: Tamara A. M. Rosario, Senior Planner

SUBJECT: Second Work Session on the Casey Rezoning

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At its October 14, 1997, work session, the Board of Supervisors expressed its desire to discuss several topics at its next work session. Listed below are those topics, as well as any additional information or updates available on the topics at this time.

- Fiscal Impact Study - At the last work session, staff stated that it was working on final revisions to an "in-house" baseline fiscal impact analysis for the Casey project. The baseline fiscal impact analysis uses information from the applicant's previous studies prepared by the Wessex Company and makes adjustments in terms of the timing and amount of development, housing values, housing types, and various multipliers for determining such impacts as the number of school children. Staff believes all of the adjustments bring the baseline more in line with the vision of the master plan and closer to the actual experience in James City County. The net result of the baseline is roughly a balance between revenue and expenditures. As you may recall, the rezoning process requires fiscal impact statements with each Mixed Use rezoning request; however, the applicant has indicated that the proffers are being amended to ensure regular updates to the fiscal impact analysis using this baseline for comparison purposes. The full baseline fiscal impact analysis will be available at the next work session, if not sooner, and staff will present the information at that time.
  
- Traffic Issues - Copies of both the staff report and the executive summary of the Traffic Impact Study were attached to the materials sent to you for the last work session. The staff report outlines the proposed access points for the Casey property and the underlying assumptions for the executive summary of the Traffic Impact Study. It also explains how the results from the traffic impact study were translated into proffers which satisfy staff's and the Virginia Department of Transportation's concerns. Primarily, the proffers require updates to the Traffic Impact Study with each rezoning. For each intersection, these studies will identify road improvements necessary to achieve overall signalized intersection LOS C. For individual lane group movements, the studies will identify road improvements necessary to achieve signalized intersection LOS C for each lane group as an isolated intersection, or signalized LOS D for each lane group as part of a coordinated traffic signal system. Since the focus of a coordinated traffic signal system is on improving the through movements (for instance, along Monticello Avenue), LOS D is acceptable for certain turning lane movements in order to avoid the suburban style improvements that would be needed for a LOS C on the turning lane movements. Again, staff will make a presentation on this topic at the meeting, and the traffic engineer for the Caseys will be in attendance to answer any questions from the Board.

- Environmental Issues - Staff's analysis of the environmental issues related to the Casey rezoning is provided on page 6 of the staff report. In addition, a representative from Williamsburg Environmental Group will be in attendance at the meeting to answer any questions from the Board.
- Community Development Authority (CDA) - Staff has received a draft of the Community Development Authority petition and has met with the applicant several times to discuss changes to the document. Staff anticipates having a revised version of the petition available for the Board at the work session, if not sooner, and will make a presentation to the Board at that time. Attached is the memorandum presented to the Board on April 22. Staff expects the basic CDA structure to be as described in the memorandum. Any changes will be noted by staff.

Please call if you have any questions, or if there are any other issues you would like to discuss at the work session.

  
Tamara A. M. Rosario

  
O. Maryin Sowers, Jr.

102897.BOS

Attachment

file

MEMORANDUM

DATE: October 24, 1997

TO: The Board of Supervisors

FROM: Tamara A. M. Rosario, Senior Planner

SUBJECT: Additional Materials for the Second Work Session on the Casey Rezoning

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Please find attached supplemental information for the October 28, 1997, work session. The first is a memorandum from John McDonald which outlines the assumptions and results of the baseline fiscal impact analysis. The second item is a memorandum from Paul Milana of Cooper-Robertson which is a response to the Board of Supervisors' questions about the density calculations.

Please call me if you have any questions or would like additional information.

Tamara A. M. Rosario  
Tamara A. M. Rosario

102497.BOS

Attachments

## MEMORANDUM

**DATE:** October 28, 1997  
**TO:** Board of Supervisors  
**FROM:** John McDonald, Manager, Financial and Management Services *John McDonald*  
**SUBJECT:** Fiscal Benchmarks - New Town

---

**SUMMARY:** County staff has worked with the property owner to create a set of fiscal benchmarks for the New Town proposal. These benchmarks will be used to compare with the actual fiscal impacts of commercial and residential development, over the life of the New Town project. Both the benchmark and actual fiscal impact measurements will be available to future Boards of Supervisors when they consider rezoning requests.

The expectation is that the expected fiscal benefits of the non-residential development will offset the expected fiscal deficits of the residential components of the New Town Master Plan. This is based on assumptions of what might happen over the next twenty years. The only way to test the assumptions is to collect on-going fiscal information on all developments within the project and use that information in considering future rezonings.

Based on a reasonable set of basic development assumptions, County staff has established an initial projection of fiscal impact that (1) suggests a positive net present value over the 20 year life of the project and (2) forecasts a "break-even" fiscal impact at build out.

### DETAILS OF THE STUDY:

**Development Assumptions:** County Staff first evaluated the development assumptions presented by the Wessex Group, a development consultant retained by the Caseys, that set out a probable construction schedule for 2,220 residential dwellings by section, and by type. We then reviewed the assumed construction schedule of 1,729,275 square feet of non-residential development, by type. In discussions with the property owner and Wessex, we fine-tuned the schedules, by year and by section, and created a development scenario we all agreed could be used in forecasting the fiscal impact. The assumptions are documented in Table A.

**Real Estate Value Assumptions:** An important component of the fiscal impact statement is the forecasted value of real property. The assumption we agreed to use in forecasting the fiscal impact for non-residential property was a standard \$50 per SF (1997 dollars) and that included both land and improvements. It is a relatively modest assumption, but defensible, on average.

For residential purposes, we used differentiated values, by type and by section, that represents the variety of housing types included within the community. The assumed real property values to forecast residential fiscal impacts are shown in Table B.



**Net Fiscal Impact - Non-Residential.** The net fiscal impact of non-residential properties was calculated by using real estate taxes, at the assumed value of \$50 per SF and the FY1998 tax rate of 87 cents, and sales tax. Sales tax estimates were included only for retail development and are shown as \$1.80 per SF. This figure is far short of the local sales taxes per SF generated by the average grocery store or Berkeley's Commons (both above \$3.00), but may be closer to the expected sales of the retail stores in the village. All other sources of local revenue - personal property, business license taxes, machinery and tools, meals taxes, fees - were ignored, offsetting the induced local spending. The figures used are shown in Table A.

**Net Fiscal Impact - Residential.** The net fiscal impact of residential property was forecast using three basic assumptions:

- a. We can estimate the fiscal impact of various types of County residences now, trying to identify average real property values and average school enrollment by residence type.
- b. We can categorize the residential types proposed in New Town using different developments types now existing in the County, using real estate taxes and school spending as the two significant defining variables.
- c. We can compare and contrast, adjusting real property tax revenue and school spending, based on the residential classification, to estimate the fiscal impact, by type of housing unit.

The variations of residential units proposed, and the assumptions used, are shown in Table B. We used fiscal impacts of single residential units ranging, in 1997 dollars, from an annual deficit of \$2,274 for traditional single family subdivision housing to a positive annual net fiscal contribution of \$352 for upscale retiree town homes. Housing values range from \$50,000 garden apartment units to \$350,000 upscale single family homes near Fords Colony.

**Comments on Fiscal Model.** We understand that the model is fairly simple, that its purpose is to provide a tool for future rezoning decisions. The model's biggest failing is its simplicity - there are no induced costs in the model from new workers moving to the County nor are there are estimates of the positive impact on business growth in other areas of the County.

We have purposefully excluded some basic, usually positive, assumptions. The County generates business license tax money from contractors and sales taxes from construction employees - these are excluded from the model. Also excluded are the roll back taxes resulting from eliminating land use taxation and the positive revenue flow from subdivided lots that are not immediately developed. The model assumes that all housing units will be occupied within a year of being subdivided. No fiscal benefit is projected on the value of the proffers, the possible school site, the churches or the courthouse. Impacts on roads are also not included.

**CONCLUSION:** Future Boards of Supervisors will have a fairly simple benchmark, and annual updates of actual data, for the fiscal impact of New Town. Based on current assumptions, we can predict that the net fiscal benefits of the non-residential development will offset the deficits of the residential development, at build out. We can also predict that the net present value of the development, through 2017, is positive.

## TABLE A

New Town

ANNUAL FISCAL BENCHMARKS  
CASEY - NEW TOWN

YEAR	FORECASTED RESIDENTIAL NET IMPACT	FORECASTED NON-RESID NET IMPACT	FORECASTED ANNUAL NET FISCAL IMPACT
(Thousands of 1997 dollars)			
1999			
2000		110	110
2001	11	219	230
2002	(47)	393	346
2003	(101)	576	475
2004	(155)	759	604
2005	(350)	1,032	682
2006	(551)	1,305	754
2007	(874)	1,565	691
2008	(1,197)	1,817	620
2009	(1,539)	2,102	563
2010	(1,681)	2,189	508
2011	(1,918)	2,300	382
2012	(2,057)	2,358	301
2013	(2,196)	2,416	220
2014	(2,325)	2,444	119
2015	(2,455)	2,472	17
2016	(2,488)	2,476	(12)
2017	(2,488)	2,476	(12)
2018	(2,488)	2,476	(12)

Net Present Value - 6% Discount Rate      \$      3.792 million

Detailed spreadsheets for both residential and non-residential, by year and by section, are attached.

10/23/97

## COMMERCIAL/RETAIL BUILDOUT/IMPACT

[illegible]

(NET Fiscal Impact, Cumulative, in Thousands of 1997 Dollars)

[illegible]

## SIDENTIAL DEVELOPMENT BUILDOUT/IMPACT

Res #	Unit	Devel	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	TOTAL
Units	Cost	Type	(Building Units by Year)																						
3	150	Res MF Ret					30	30	30	30	30														150
12	300	187,500 Resid - Mix															60	60	60	60	60				300
13	170	350,000 Resid - Up																34	34	34	34	34			170
11	180	69,500 Resid - Mix															36	36	36	36	36				180
9	50	50,000 MF Resid																							50
8	279	183,200 Resid - Mix											56	56	56	56	55		10	10					279
7	317	178,500 Resid - Mix										63	63	63	63	77	77								317
4	774	81,366 Resid - Mix						81	77	77	77	77	77	77	77	77	77								774
	2,220						30	111	107	107	172	140	196	196	208	143	238	140	140	130	130	34	-	-	2,220

(NET Fiscal Impact, Cumulative, in Thousands of 1997 Dollars)

[illegible]

## FISCAL IMPACT ANALYSIS

10/23/97

REVENUES									
	FY 1998	Non-Residential	Residential	Residential	Res per HHold	Percentages	Resid Comments		
	Budget					Non-Res			
Real Estate	28,029,040	7,369,399	20,659,641	972	26.29	73.71	Split - defined by handbook use code		
Personal Property	11,000,000	2,079,000	8,921,000	420	18.90	81.10	Split - defined by personal property book		
Machinery & Tools	3,726,000	3,726,000	0	0	100.00	0.00	By definition - industrial		
Public Service	1,150,000	1,150,000	0	0	100.00	0.00	Assumed 100% Non-residential		
Other Property Taxes	1,951,311	238,060	1,713,251	81	12.20	87.80	Mostly delinquent, split from billing records		
Sales Tax	5,485,890	4,010,186	1,475,704	69	73.10	26.90	From W&M study - Roy Pearson		
Rooms Tax	1,806,098	1,724,824	81,274	4	95.50	4.50	Guessedimated		
Meals Tax	2,800,000	2,119,600	680,400	32	75.70	24.30	From ODU study - meals tax referendum		
Other Local Taxes	855,676	563,035	292,641	14	65.80	34.20	Guessedimated		
Business Licenses	2,565,839	2,565,839	0	0	100.00	0.00	By definition, although may be induced by residential users		
Other Licenses	1,067,722	698,290	369,432	17	65.40	34.60	Split by type reported by Treasurer		
Fines/Miscellaneous	217,583	58,530	159,053	7	26.90	73.10	Split by type reported by Treasurer		
State Revenue	6,385,181	1,385,584	4,999,597	235	21.70	78.30	Split by type reported by Treasurer		
User Charges	1,401,291	400,769	1,000,522	47	28.60	71.40	Mostly Parks/Rec, split by type		
Subtotal	68,441,631	28,089,116	40,352,515	1,899	41.04	58.96			
Investment Income	1,470,000	603,302	866,698	41	41.04	58.96	Assumed to be the same as all revenue		
	69,911,631	28,692,418	41,219,213	1,940	41.04	58.96			
EXPENDITURES									
	FY 1998	Non-Residential	Residential	Residential	Res per HHold	Percentages	Resid Comments		
	Budget					Non-Res			
Administrative/Human Resources	1,728,486	198,776	1,529,710	72	11.50	88.50	Guessedimated		
Elections	215,080	0	215,080	10	0.00	100.00	Guessedimated		
Financial Administration	2,040,238	837,334	1,202,904	57	41.04	58.96	Assumed same percentage as revenue		
Public Works	2,408,839	476,950	1,931,889	91	19.80	80.20	Guessedimated		
Information Resources	889,382	365,011	524,371	25	41.04	58.96	Assumed same percentage as revenue		
Planning & Development	2,378,871	1,448,732	930,139	44	60.90	39.10	Permit Activity/Field Records		
Judicial Administration	1,251,419	410,465	840,954	40	32.80	67.20	Court stats - used place of criminal activity		
Public Safety	8,046,029	3,186,227	4,859,802	229	39.60	60.40	Central Dispatch logs - place where response was made		
Community Services	4,241,972	999,119	3,242,853	153	23.04	76.96	Residential, except contrib to econ devel		
Schools	39,097,553	703,756	38,393,797	1807	1.80	98.20	Exception programs - Techno, Nursing, etc		
Library	2,253,049	171,232	2,081,817	98	7.60	92.40	Registration - Special Events		
Public Health & Welfare	1,551,642	288,605	1,263,037	59	18.60	81.40	Client lists - Social Services/Health		
Transit/Community Development	289,886	28,061	261,825	12	9.68	90.32	Targeted - County residents, exc shuttle		
Jail	783,137	310,122	473,015	22	39.60	60.40	Same as Public Safety		
Subtotal	67,175,583	9,424,391	57,751,192	2,718	14.03	85.97			
Non-Dept/Capital	2,736,048	383,854	2,352,194	111	14.03	85.97	Same as other spending		
	69,911,631	9,808,245	60,103,386	2,829	14.03	85.97			
NET REVENUE			18,884,173	-18,884,173	-889	Per household deficit			

ASSUMPTIONS FOR RESIDENTIAL FISCAL IMPACT  
CASEY - NEW TOWN

## RESIDENTIAL TYPES

- (A) Apartments - 2nd/3rd story apartments above retail space
- (B) SF Residential, standard County subdivision residential
- (C) Upscale SF Residential - Fords Colony
- (D) MF Residential - 2/3 story garden apartments
- (E) Retired - Marketed to retirees, upscale town homes
- (F) Standard townhouses

RESIDENTIAL MIX, BY SECTION			Current Average Cost (County-wide) \$112,000					
Sect	# Res Units	Average Cost	(A)	(B)	(C)	(D)	(E)	(F)
3	150	125,000					150	
4	774	81,366	194			193	193	194
7	317	178,500		269		31		17
8	279	183,200		251		14		14
9	50	50,000				50		
11	180	69,500				90	90	
12	300	187,500		120			180	
13	170	350,000			170			
	2,220		194	640	170	378	613	225

## FISCAL ASSUMPTIONS BY HOUSING TYPE

	(A)	(B)	(C)	(D)	(E)	(F)
Currently Calculated County Average (Net) - see attached	(889)	(889)	(889)	(889)	(889)	(889)
Adjustment - Average Housing Value Compared to Average	148	(483)	811	(348)	232	232
Adjustment - School Enrollment	430	(65)	265	155	1,263	416
Net Operating Impact per Unit	(311)	(1,437)	187	(1,082)	606	(241)
Debt Service	(683)	(837)	(837)	(769)	(253)	(631)
Total Per Unit Fiscal Impact Used	(994)	(2,274)	(650)	(1,851)	353	(872)

## PUBLIC SCHOOL ENROLLMENT ASSUMPTIONS

## Per Housing Unit

	(A)	(B)	(C)	(D)	(E)	(F)
Based on public school addresses - the average County household has 0.3282 children in the WJCC Public Schools	0.25	0.34	0.28	0.30	-	0.22

Cooper, Robertson Ltd. *Architecture, Urban Design*

## Memorandum

Date	Project	Project number
October 22, 1997	Williamsburg New Town Plan	96008.03
To	Company	
John T.P. Horne	James City County	Via Fax: (757) 253-6850
From	Re	
Paul Milana	Residential Density	
Copies to	Company	
Joseph Stettinius	% Brookstone Ventures, L.L.C.	Via Fax: (757) 565-2981
Donald Clinton	CR&P	

### Densities as a Tool to Implement the Vision of the Winning Town Plan

The land use densities established for the New Town Master Plan have been designed to enable development which will ensure the character of an urban village consistent with the vision of the Winning Town Plan and the New Town Design Guidelines. Appropriate densities serve, along with the master plan document and design guidelines, as one of tools by which this vision is implemented. The proposed density levels are derived primarily from illustrative test layouts using the building types and development patterns intended for the new town.

Since it is the vision to realize a mixed use, pedestrian environment, where people can live, work and play in close proximity, and a market reality in which flexibility is desired, standard designations of single use density on apportioned lobes or "pods" of land do not serve to achieve the flexible, mixed use character intended for the development. For this reason, two scenarios are envisioned for the life of the development: one in which a greater proportion of the development is residential (within the constraints of the vision), and one in which a greater proportion of the development is non-residential. Each scenario describes a plan consistent with the vision - one more residential, the other more non-residential. As the town is built up over time, it is unlikely that the end result will be fully one scenario or the other. Some sections will tend towards the more residential scenario while others towards the more non-residential scenario, with the end result likely a middle ground between the two.

### Residential Densities

All of the density figures listed on Tables 1 and 2 are gross figures based on the allowable amount of development divided by the gross section area determined in a manner consistent with the James City Zoning Ordinance Article V, Division 15, Section 20-523. In the case of the residential densities listed for those sections which are envisioned as primarily residential (Sections 6, 7, 8, 12 and 13), the allowable number of dwelling units is established through a process which begins by determining the net densities of the particular residential types intended for the new town. These types include single family homes of small, medium and large lots (JCC Type A), townhouses and two family homes (JCC Type B), two story apartment buildings (JCC Type C) and three story apartment buildings (JCC Type D). Each of these types was tested as a generic layout which assumed a flat, regularly shaped site with no planned open space. These layouts establish net densities by development type and are listed in Chart A. For single family lots, and average weighted toward the small to medium lot sizes is used. This weighted average is consistent with the urban village character previously mentioned which implies a greater number of small and medium house lots than large, suburban-styled lots.

**Williamsburg New Town Plan - 96008.03**

Memorandum

Residential Density

October 22, 1997

Page 2 of 2

**Residential Densities Imply a Mix of Types**

Since the new town is to be comprised of neighborhoods containing a variety of housing types located in a specific and proximate manner (refer to the New Town Design Guidelines Chapter IX, item 4.2), an assumed mix of the residential types for each residential section has been established and is listed in Chart B. The mixes are based on the location of the section within the plan. Sections which are east of Route 199 and are closer to the mixed use town center assume a greater amount of higher density residential than those west of Route 199. While the amount of individual types within each section is not limited to the assumed mixes listed in Chart B, the resultant densities for each section imply the target mix of densities for all of the residential types within that section, and that intended mix is consistent with the vision of the New Town Plan for that section. Since these figures are still net figures, they are based on the illustrative generic layouts on flat, regularly shaped parcels of land.

**Achievable Density**

None of the master plan sections in the new town are flat or regularly shaped. Therefore, illustrative test layouts for each master plan section using the assumed mix of development types listed in Chart B were completed to determine an achievable density for each section. The ratio of the density achieved to the resultant net density for each section is the efficiency factor. Efficiency factors take in to account real world planning constraints such as topography and irregularly shaped wetland borders. The efficiency factors for each residential section are listed in Chart B, and are incorporated into the gross residential density calculation as described below.

**Ensuring Planned Common Open Space**

Unrelated to factors of configuration and topography, the James City County Zoning Ordinance requires 10% of the developable land area to be common open space per Article V, Division 15, Section 20-524. This requirement for open space is consistent with the vision of the New Town Plan and further reduces the achievable density for any master plan section. This provision is also accounted for when calculating the gross section densities, as described below.

**Gross Section Residential Density Calculation**

To determine the number of dwelling units for any one section, one must multiply the resultant net density by 90% of the developable area (to account for 10% open space) and then multiply by the efficiency factor for that section. The product of this formula is the achievable number of dwelling units for that section. Finally, to determine the gross section density, one divides the achievable number of dwelling units by the gross section area. This produces the section density figures, in units per acre, indicated in Table 1.

**Overall Density Cap**

In addition to the limitations on residential density described above, a further control on density is proposed. It is not anticipated or intended that every section will be built out to the maximum permissible residential density. For this reason, it would be inconsistent with the intent of the master plan to simply add the unit counts permitted in each section to produce the overall number of units permitted in the town. Therefore, an overall cap is set (at 2300 units), which is less than the sum of the units counts in each section.



**Williamsburg New Town Plan - 96008.03**

Memorandum

Residential Density

October 22, 1997

Page 3 of 2

**Section 13**

For Section 13, gross section density is derived by using 1.67 du/ac as the resultant net density rather than the 5.9 du/ac listed in Chart B. The density used is comparable to that of Ford's Colony, the development directly adjacent to the north. While this density is not consistent with the character envisioned for the town as a whole, it serves to reduce the maximum residential density of the town, to establish a transitional density to the adjacent Ford's Colony and to ensure that the most accessible lands of the New Town will be developed to a density consistent with the vision of the New Town Plan.

Table 1 Land Use and Density Tabulation: Residential

# EAST SIDE

Section	Permitted Uses	Phasing	Section Area (ac.)	Developable Area (ac.)	Currently Master Planned Open Space (ac./%)	RESIDENTIAL DENSITY			
						Max. du at Max. Non-Res. Density	Max. du at Max. Res. Density	Max. du/ac at Max. Non-Res. Density	Max. du/ac at Max. Res. Density
1	I, G, M(GD), M(GE), J	1	27.2	26.8	3.5 / 13%	-	-	-	-
2	E, G, C, D, M(CE), M(CG), M(GE), M(GD), I, J	2	22.7	22.7	1.0 / 4%	-	80	-	3.6
3	I, G, A, B, C, D, M(GD), M(GE), M(CG), M(CE), J	2	36.3	33.4	1.8 / 5%	-	150.0	-	4.1
4	C, D, E, G, M(CE), M(CG), M(GE), M(GD), A, B, I, J	2	56.4	53.8	4.2 / 8%	525.0	873.0	9.3	15.5
5	H, F, J	2	15.4	13.2	-	-	-	-	-
6	G, A, B, C, D, I, M(GE), J	2	34.0	30.7	1.3 / 4%	-	170	-	5.0
7	A, B, C, D, I, J	2	57.6	51.3	-	317.0	317.0	5.5	5.5
8	A, B, C, D, I, J	2	67.0	57.1	12.8 / 22%	279.0	279.0	4.2	4.2
9	E, G, C, D, M(CE), M(CG), M(GE), M(GD), A, B, I, J	2	45.8	40.3	1.0 / 2%	50.0	103.0	1.1	2.2
10	E, G, M(GE), I, J	2	12.1	12.1	-	-	-	-	-
Sub-total			374.5	341.4	25.6 / 7%	1,171.0	1,972.0	3.1	5.3
			Overall Cap		Overall Cap				
					1,650.0				
					4.4				

# WEST SIDE

11	E, G, C, D, M(CE), M(CG), M(GE), M(GD), A, B, I, J	3	19.1	19.1	7 / 4%	90.0	180.0	4.7	9.4
12	A, B, C, D, I, J	3	103.4	81.9	5.0 / 6%	300.0	300.0	2.9	2.9
13	A, B, C, I, J	3	125.8	103.5	6.8 / 7%	170.0	170.0	1.4	1.4
Sub-total			248.3	204.5	12.5 / 6%	560.0	650.0	2.3	2.6

Grand Total	622.8	545.9	38.1 / 7%	1,731.0	2,622.0	2.9	4.2
-------------	-------	-------	-----------	---------	---------	-----	-----

Min. Open Space at Final Build-Out  
54.6 / 10%

Overall Cap  
2,300.0

Overall Cap  
3.7

# CHART A

## Residential Density Derivation Methodology (By Development Type)

Development Type	Net Density	Approximate Lot Size	Description
A	3.0 du/Ac	90' x 130'	Single Family Detached
	4.0 du/Ac	70' x 110'	Single Family Detached
	5.5 du/Ac < 7.0 du/Ac	32.5' x 80' 40' x 110' 45' x 120'	Zero Lot Zero Lot, Single Family Detached (tight fit) Zero Lot, Single Family Detached
B	13 du/Ac	25' x 100'	2 Family House Townhouse
C	17 du/Ac	150' x 160'	2 Story Apartment Building
D	22 du/Ac	150' x 170'	3 Story Apartment Building

Table 2 Land Use and Density Tabulation: Non-Residential

## EAST SIDE

Section	Permitted Uses	Phasing	Section Area (ac.)	Developable Area (ac.)	Currently Master Planned Open Space (ac. / %)	NON-RESIDENTIAL DENSITY				
						Max. sf at Max. Res. Density	Max. sf at Max. Non-Res. Density	Max. sf/ac at Max. Res. Density	Max. sf/ac at Max. Non-Res. Density	
1	I, G, M(GI), M(GE), J	1	27.2	26.8	3.5 / 13%	218,000	218,000	8,000	8,000	
2	E, G, C, D, M(CE), M(CG), M(GE), M(GI), I, J	2	22.7	22.7	1.0 / 4%	200,000	245,000	8,800	10,800	
3	I, G, A, B, C, D, M(GI), M(GE), M(CG), M(CE), J	2	36.3	33.4	1.8 / 5%	100,000	140,000	2,750	3,850	
4	C, D, E, G, M(CE), M(CG), M(GE), M(GI), A, B, I, J	2	56.4	53.8	4.2 / 8%	227,500	480,000	4,034	8,510	
5	H, F, J	2	15.4	13.2	-	110,000	110,000	7,143	7,143	
6	G, A, B, C, D, I, M(GE), J	2	34.0	30.7	1.3 / 4%	50,000	340,000	1,470	10,000	
7	A, B, C, D, I, J	2	57.6	51.3	-	28,800	28,800	500	500	
8	A, B, C, D, I, J	2	67.0	57.1	12.8 / 22%	33,500	33,500	500	500	
9	E, G, C, D, M(CE), M(CG), M(GE), M(GI), A, B, I, J	2	45.8	40.3	1.0 / 2%	330,000	350,000	7,200	7,640	
10	E, G, M(GE), I, J	2	12.1	12.1	-	110,000	110,000	9,200	9,200	
Sub-total			374.5	341.4	25.6 / 7%	1,407,800	2,055,300	3,760	5,490	

## WEST SIDE

11	E, G, C, D, M(CE), M(CG), M(GE), M(GI), A, B, I, J	3	19.1	19.1	7 / 4%	50,000	115,000	2,600	6,000	
12	A, B, C, D, I, J	3	103.4	81.9	5.0 / 6%	31,000	31,000	300	300	
13	A, B, C, I, J	3	125.8	103.5	6.8 / 7%	37,700	37,700	300	300	
Sub-total			248.3	204.5	12.5 / 6%	118,700	183,700	480	740	
Grand Total			622.8	545.9	38.1 / 7%	1,526,500	2,239,000	2,450	3,600	

Min. Open Space  
at Final Build-Out  
54.6 / 10%

## CHART B

### Resultant Net Residential Density (By Section)

		Assumed Mix (% Land Area by Type for the Following Master Plan Sections)					
Development Type	Net Density (From Chart A)	13**	12	8	7	6	
A	5.5	95	85	90	85	85	
B	13	5	10	5	5	5	
C	17	0	5	5	5	5	
D	22	0	0	0	5	5	
		5.9	6.8	6.4	7.3	7.3	

### Efficiency Factors (% of resultant net density achievable based on section configuration and topography)

Section 6	85%
Section 7	95%
Section 8	85%
Section 12	60%
Section 13	60%

### Gross Section Residential Density Formula

Resultant Net Section Density x .9 (Developable Section Area) \* = Preliminary Gross Section Density (Section Efficiency Factor) = Gross Section Density  
Gross Section Area

- \* .9 (Developable Section Area) allows for 10% common open space required by James City County Zoning Ordinance (per Article V, Division 15, Section 20-524)
- \*\* For Section 13, density was derived by establishment of 1.67 du/ac cap (versus 5.9 indicated above), which is assumed to cover the developable area indicated in Table 1.

Update to the  
"Community Impact Statement for the Casey Newtown"  
Dated March 21, 1997

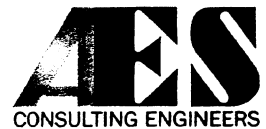
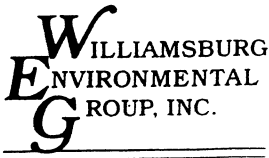
In support of the Rezoning Application for  
Sections 2 and 4 of the New Town Master Plan

*Prepared For*  
New Town Associates, LLC

*Prepared By*  
AES Consulting Engineers  
5248 Olde Towne Road, Suite 1  
Williamsburg, Virginia 23188  
(757) 253-0040

*And*  
Williamsburg Environmental Group  
3000 Easter Circle  
Williamsburg, Virginia 23188  
(757) 220-6869

July 9, 2001



# NEW TOWN VICINITY MAP

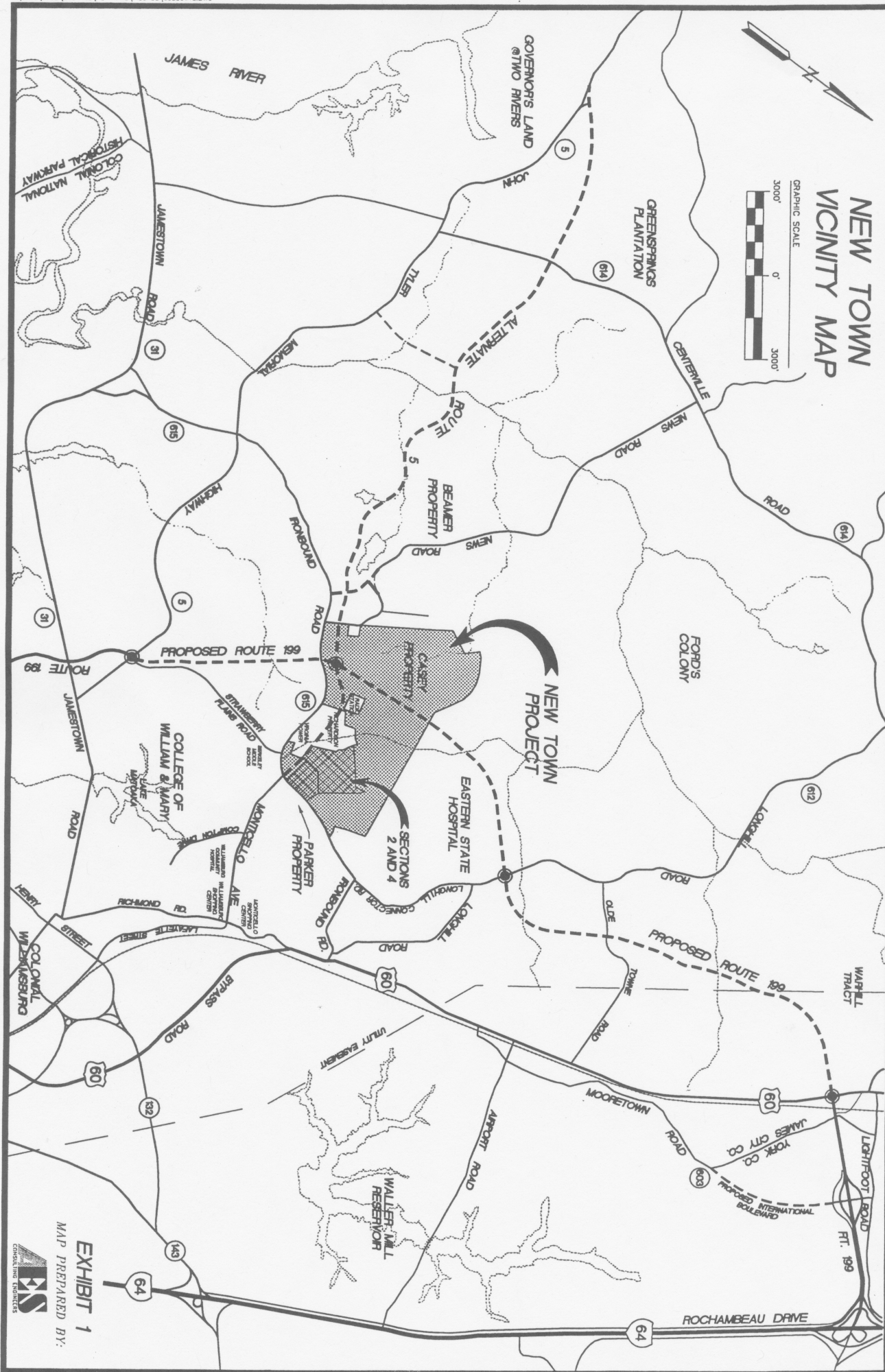
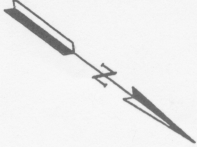


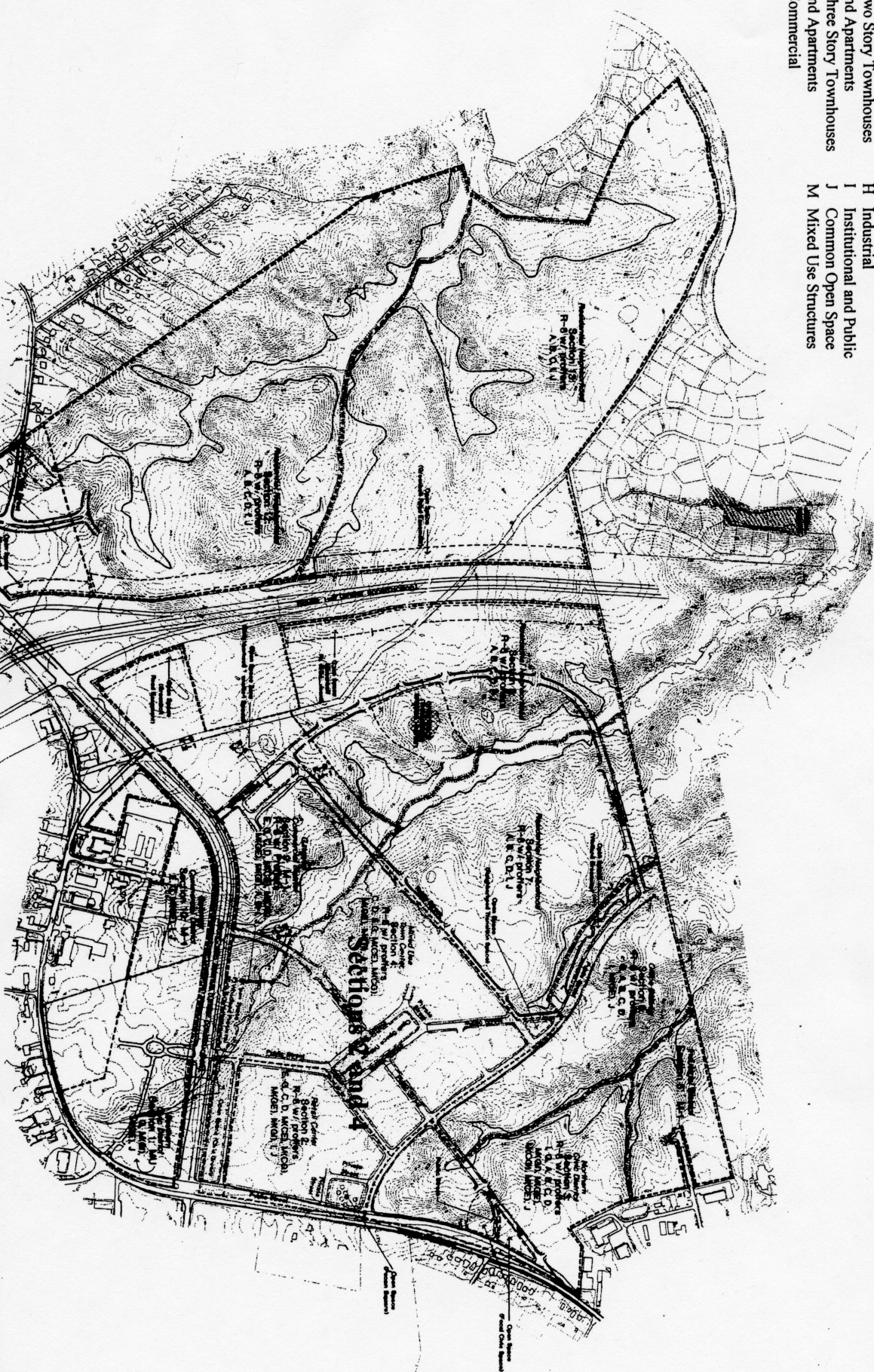
EXHIBIT 1  
MAP PREPARED BY:  
CONSULTING ENGINEERS



# Development Types

- 1 Single Family
- 2 Two/Three/Four Family
- 3 Two Story Townhouses
- 4 and Apartments
- 5 Three Story Townhouses
- 6 and Apartments
- 7 Commercial
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# New Town Plan



This document is the original Master Plan with Sections 2 and 4 highlighted thereon. Please refer to the RTKL Associates, Inc. mixed use plan for the rezoning proposal for Sections 2 and 4.



## I. INTRODUCTION

New Town Associates, LLC is requesting approval of the rezoning application for Sections 2 and 4 and the portion of Section 1 north of Monticello Avenue (hereinafter collectively identified as Sections 2 and 4) of the New Town Master Plan. The property containing approximately 82.8 acres is currently zoned MU or R-8 with proffers and is requesting to be rezoned to mixed use with proffers. The purpose of this document is to serve as an update to the original Community Impact Statement dated March 21, 1997 as it relates to Sections 2 and 4.

## II. PROJECT TEAM

Owner:	New Town Associates, LLC, Williamsburg, Virginia
Development Manager:	The Staubach Company, Vienna, Virginia
Legal Counsel:	Kaufman and Canoles, Williamsburg, Virginia
Land Planning:	RTKL Associates, Inc., Washington, D.C.
Civil Engineer:	AES Consulting Engineers, Williamsburg, Virginia
Traffic Planning:	DRW Consultants, Inc., Midlothian, Virginia
Environmental:	Williamsburg Environmental Group, Williamsburg, Virginia
Fiscal Impact Analysis:	The Wessex Group, Williamsburg, Virginia
Archeology:	Archeological and Cultural Solutions, Williamsburg, Virginia
Project Guidance:	James City County Department of Development Management, James City County, Virginia

## III. PROJECT DESCRIPTIONS

The project area (Sections 2 and 4 and the portion of Section 1 north of Monticello Avenue, as shown on the current Master Plan) consists of approximately 82.8 acres of mixed uses and includes the heart of the New Town Community, the Village Square and Civic Square spaces. The uses anticipated include commercial, office and multi-family residential. These uses are the same uses with the same densities as anticipated in the current Master Plan for Sections 2 and 4. Please refer to the New Town Sections 2 and 4 Design Guidelines Dated June 21, 2001, as prepared by RTKL Associates, Inc. for a more in-depth discussion and description of the project.

## IV. ANALYSIS OF EXISTING PUBLIC FACILITIES AND SERVICES

### A. Water

The only change to the water system analysis, as originally presented, is that the proposed 16" and 20" diameter water main along the proposed Monticello Avenue extension has been completed and placed into service. There is no substantial change to the internal Master Water Distribution Plan with this rezoning proposal.

### B. Sewer

The only change to the sanitary sewer system analysis is that the gravity sewer connection for the east side to Ford's Colony has been constructed and extended to Section 1 in order to serve the existing Williamsburg / James City County Courthouse. This extension provides gravity sewer service to Sections 2 and 4.

Since the uses and densities for Sections 2 and 4 are unchanged in this proposal the sewer flows as presented in the original study have not changed.

Sections 2 and 4 produce approximately 475 gpm of peak flow per the Master Plan. The capacity available in the existing downstream gravity line, allocated for this project, is approximately 310 gpm. Therefore, prior to the completion of the development of Sections 2 and 4, either downstream line improvements shall be made or a downstream sewage pumping station shall be provided

C. Schools

Please refer to the separately attached Fiscal Impact update for the analysis of the impact of the proposal on the school system.

D. Fire Protection and Emergency Medical Services (EMS)

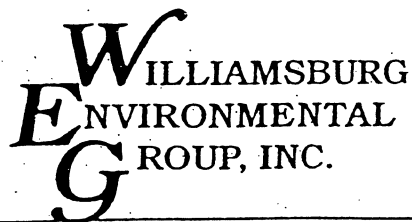
There is no change in impact on Fire Protection and Emergency Medical Services from the original study.

E. Environmental and Stormwater Management Analysis

The original Master Stormwater Plan developed for the Casey Property in 1997 was recently revised by Williamsburg Environmental Group, Inc. (WEG). This reevaluation was recommended based on changes in State and Federal wetland regulations and recent revisions in the County and State stormwater management criteria. The original Master Stormwater Plan included six regional best management practices (BMPs). The project area for the Master Stormwater Plan was approximately 618 acres, of which 157 undesignated acres were to be set aside as preserved open space. The combination of the six regional BMPs and open space credit provided the 10 points required by James City County's stormwater management criteria.

The Casey Property project area is now approximately 560 acres. This reduction in acreage also reduced the potential preserved open space. The revised Master Stormwater Plan is similar to the original stormwater plan, but includes the excavation of the largest BMP to further minimize wetland impacts, while still obtaining a 10-point pond at that location. It utilizes five 10-point structural BMPs and open space to meet the stormwater quality requirements for the overall Casey Property. The 10-point BMPs will be achieved using wet ponds. Peak attenuation will be provided at each proposed BMP to ensure that James City County's stream channel protection design criteria are met. One additional road-crossing BMP would be provided to protect against channel erosion in addition to the extended dry detention pond, which now exists on the site. WEG also coordinated with the Center for Watershed Protection on the Master Stormwater Plan. WEG has conducted a detailed Wetland Delineation for the site, which was confirmed by the U.S. Army Corp of Engineers. The U.S. Army Corp of Engineers recently renewed this delineation verbally, and WEG is currently awaiting the written confirmation of the renewal.

The revised Master Stormwater Plan completed by WEG will meet all stormwater quality requirements for James City County. A letter detailing the revised plan and including the stormwater worksheet was sent to James City County, Environmental Division. A copy of the letter with associated worksheets and drawings are attached hereto.



---

*Environmental Consultants*

March 20, 2001

Mr. Darryl Cook  
Development Engineer  
101 Mounts Bay Road  
P.O. Box 8784  
Williamsburg, Virginia 23187-8784

RE: Casey Property  
Master Stormwater Plan

Dear Mr. Cook:

Williamsburg Environmental Group, Inc. (WEG) has completed our reevaluation of the Master Stormwater Plan for the Casey project. This reevaluation was recommended based on State and federal wetlands changes and recent changes in the County and State stormwater management criteria.

The original Master Stormwater Plan developed for the Casey Property in 1997 included six regional best management practices (BMPs) and one extended dry detention pond. The project area for the Master Stormwater Plan was approximately 618 acres of which 157 undesignated acres were to be set aside as preserved open space. The combination of the six regional BMPs and open space credit provided the 10 points required by James City County's stormwater criteria. However, impacts to wetlands and/or waters of the U.S. for the six BMPs were approximately 6 to 10 acres depending on whether the BMPs were constructed as wet ponds or marsh enhanced extended detention facilities.

The Casey Property project area is now approximately 560 acres based on the addition of the Granger tract and the sale of a 71.5-acre parcel to Ford's Colony. This reduction in area also reduced the potential preserved open space based on loss of wetland areas. Approximately 60 acres of wetlands exist on the approximately 560-acre Casey Property. Four options were developed to meet the County's 10-point stormwater requirement. All four options were derived from the original stormwater master plan. Plans presenting all four options are attached along with their worksheets.

#### Stormwater Management Plan Options

Option 1 eliminated BMP 2 which produced the largest amount of wetland impacts. In place of BMP 2, seven smaller off-channel BMPs were located outside of wetland areas to treat stormwater and reduce channel erosion. This option greatly reduced wetland impacts but treated a smaller percentage of the site with BMPs which required a larger amount of preserved open space to meet the 10-point requirement. Option 1 required 12 BMPs and 198 acres of preserved open space.

Option 2 utilized BMP 2 and BMP 54 as dry extended detention basins (4-point BMPs) at road crossings and additional off-channel BMPs. This option also reduced wetland impacts significantly from the

original plan but also required a large amount of open space to comply with the County's stormwater criteria. Option 2 required 13 BMPs and 148 acres of preserved open space.

Option 3 proposed treating stormwater with dry extended detention basins (4-point BMPs) at two road crossings and did not include additional off-channel BMPs. This option reduced wetland impacts but also required the highest amount of open space to meet the 10-point requirement for the project. Option 3 required 7 BMPs and 203 acres of preserved open space.

Option 4 kept BMP 2 as a 10-point combination wet/marsh enhanced pond but required excavation to minimize wetland impacts from the BMP. Although this option impacted more wetlands than the previous three alternatives, it required the least amount of open space to meet the County's stormwater criteria. Option 4 required six BMPs and 50 acres of preserved open space.

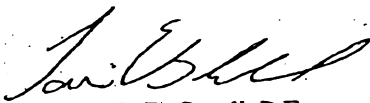
#### Recommendation

Option 4 is the recommended Master Stormwater Plan for the Casey Property. This option is similar to the original stormwater plan but includes the excavation of BMP 2 to minimize wetland impacts while still obtaining a 10-point pond at that location. Option 4 also eliminates the need for BMP 9. The recommended option utilizes five 10-point structural BMPs and open space to meet the stormwater requirements for the overall Casey Property. Although Option 4 requires 50 acres of open space to achieve 10-points for the project, a preliminary assessment indicates that approximately 60 acres of wetlands are present on the site. Therefore, all open space required for meeting the County's stormwater requirements is achieved without reducing the developable acreage for the project.

One additional road-crossing BMP would be provided to protect against channel erosion. Given the future development intensity of the New Town Project, drainage should be able to be directed to the primary BMPs without impacting the existing streams on the project site. This was verified through a meeting with the County's consultant studying the Powhatan Creek Watershed. The drainage areas for BMPs 2 and 8 contain some off-site undeveloped area totaling approximately 28 acres, which is counted in the structural BMP point allocation. The 10-point BMPs will be achieved using wet ponds or marsh enhanced extended detention basins. Peak attenuation will be provided at each proposed BMP to ensure that James City County's stream channel protection design criteria are met.

Through a recent telephone conversation, WEG learned that James City County wanted to address the issue of a responsible party for the BMPs for both construction and maintenance. A plan will be presented to the County for construction and maintenance of the BMPs.

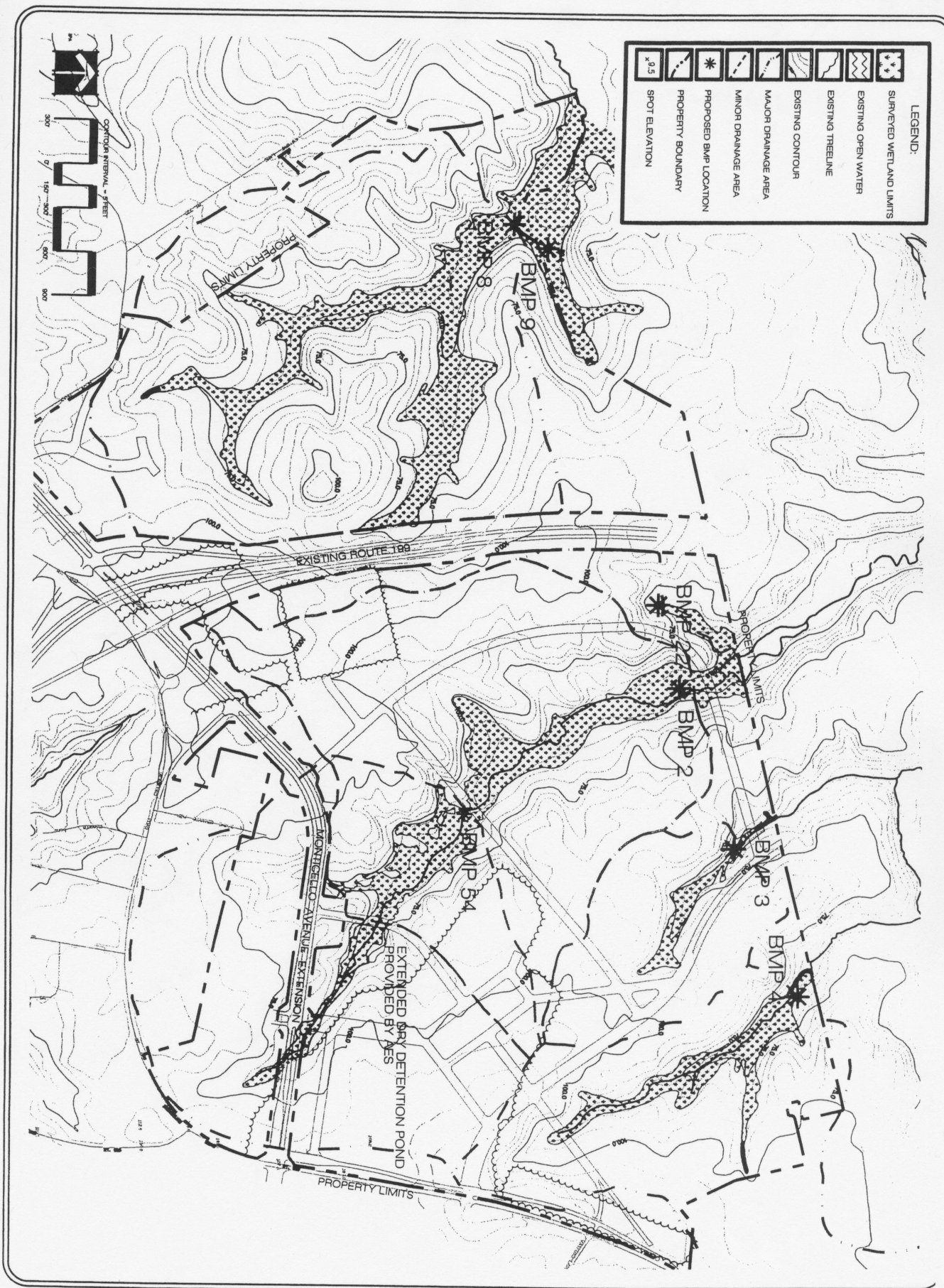
Sincerely,



Toni E. B. Small, P.E.  
Civil Engineer

#### Attachments

cc: Anne Dysart Vergiels, STAUBACH  
Tracey Dowling



DATE: 1/8/00

JOB NUMBER: 456

SCALE: 1" = 600'

SOURCE: AES

**MASTER STORMWATER PLAN  
OPTION 4  
CASEY PROPERTY  
JAMES CITY COUNTY, VIRGINIA**

**WILLIAMSBURG  
ENVIRONMENTAL  
GROUP, INC.**

3000 Easter Circle  
Williamsburg, Virginia 23186  
(757) 220-5650  
7326 Newland Springs Drive, Suite 100  
Richmond, Virginia 23225  
(804) 267-3414  
4800 Marawan Plaza, Suite 150  
Sterling, Virginia 20155  
(703) 426-1360

Environmental Consultants

NEW TOWN SECTION 2 AND 4  
DESIGN GUIDELINES\*  
James City County, Virginia

June 21, 2001

\*These design guidelines are prepared by RTKL Associates Incorporated for New Town Sections 2 & 4 based upon and consistent with Design Guidelines originally prepared by Cooper, Robertson & Partners for the Master Plan of New Town.

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## 1. INTRODUCTION

### 1. Project Location and History

In August 1995, James City County and the C.C. Casey Limited Company sponsored parallel design competitions for a Courthouse and Town Plan, respectively, to be located on approximately 600 acres in James City County, Virginia, currently known as the Casey Property. This property and the surrounding area has been the subject of several speculative development plans over the last ten years and numerous organizations are interested in its growth and the vision which should guide its development. The land has been within the Casey family for several generations, and their stewardship of the property and all of its resources continues with its development into a center for both the County and the City of Williamsburg.

James City County is a rapidly growing area fueled by the tourism of a locale with a wealth of historic value and interest. Nearby, Colonial Williamsburg, Jamestown Settlement, Yorktown and the many plantation homes along the James River stand as a national treasure of our colonial history. In addition, Busch Gardens Theme Park, outlet shopping and the proximity to Virginia Beach, Hampton, Norfolk and Newport News make the region a commonly visited destination. Coupled with the local attractions, the region's mild climate has brought retirement communities and corporate headquarters, each providing a stream of new residents.

The recently completed Route 199 Extension and Monticello Avenue Extension have made the Casey Property both easily accessible and a center of regional activity. Route 199 will become a primary entrance to Williamsburg while Monticello Avenue will link to Williamsburg and the College of William & Mary to the east and to the developments along the James River to the west when it joins with Alternate Route 5.

These improvements in transportation coupled with the ongoing growth of the area will place the site of the new town at the center of Williamsburg and James City County and will ultimately be perceived as their downtown.

### 2. The Winning Town Plan

The winning town plan, chosen from among 99 entries worldwide, was submitted by Michel Dionne, Paul Milana and Christopher Stienon of New York City. The program includes several civic facilities, 600,000 sf of regional and community retail, 400,000 sf of office and 2,000 residential units of varying types. The plan is organized to complete a pattern of significant places around the perimeter of the forested lands of the College of William & Mary to the east. This structuring of the plan locates a civic green at the southeast corner of the site where it becomes central to the larger Williamsburg region and a gateway to the town. Extending north from the civic green, along the eastern edge of the site, is a town common which links to a residential crescent anchored by a prominent civic use. A retail square is the focus of the mixed-use town center. Wetlands and natural features shape the residential neighborhoods which are linked by a main spine street extending from the retail square across Route 199 to the western portions of the property. The neighborhoods are composed of a simple street and block pattern which accommodates alleys and permits a variety of lot sizes and housing types. The public spaces of the plan connect to the regional system of public open space so that the new town becomes an urban extension and center for the region.

## 2.1 Design Principles of the Winning Town Plan

A set of design principles served as the foundation for the winning town plan and are described as follows:

1. The Civic Green (referred to herein as the Civic Square), the Courthouse and other public facilities should occur at the intersection of Monticello Avenue Extended and Ironbound Road, one of a series of important civic places along the perimeter of the forest surrounding Matoaka Lake.
2. Ironbound Road should be designed as a linear town common which provides a setting for the "front door" of the new town and links the Civic Green to a prominent church site to the north.
3. Retail should be concentrated in specified zones to avoid its random development.
4. Development within the mixed-use town center should be built at the street edge with shared parking at the center of the block. Building footprints should be small and the mix of uses (retail, office, residential, civic) within each block should ensure that shared parking is efficiently used on a weekly cycle. On-street parking should be maximized.
5. Civic structures should be sited on important intersections or open spaces.
6. Each neighborhood should have as its focus either a community facility or open space or both.
7. Landscaping should reflect the hierarchy of streets, parks and public spaces.
8. Wetlands should be preserved and natural features should be celebrated through the design of streets and open spaces to make them publicly enjoyable to all.
9. All buildings and other structures should follow design guidelines that promote the creation of unified places. A range of styles and building types is possible in so much as they create places with a consistent and special identity.

## 2.2 Jury Comments

The four-member jury, composed of three architects and one journalist, provided the following comments about the winning town plan:

This plan clearly offers a new regional center, clearly defined, easily approached via Monticello/Ironbound and 199.

The courthouse area here clearly links the new community with its region. Thus it solves a major contemporary problem by uniting new with older parts/the community. This is not an isolated piece of suburbia.

The new center is unmistakably the new town. Roads offer a sense of arrival marked by public buildings (churches, etc.) at key intersections.

This center boldly organizes contemporary shopping to enliven public spaces and reduce conflicts.

Residential neighborhoods are strongly linked to each other and to the market square and civic square via a major avenue. This avenue also links local neighborhood centers east and west on Route 199.

We praise the planners' respect for the natural environment linking both residential to civic areas and natural wetlands, woods to valleys. This plan offers the proximity of nature to both drivers and residents.

We especially admire the park-like settings and design of both Ironbound Road and Monticello Extended for both motorists and pedestrians, with special attention to design of this future intersection.

The new courthouse square invites expansion with orderly growth in the community beyond this site.

This plan can serve as a major force in organizing regional growth around the College Woods.

This is a modern plan responsive to the difficulties of modern urban development.

To carry this forward . . .

This plan faces up to such thorny problems as the rampant automobile, the scale of demanding shoppers, and the shifting markets for housing type.

To meet these challenges, the jury suggests directions the designers and their clients may wish to explore:

1. Better integration of residential neighborhoods with the market center to overcome excessive parking requirements which separate homes from market center.
2. Greater flexibility and variety of lot types, shapes, and proximities. The residential areas need more dedicated spaces for future civic activities.
3. To make the courthouse square work will require the three office or other appropriate buildings to border it.

3. Purpose of Design Guidelines

Presented with the Master Plan of New Town were design guidelines prepared by Cooper, Robertson & Partners for the Master Plan of the New Town which have as their purpose the implementation of the vision of the winning town plan, but recognize conditions which have changed since the competition.

These design guidelines establish criteria for cohesive and orderly development of the site embodying that vision. The guidelines establish standards for site planning, building placement and visual character and landscape design. These standards (and a process for review of each subsequent development application) will ensure that all sites are developed with a consistent level of quality from phase to phase as the project builds out over time.

The plan comprises neighborhoods, each focused about a group of streets and open spaces. These streets and spaces provide the setting for a great variety of commercial, civic and residential uses, and their character will be derived from the buildings that front on them. Thus, a goal of the guidelines is to establish a level of consistency, quality, coherence and harmony in the design of buildings

within the town. Buildings are to be "good neighbors," relating to each other in making places within each neighborhood.

The guidelines will also establish a process from which to review and approve proposed development. This process will ensure that all sites are developed consistent with the quality which initially attracts one to this community.

Because future conditions and opportunities cannot always be anticipated, these guidelines are amendable to serve evolving needs.

Consistent with these design guidelines, restated design guidelines have been prepared by RTKL Associates Incorporated for Sections 2 & 4 of New Town and its related Sections 2 & 4 MU Plan (See Figure 1).

#### 4. Vision and Structure of the Master Plan

##### 4.1 Principles of the Plan

The plan for a New Town in James City County, Virginia is founded on a set of principles which will ensure that the development of the 600-acre parcel of land known as the Casey Property will ultimately create a vital and cherished mixed-use center for Williamsburg and James City County. Inherent in these principles are the goals the Caseys and the County have expressed for the design and realization of the town. Primarily, this town should "encompass a more urban and humanistic approach to the design of buildings and public spaces" than the more common suburban patterns which have resulted in an alienating environment in many areas, thus serving as an "enduring model for growing American communities". The town should be practical from economic and infrastructure standpoints, environmentally responsive and flexible in a changing market. The town should demonstrate design and development concepts that complement the best aspects of surrounding land uses and neighborhoods. The New Town Sections 2 & 4 MU Plan is based on these principles.

Throughout these guidelines, references to a "village character" are used to describe various elements and conditions of the new town. A village is many things and each village is unique in its own way depending upon its location and history of development. Traditionally, a village is large enough in scale to convey a sense of place and community to its residents and visitors but small enough to possess definite boundaries or edges. A village is primarily residential but contains other uses and services to provide for the daily needs of its residents. A village has a center with a mix of uses (including residential) and is organized about a system of interconnecting streets and public open spaces. A village is a pedestrian environment. Uses orient toward streets and open spaces, avoiding enclave development, while parking is accommodated on the streets or behind the buildings. A village is walkable, with centers of activity or public space usually within a 10 minute walk from residential areas and consists of a density of development which encourages proximity of uses. A village is often characterized by a particular architectural style reflecting its time and place of development.

New Town is being developed with an understanding of the community design principles inherent in some of America's best villages and towns. New Town does not attempt to recreate the past, however, but to continue this tradition of town-making principles into the next century.

#### 4.2 Public Open Spaces Structure the Plan

The town will have an overall sense of identity through uniformly high standards of development and an integrated system of public open space. The town is comprised of a series of neighborhoods each with its own identity through the particular mix of uses and the character of their streets and open spaces, which in turn, will contribute to the identity of the town as a whole. Individual neighborhoods are defined by the natural features of the site and by a particular network of streets and blocks. Neighborhoods may consist of retail, office, civic and residential uses or some combination thereof. Each neighborhood has as its focus, threshold or boundary a significant public open space which defines or establishes the character of that neighborhood. Intersections of major town routes, areas of transition from mixed use to residential, special natural and topographical features are all appropriate places to locate public open space and should serve as a guide in their placement and design as the town develops. The open spaces or places of each neighborhood should link to one another through streets which act as vehicular and pedestrian routes to create a community wide system of interconnected public places. Development of the overall developable site area of the town should provide a minimum of ten percent as usable open space as described in James City County Zoning Ordinance. Major civic uses and neighborhood centers are most appropriately located on or near these open spaces. Civic structures can act in tandem with public open space to give focus and identity to a neighborhood and should serve as predominant features throughout the town.

#### 4.3 Street, Block, Lot and Building Patterns

Neighborhoods are built of a pattern of streets and blocks which should ensure connectivity, both pedestrian and vehicular, and contribute to the overall sense of community. Streets should convey a sense of hierarchy and be designed to visibly go somewhere, whether to a vista, natural feature, special place, civic use or to a significant intersection. Major routes are to have a consistent and coherent character throughout the town which, in turn, reinforces a sense of place. Secondary and tertiary routes should reinforce the geometry of the major routes within a loose grid pattern. Residential neighborhood streets should be narrower than commercial streets and should be designed to minimize traffic and encourage walking. Block dimensions should respond to the particular land use patterns of the neighborhood and to the experience of the pedestrian. Overly long blocks are to be avoided. Blocks are comprised of an assemblage of lots which should acknowledge and reinforce the larger public elements of the plan in their orientation toward streets and open spaces. Likewise, buildings placed on each lot should respond to their setting through their orientation toward public frontages while the visual impact of parking and service areas should be minimized by their design and location.

#### 4.4 Natural Features

The natural features of the land, the wetlands, ravines and dense forests, are preserved and, in fact, celebrated through the design of the town plan. Natural areas give shape to neighborhoods and in certain instances should be displayed to the community as public gestures and constant reminders of the beauty inherent in the land on which the town is built. By conserving wetlands, the natural hydrological patterns of the site are preserved. Whenever possible, existing trees should be preserved for use along streets, in parks, within large parking areas and within the residential neighborhoods to foster a mature appearance of the landscape of the town.

## 5. Elements of the Master Plan

### 5.1 Monticello Avenue

The extension of Monticello Avenue to Route 199 has linked the lands of the new town to both the City of Williamsburg and the surrounding region. As such, Monticello Avenue is the major regional route through the new town and the one on which most residents and visitors will arrive. The location of the Civic Square, the town's front door, at Monticello and Ironbound Road recognizes this fact. Monticello is also the address for many gateway commercial and mixed-use developments. Its design is to convey, then, a sense of arrival and identity for the new town in a coherent and consistent manner. Continuous setbacks will allow for the preservation of the best existing trees and provide a park-like setting. Public infrastructure such as street and pedestrian lighting, bikeways and sidewalks and a town fence or wall that defines the preserved areas of trees shall be designed to convey the character of the new town. Guidelines for building placement and massing, parking and access and the visual character of structures along the route will also contribute to the coherent character and identity of Monticello Avenue and the town itself.

### 5.2 Ironbound Road

Ironbound Road plays an important role in connecting regional traffic from Route 199 and Monticello Avenue to the surrounding local areas and to the City of Williamsburg. As such, it is the major local connector of the new town. Like Monticello, Ironbound Road is to convey a sense of arrival and identity for New Town in its design. Subject to final development of a VDOT approved plan, the width of Ironbound Road is intended to be expanded to accommodate a median with large specimen trees in the manner of a linear town common or parkway. Ironbound Road acts as an important link to three of the town's gateway open spaces, the Civic Square, Pecan Square and a civic open space at the northern end of the site along Ironbound Road. Ironbound Road acts as a green link between the two civic anchors of the town. Connections to the mixed-use center are also made directly from Ironbound. Guidelines for public infrastructure and structures along Ironbound will ensure that the character and experience of the road reinforces the identity of the new town.

### 5.3 The Civic Center and Civic Square

As stated, New Town is comprised of a collection of neighborhoods that together form the identity of the whole community. At the core of the town is the Civic Center District located where James City County meets the City of Williamsburg. The Civic Square has been designed to serve as the focal point to the new town. The guidelines will ensure that the Courthouse and the planned Church are the dominant structures along Monticello Avenue and that nearby buildings be compatible with these civic anchors. The Civic Square may be thought of as the town's meeting place and gateway. From the Civic Square one may enter the City of Williamsburg, James City County or the town itself.

### 5.4 Northern Civic Focal Open Space

At the north end of town on Ironbound Road is another civic gateway. Here, a church or other civic use will stand as a sentinel for the town within a focal open space. The guidelines will ensure that the church or other civic use is the dominant focus of the crescent and that nearby buildings be compatible with this civic anchor.

## 5.5 The Town Center, Village Square and the Regional Retail Center

Protected from the through traffic of Monticello Avenue and Ironbound Road but linked to the Civic Square and Northern Civic Focal Open Space is the mixed-use town center which has as its focus the Village Square. This multi-purpose public open space is surrounded predominantly by two and three story mixed-use commercial buildings of varying sizes. These buildings will consist predominantly of ground floor retail with second and third story residential and office uses. Retail, office and higher density residential uses line the streets that lead to and form the square. Parking is accommodated both along the streets and on lots inside the blocks and will be shared among uses that have peak demands at different times. The Village Square may be thought of as the town's core where shops, restaurants, small businesses, theaters and living units come together to form a lively and entertaining centerpiece.

A portion of the town center adjacent to the Village Square and fronting the Civic Square will be the site of a regional retail center. The center will act as a gateway to town and provide proximate retail and dining activities to the civic center uses south of Monticello Avenue. The design of the retail center will be architecturally consistent with the character of the Civic Square and the overall village scale of the town. Anchor stores will be limited in size and number to ensure that village character can be maintained.

## 5.6 Office District

Nearby and directly linked to the Village Square is a district where office buildings may be located along a drive that intersects Ironbound Road at the Pecan Square, another gateway to the town, and travels up along a wetland edge toward the lands of Eastern State Hospital. Here, research and development offices can work in conjunction with the College of William & Mary located nearby. The offices should relate to the activity of the town center in their design and placement, acting as an extension of the commercial nature of town center. Residential, or some combination of office and residential may be located within this district as long as the connectivity to the town center is maintained either through use or the design and placement of buildings and streets.

## 5.7 Gateway Commercial along Monticello

Other commercial and mixed-use centers occur along Monticello Avenue and would serve as gateways to the neighborhoods beyond them and collectively as the gateway to the Monticello-Ironbound civic and commercial core of the new town. Taken together, these commercial centers along with the mixed-use town center and civic centers form the greater town center district.

Guidelines will ensure that the nature and uses of these gateway centers reinforce the character of the town and not detract the primary focus from the mixed use town center and the Village Square. Buildings are to be predominantly small in scale and offer services or activities which complement rather than compete with the town center uses. Higher density residential should be incorporated into these gateway centers to help transition uses to the residential neighborhoods beyond.

## 5.8 Residential Neighborhoods

Residential districts, each with a mix of lot sizes, form traditional neighborhood patterns throughout the remainder of the site, using wetlands and natural features to create places, parks and addresses which give character and identity to the town. Each neighborhood should have at least one public open space as its focus and is to be organized about an interconnecting overall street system. Civic or community uses are encouraged to be located near these focal public open spaces. The design of the street system and open spaces should create a neighborhood with individual identity. The neighborhood design should encourage pedestrian and bike activities through street linkages. A mix of housing types, characterized by a variety of higher and lower densities should be deliberately located to create places within the neighborhoods with a special character and identity while accommodating a diverse economic range. Enclave developments or walled communities do not reinforce a village character and are not encouraged.

## 6. Plan Flexibility

The plan calls for a simple system of streets and blocks that allow the plan to easily adapt to changes of use, density or the addition of adjacent land. There are two different block types; larger blocks at the mixed-use center with large central areas for parking and a mix of uses at the perimeter, and various sized rectangular residential blocks that may accommodate alleys and are platted in small increments. Each block type is flexible and can accommodate a variety of uses. The larger blocks are designed to conceal the amount of parking associated with commercial uses, whereas the smaller blocks are suited for small lot residential uses. Within the mixed use center, any particular block may contain a mix of office, retail, institutional or residential uses provided the buildings are built at the perimeter of the block. Criteria are established which locate parking predominantly behind buildings within the block. Density is related to available parking and can be increased through the use of parking decks on larger blocks should economic conditions permit. Residential densities can be increased by reducing lot size or by an increase in multi-family residential types.

The most flexible area of the plan is outside the commercial center where various combinations of residential lots will determine the type of housing unit that can be built. Within the town center, building location and size on any block will need to be carefully controlled in order to prevent vast areas of exposed parking lots. This is accomplished in these design controls and guidelines through build-to zones, building massing and scale guidelines, standards for location of entrances, garages, parking and service bays, height limits, building articulation and the use of materials, among other methods.

## 7. Resource Management and Sustainability

It is the intention of the Master Plan to encourage the development of a resource management plan to substantially reduce resources consumed and the environmental impacts created by housing, employment and other human activity within the town. The focus of such a plan would be to reduce consumption and waste and to reuse or recycle materials.

A plan to regulate the consumption of energy may include solar options, standards for advanced building performance designs (such as smart HVAC controls which optimize year-round performance and low power consumption elevators) and tree placement to reduce lighting, heating and cooling loads. Likewise, water consumption and waste could be reduced through the use of low flow fixtures and the integration of storm drainage management practices which support irrigation



or the use of pervious parking surfaces, which reduce run-off. Waste management should include specific programs, which encourage recycling, composting and the reuse of construction materials, as well as waste separation in the home and workplace. Building materials are encouraged to be natural as opposed to synthetic and may have requirements for minimum amounts of recycled material in new construction. Market approaches should be developed to encourage and provide incentives for the compliance of such programs. Public buildings should set the examples of resource management and demonstrate and evaluate alternative technologies and methodologies.

## 2. **MIXED USE TOWN CENTER DISTRICT STANDARDS (New Town Section #4)**

*Refer to Figure 1 for MU Plan and Figures 3 & 4 for Illustrative Plans.*

### 1. Introduction

The Mixed Use Town Center is the hub of activity within the town. It is within this district where most uses come together, side by side, as was the case in most towns and cities earlier this century.

Shop vendors, a movie theater, a doctor's office, a post office or branch library may all coexist with residential units either in their own structures on the same block or in upper floors of a mixed-use building. Within the town center, residents are steps away from their daily needs, and perhaps their place of employment if they happen to work in the shops or offices located there. Activity continues into the evening as restaurant tables spill out onto the sidewalks and book shops or coffee bars stay open to receive the crowds emerging from the cinema. The Village Square collects all of this activity and provides a setting for weekend flea markets and farmers markets or performances of local groups. In order to create a walkable and compact retail experience, the central pair of blocks in New Town Section 4 may be bifurcated by development as indicated on the MU Plan, creating a southern open space, which would become the mixed-use Village Square, and a northern, primarily residential, open space called the Village Green. As such, the Village Green is to have a character separate to that of the Village Square. The Village Green would be primarily softscape and should be designed to encourage passive activities as an amenity to the proximate residential uses.

Streets, building placement and scale, entrances, visual character, and parking and service areas are a few of the elements which will be carefully regulated to promote this mix of activity and enliven the pedestrian experiences. The design of building location and orientation, open space and pedestrian amenities should intentionally link the town center with its surrounding neighborhoods.

### 2. Street Design

Streets within the town center 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.

Street sections should be wide enough to allow parallel parking, and in some cases angled parking, but not so wide as to discourage pedestrian crossing. Streets with retail on both sides should never have a median dividing lanes of traffic to ensure that the shopping ambience is linked, both physically and visually, across the street. Street trees should be planted with close spacing to ensure shaded sidewalks for the pedestrian. Generally a maximum of 25' spacing is preferred, and this spacing should not be exceeded on streets bordering the Village Square and Court Street. On other streets, spacing should be approximately 25' but should not exceed 30'.

The following street sections are proposed for the town center:

Type Monticello	Monticello Avenue
Type MU-A	Street bordering Village Square/Village Green
Type MU-B	Court Street
Type MU-C	Streets leading to Village Square/Village Green
Type MU-D	Office drive

Refer to Figures 5, 6, 7 & 8 for section diagrams keyed to an illustrative street plan.

A portion of the town center district contains a Woodland Preserve (Refer to Chapter 4, Section 6.10) which borders Monticello Avenue. The design of the frontage along Monticello is to comply with its comprehensive plan. (Refer to Figure 7 )

### 3. Block Patterns

#### 3.1 Block Concept

Within the mixed use center, any particular block may contain a mix of retail, office, institutional or residential uses provided the buildings are built at the perimeter of the block. Criteria are established that locate parking predominantly behind buildings within the block.

#### 3.2 Block Size

Blocks are to be large enough to accommodate the parking needs of the building uses, but should not be so large that parking lots appear vast and buildings appear scattered. Block areas are to be limited to 7 acres and no one block face should exceed 750 feet in length.

#### 3.3 Block Densities

In addition to the maximum densities established by zoning, minimum densities of residential and non-residential uses have been established to ensure a basic mix of these use types. Maximum densities are also established at levels which will permit a mixture of uses and prevent the dominance of any one particular use and an imbalance in parking requirements. These minimum and maximum densities are gross densities for the entire Mixed Use Town Center District, however the intention is to achieve a mix of uses on individual Town Center blocks.

Non-residential density implies a mix of retail, office and civic or institutional uses (refer to item 3.4 below for limits on ground floor uses).

	<u>Minimum Gross Densities</u>	<u>Maximum Gross Densities</u>
Residential	6 du/ac	16 du/act
Non-residential	3,000 SF/ac	20,000 SF/ac

#### 3.4 Permitted Ground Floor Uses

Blocks which form the Village Square have certain limitations in ground floor uses which face the square.

Ground floor frontage along the Village Square is to be predominantly retail. Civic uses will be permitted for not more than 30% of any block face along the Village Square. Office uses will be permitted for not more than 20% of any block face along the Village Square. Space designated as Retail may be leased for, or otherwise put to, other uses for limited periods of time, with DRB approval.

Any mixture of office, retail, civic, institutional, and residential may occur on the ground floor along block faces which do not front the Village Square.

### 3.5 Coverage/Footprint Limitations

Within the town center, single building footprints are to be predominantly between 2,000 SF and 20,000 SF. To control the amount of parking generated by any one commercial use, only one non-residential building per block may exceed 18,000 SF in footprint and may not exceed 60,000 SF in total building area. Larger foot print buildings may be allowed with DRB approval.

Total building coverage for any block is to be a minimum of 22% of the net block area.

## 4. Building Placement and Massing

### 4.1 Building Height

An appropriate building height is desirable to establish a scale to the mixed-use center consistent with the village and the size of the blocks. The village center is to have predominantly 2-3 story buildings. One story buildings which face the Village Square or the Village Green are to have a minimum eave height of 20', except for wings as described below.

The use of a clerestory or other architectural expression should be employed to convey the sense that the building is greater than one story. Buildings which face the Village Square may have one story wings at less than 20' eave height if set back from the main body of the building a minimum of 5 feet. The floor area of such wings may not exceed 25% of the total building footprint. Building may not exceed 4 stories except for tower elements with a maximum footprint of 625 sf.

### 4.2 Building Setback/Frontage Zone

Building setbacks from the property line are to generally occur within a specified "frontage zone" so that a defined streetscape or streetwall will result. Streetwalls help to create a pedestrian environment which, in turn, reinforces commercial uses. A "frontage zone" is a zone in which the front wall of a building is built.

#### 1. Individual Building Setbacks/Frontage Zone Requirement

A minimum of 60% of the front facade of individual buildings should be built within the following frontage zones.

#### Frontage Zone

<u>Street Type or Condition</u>	<u>Min. Setback from PPL</u>	<u>Max Setback from PPL</u>
MU-A	0'	5'
MU-B	5'	10'
MU-C	0'	10'
MU-D	15'	30'

One story wings and appendages are to be set back a minimum of 5' from the main body of the building, and are limited to 20% of the front wall length of individual buildings.

Arcades, canopies, stoops, bay windows and balconies may protrude beyond the frontage zone, where such zone does not extend to the property line.

Exception: Buildings of 2 stories or less may be set back a maximum of 150' from the street provided the primary access is from a pedestrian alley perpendicular to the street created by buildings which follow the above stated setback guidelines.

Within setback areas, additional pedestrian hardscape and amenities and landscaping should be accommodated. Setbacks along street type MU-D may not accommodate parking or drop off areas.

## 2. Block Face Setback/Frontage Zone Requirements

Building facades should occur within the frontage zones established above in item 4.2 1. above. a minimum of 60% of the length of any block face within the town center.

## 4.3 Build-To Zones

Build-To Zones are portions of the site frontage where buildings are required and where such buildings should occupy the established frontage zone.

Build-To Zones establish criteria where building mass is required to achieve a particular streetscape or define an urban condition such as an open space. This, in turn, promotes a coherent system of streets and open spaces which characterizes the town scape and encourages pedestrian activity.

Build-To Zones will be established at the time of MU zoning application for any parcel.

## 5. Parking and Access

### 5.1 Parking Standards

Parking lots within the mixed-use town center should be located at the rear, or if necessary at the sides of the buildings, rather than be interposed between building and street. Parking lots located within the center of the mixed use blocks are to be set back a minimum of 60' from the public right-of-way along the street types A and B. Parking lots may be set back a minimum of 15 feet from the public right-of-way along street types C and D, but only on one of the two blocks flanking the street. Parking lots are not permitted along the frontages of the Village Square.

Spaces within the central lots are to be shared by all of the uses which occupy the block. Certain uses may dedicate a portion of these spaces subject to the following limitations:

Residential:	1 space/dwelling unit
Office:	1 space/1,000 sf

A maximum parking ratio should, in recognition of the shared use potential of a mix of users on a large block, and in order to ensure a more urban level of development, be established at lower levels than current minimum zoning requirements. These maximum parking ratios are to be as follows:

Apartment residential:	1.5 spaces/dwelling unit
Retail:	4 spaces/1,000 sf
Bank/Office:	3 spaces/1,000 sf
Theater:	1 space/6 seats
Restaurant:	1 space/3 seats
Bowling Alley:	2 spaces/alley
Barber/Beauty Shop:	1 space/chair
Medical/Dental:	1 space/doctor or dentist
Funeral Home:	20 spaces
Furniture/Carpet Store:	2 spaces/1,000 sf

Parking provision at less than 90% of these maximum ratios are to be permitted only with demonstrated analysis of greater potential reductions in parking demand through the use of shared parking or other factors. Parking in the central lot and on flanking street frontages (whether public or private streets) may count towards the parking ratio calculation.

Parking lots should be designed to meet or exceed the landscape standards of the James City County Zoning Ordinance. Whenever possible, existing large trees are to be saved within the parking lots to promote a sense of maturity of the town landscape and to shade the paved areas.

Trash, utility and service areas are to be located within or flanking the parking lots subject to the design standards described in Chapter 2, Section 6.1 below.

## 5.2 Access

### 1. Vehicular Access

Center block parking lots may have access driveways from any street bordering a block subject to the following limitations:

- (1) 1 access point maximum along the block face fronting Village Square
- (2) 2 access points maximum along any block face other than that fronting the Village Square.
- (3) 4 access points maximum for any town center block.
- (4) 24' max. width of any access way regardless of location.

### 2. Building Access/Entrances

Non-residential building entrances should face the street, but may occur off passageways through or between buildings on the block provided the entrance to such passageway is clearly accessed from the street.

Secondary non-residential building entrances and entrances for office uses provided on upper floors of buildings may occur from the parking lot but may not be the main or sole entrance to any ground floor non-residential use.

If an individual ground floor non-residential tenant does not have street frontage, parking lot access is permitted, but should occur within 30' of a pedestrian passageway to the street.

Ground floor residential units may have access from either the street or the parking lot, or both. Upper floor residential units should have access from the street, in addition to any access from the parking lot, unless such residential units are located above non-residential uses facing the Village Square.

## 6. Visual Character

### 6.1 Edge Definition and Screening

Walls, fences, and planting are to be employed to improve the visual environment as well as to reinforce a streetwall condition. These elements are intended to define street edges and parking areas or to conceal undesirable views into parking and service areas where buildings do not occupy the frontage zone.

Parking areas which occur along the public right-of-way should be screened with a fence or wall a maximum of 42" in height. Fences and walls are to be placed within the frontage zone described above in Chapter 2, Section 4.2 Building Setback/Frontage Zone Requirements. The walls and fences should be consistent in character with the adjacent buildings. Walls are to be made of stuccoed concrete block or brick. Fences are to be made of wood or painted metal. Chain link fences are not permitted. Landscaping may be used in conjunction with fences and walls to better screen parking areas. The canopy of trees planted within the parking areas or other positive features should dominate the view over such walls and fences to soften the effect of parking area along street rights-of-way.

Loading, service and trash areas, as well as mechanical equipment, are to be screened with walls or fences a minimum of 5' in height, combined with planting where appropriate, and consistent in character with adjacent buildings, or may be screened by buildings themselves. Where services areas are open for vehicular access, wood or painted metal gates, also a minimum of 5' high, are to be provided.

### 6.2 Planting

Planting is encouraged in all setback areas and throughout parking areas. Within large areas of parking, planting should be designed to break down large parking lots into smaller parking areas. The preservation of existing mature trees within planting areas is encouraged.

### 6.3 Signage

Signage is limited to signs mounted behind or adhered to shop windows, hanging (shingle) signs or may be attached to buildings and integral with the storefronts. The number and area of signage shall apply separately to each establishment. The maximum aggregate area of all signs per establishment shall not exceed 1.5 square feet of sign area for each linear foot of width of the front wall of the building. One sign no larger than 18" in one direction with a maximum surface area of 15 square feet is allowed for each tenant. The sign is to be located on the front wall of the building. All signage is to be externally lit when illuminated (i.e. no backlit signs).

#### 6.4 Scale and Articulation

Buildings in the mixed-use town center should not appear monolithic, but should appear consistent with a village character. Articulation should be employed to help reduce the overall size of large buildings. Articulation may be expressed through two devices: building massing and architectural elements. Buildings with large profiles may be designed to appear smaller if the overall massing is articulated as a collection of component masses. The use of architectural elements such as bays, balconies, porches, loggias and arcades can add interest to building facades and aid in relating the scale of any building to human dimensions. Roofs may be articulated through the use of dormers, lanterns, monitors, widow's watches and other roof-top elements. Each of these devices add character and interest to the buildings of the town which, in turn, reinforces the village character intended by these guidelines.

The buildings may range from 1 to 4 stories and should utilize simple geometric shapes in plan and elevation, subject to required treatment of 1 story buildings set forth in Chapter 2, Section 4.1 above. The overall massing of any building should be a collection of small and medium simple volumes. Buildings are encouraged to have pitched roofs, especially if it contains residential uses, with attic stories and dormers. Wings and additions should be simple rectangles in plan and oriented parallel or perpendicular to the main body of the building or toward a street frontage.

#### 6.5 Architectural Expression

##### 1. Walls

###### - Recommended Materials

- Building walls: brick, stucco, wood shingle, wood clapboard, board and batten
- Exposed Foundation Walls: Brick or brick facing, or stucco finished poured concrete block or cast-in-place concrete.

##### 2. Building Elements

###### - Recommended Materials

- Chimneys: brick or stucco
- Arcades and colonnades: brick, stucco, wood
- Porches, columns: painted wood, painted metal
- Posts, spindles, balusters: painted wood, painted metal
- Stoops, exterior stairs: brick, concrete
- Decks: wood

- Signs: wood, painted metal
- Awning and canopies: canvas-covered metal structure

### 3. Roofs

- Recommended Materials
  - Roofs: Wood shingles, metal standing seam, copper, lead-coated copper, slate, synthetic slate, asphalt or fiberglass shingle
  - Gutters and downspouts: painted metal, copper
  - Flashing: copper, lead coated copper, anodized aluminum
- Configurational Standards

Buildings should have a varied character of traditionally shaped roofs.

Complete configurational standards of roofs and roof-top elements will be considered at the time of DRB review of specific building improvements. Some items to be considered are:

- Principal Roofs: Gabled, hipped, hipped gables, gabled hips or gambrel in a symmetrical fashion with a slope of 4:12 to 8:12; Buildings with roof areas greater than 12,000 sf may have portions which are flat if concealed from view by sloped roofs of the character described above.
- Secondary Roofs: Shed with minimum slope of 2:12.
- Flat Roofs: Flat roofs are to have parapets or railings.
- Parapets: Horizontal or gabled
- Dormers: Pitched or eyebrow
- Special roof-top elements: Symmetrically situated or aligned with the rhythm of structural bays and fenestration.
- Roof-top mechanical enclosures: Concealed from view by sloped roofs of the character described above.

### 4. Openings

- Recommended Materials
  - Windows: wood, painted metal
  - Bay windows: wood, painted metal, with metal tops
  - Doors: painted wood, painted metal
  - Storefronts: painted wood, painted metal
  - Shutters: wood
  - Security doors and grilles: metal
- Configurational Standards

Configuration standards of the above opening types will be considered at the time of DRB review of specific building improvements.

### 5. Paved Areas



- Recommended Materials

- Streets: Brown aggregate asphalt roadbed, except surface treatment (river rock) at the Village Square. Local river rock exposed aggregate curb and gutter.
- Parking Areas: Brown aggregate asphalt, compacted gravel, turf block, brick.
- Curbs and Wheel Stops (within parking areas): Local river rock exposed aggregate, timber, concrete, granite.
- Pedestrian Areas: Local river rock exposed aggregate, brick.

## 6.6 Site Lighting

Well-designed outdoor lighting at night benefits everyone, increases safety and enhances the nighttime character of New Town. Appropriate and sufficient site lighting should be designed to insure the safety and security of pedestrian and vehicular movement while eliminating problems of glare, minimizing light trespass and helping to reduce energy costs. All business, residential and community driveway, sidewalk, and property luminaries should be installed with the idea of being a "good neighbor," with attempts to keep unnecessary direct light from shining onto abutting properties or streets.

All site lighting should prevent light from shining directly up and should be full cut-off fixtures with the light source fully shielded, except for low wattage and fossil fuel sources, temporary emergency lighting, seasonal lighting, sports field lighting and other special situations as approved by the DRB. Pedestrian luminaries that permit the limited and controlled visibility of indirect light from the source as an aid to way finding and spatial definition are permitted at the discretion of the DRB.

Acceptable light sources include incandescent, fluorescent and metal halide lamps, and should produce a color temperature close to daylight. Other sources may be approved at the discretion of the DRB. Mercury vapor sources are not permitted.

The maximum height for on-site fixture poles is as follows:

1. Pedestrian Walks, Plazas: 16'
2. Streets and Drives: 25'

The exterior illumination of civic or special buildings that enhances architectural elements is encouraged.

## 3. RETAIL CENTER STANDARDS (New Town Section #2)

*Refer to Figure 1 for MU Plan & Figure 2 for an Illustrative Plan*

### 1. Introduction

The retail centers within Section 2 of New Town are typically located along Monticello Avenue and therefore serve as gateways and addresses to the neighborhoods beyond them. More important, these commercial centers establish the first image and impression of the town to those who pass by or visit from other areas in the region. The planning and design of the retail centers, then, becomes paramount in setting the desired character for all of the neighborhoods located in the town. Architectural character, landscape requirements, parking and service areas, pedestrian interaction,

vehicular movement, signage and lighting are all major factors which should be considered in the design of any retail center.

There are three possible types of retail centers which could occur along Monticello Avenue, all of which may include office or institutional uses and, in some instances, higher density residential: a regional center with brand name stores and moderately sized anchors, a moderately sized retail center which may have more local appeal and a small "gateway" neighborhood center which focuses on convenience retail or specialty shops.

The intersection of Ironbound Road as a park-like connection between two civic anchors and Monticello Avenue as the gateway to Williamsburg forming the Civic Square is a primary location for a regional center which will link to the Village Square and its shops, restaurants and entertainment venues. It is the intention of these guidelines that such a retail center avoid the suburban patterns of development which are characterized by large setback areas, large areas of exposed parking, limited pedestrian opportunities, highway scaled signage and a general lack of connection with its surrounding context. Instead, the retail center is to be conceived as an extension of the mixed-use town center and to comply with the patterns inherent of the village character previously described.

The retail center district borders or contains three primary open spaces of the town and its buildings should be designed to recognize the character of each space and serve to form their edges. Buildings which front the Civic Square should be part of the larger ensemble of buildings which form the walls of the open space. These buildings shall be designed to complement the Southern Civic District buildings to the south. Buildings which border the Mixed-Use Town Center District, especially along the Village Square frontage, should be compatible with the village character of the mixed use buildings and are encouraged to be mixed use in nature themselves. Likewise, buildings which front the Pecan Square are encouraged to be mixed use or residential and respond in character and scale to the nature of that open space while forming the walls of the open space itself.

## 2. Street Design

The streets which define the retail center district are Ironbound Road, the northern frontage of Monticello Avenue, Court Street, the southern frontage of the Village Square, a street leading from the office drive to the Village Square and the frontages of the Pecan Square. The design of Ironbound and the Civic Square is to comply with their comprehensive vision (Refer to Figure 8 ).

Smaller, more intimate drives may form the edge of focal open spaces, such as Pecan Square and the Civic Square, or may serve to define and organize parking areas. A coherent, interconnected pattern of internal drives should organize the larger district into smaller, more humanly scaled areas.

A street connection between the Civic Square and the Village Square is required. This street is to accommodate low-speed vehicular access and encourage pedestrian activity through its design. Sidewalks, tree planting (spaced generally at a maximum of 25' o.c. not to be exceeded on streets bordering the Village Square and on Court Street) and pedestrian lighting should be designed on both sides of the streets, enabling pedestrians to comfortably and safely walk from parking areas to building entrances day and evening.

The following street sections are proposed for the retail center:

Type MU-B              Court Street

Type MU-C	Street leading/adjacent to Village Square
Type MU-D	Office Drive
Type I-A	Internal street or drive

Refer to Figures 9 & 10 for section diagrams keyed to an illustrative street plan.

### 3. Building Placement & Massing

#### 3.1 Building Orientation

The orientation and massing of a group of buildings within any retail center should create a positive spatial ensemble rather than occur as free standing random elements. Buildings should be located so that they form an ordered relationship with one another, ideally through the creation of public open space or "place" (i.e., a plaza, square or green) about which they are entered. Buildings which front the Civic Square are to orient towards the Civic Square.

#### 3.2 Building Shape and Footprint

Buildings should be predominantly rectangular in shape or composed of simple rectangular pieces. Odd building shapes employing acute angles (such as in the letters "Z", "W", and "Y") are not encouraged. Simpler shapes are preferred (similar to the letters "I", "H", "L", "T", "U" and "V" if a response to an angled street intersection condition).

Single building footprints should be predominantly small, between 2,000 sf and 20,000 sf. To control the amount of parking generated by any one commercial use, only one building per block may exceed 18,000 sf in footprint and may not exceed 60,000 sf in total building area. Larger footprint buildings may be allowed with DRB approval. Building depths may not be greater than 110' without being divided into what appears to be two buildings. Total building coverage for any block is to be a minimum of 22% of the net block area.

#### 3.3 Building Height

An appropriate building height is desirable to establish a scale to the retail center consistent with the village and the size of the blocks. The village is to have predominantly 2-3 story buildings. One story buildings which face the Village Square or the Village Green are to have a minimum eave height of 20' except for wings as described below. The use of a clerestory or other architectural expression should be employed to convey the sense that the building is greater than one story. Buildings which face the Village Square may have one story wings at less than 20' eave height if set back from the main body of the building a minimum of 5 feet. The floor area of such wings may not exceed 25% of the total building footprint. Building may not exceed 4 stories except for tower elements with a maximum footprint of 625 sf.

#### 3.4 Building Setback/Frontage Zone

Setbacks from the property line should be established so that a defined streetscape or streetwall will result. Streetwalls help to create a pedestrian environment which, in turn, reinforces commercial and retail uses. Because the requirements for 40% maximum impervious surface and storm water management will be applied on a village-wide basis, there is no need to have large setbacks for the purposes of open space buffers and retention/detention ponds. A "frontage zone" is a zone which the front wall of a building is built.

1. Individual Building Setbacks/Frontage Zone Requirement

A minimum of 60% of the front facade of individual buildings should be built within the following frontage zones.

<u>Street Type or Condition</u>	<u>Frontage Zone</u>	
	<u>Min. Setback from PPL</u>	<u>Max Setback from PPL</u>
Type Ironbound	15'	30'
Type MU-B	5'	10'
Type MU-C	0'	10'
Type MU-D	15'	30'
Type I-A	10'	15'

One story wings and appendages are to be set back a minimum of 5' from the main body of the building, and are limited to 20% of the front wall length of individual buildings.

Arcades, canopies, stoops, bay windows and balconies may protrude beyond the frontage zone, where such zone does not extend to the property line.

Exception: Buildings of 2 stories or less may be set back a maximum of 150' from the street provided the primary access is from a pedestrian alley perpendicular to the street created by buildings which follow the above stated setback guidelines.

Within setback areas, additional pedestrian hardscape and amenities and landscaping should be accommodated. Setbacks along street type MU-D may not accommodate parking or drop off areas.

2. Block Face Setback/Frontage Zone Requirements

Building facades are to occur within the frontage zones established in item 3.4 1. above a minimum of 60% of the length of any block face within the town center.

3.5 Build-To Zones

Build-To zones are portions of the site frontage where buildings are required, and where such buildings are to abut the property line or established setback line.

Build-To Zones establish criteria where building mass is required to achieve a particular streetscape or define an urban condition such as an open space. This, in turn, promotes a coherent system of streets and open spaces which characterizes the town scape and encourages pedestrian activity.

Build-To Zones will be established at the time of MU zoning application for any parcel.

4. Parking and Access

Parking and Access standards and requirements for retail uses shall be the same as set forth for Mixed Use Town Center District Standards for New Town Section 4 in Chapter 2, Section 5 above, except trash, utility and service areas are to be located within or flanking the parking lots subject to the design standards described in Chapter 3, Section 5.1 below.

## 5. Visual Character

### 5.1 Edge Definition and Screening

#### 1. General Provisions

Walls, fences and planting are to be employed to improve the visual environment as well as to reinforce a streetwall condition. These elements are not intended to block views of the fronts of the retail buildings but to serve two functions: to define street edges and parking areas and to conceal undesirable views into service areas.

Parking lots and landscaped areas of the site should be defined with low walls or fences, combined with planting where appropriate, along the property line or established setback line. The walls and fences should be architecturally consistent with the adjacent buildings and should be limited to 42" in height. The canopy of trees planted within the parking areas or other positive features should dominate the view over such walls and fences to soften the effect of parking area along street rights-of-way.

Loading, service and trash areas, as well as mechanical equipment, are to be screened with high walls or fences, a minimum of 5' in height, combined with planting where appropriate, and consistent in character with the retail buildings or may be screened by the retail buildings themselves. Walls or fences should have a minimum opacity of 75%.

#### 2. Mechanical Equipment

All roof mounted mechanical equipment, including ductwork, is to be screened from all public view and access.

### 5.2 Planting

Planting is encouraged in all setback areas and throughout the parking areas. Within large areas of parking, planting should be designed to break down large parking lots into smaller parking areas. The preservation of existing mature trees within planting and parking areas is encouraged.

### 5.3 Signage

Signage is limited to shop windows, hanging (shingle) signs and the exterior building wall, placed at a consistent height, and to monument signs if designed as an architectural feature consistent with the retail buildings. When illuminated, signs are to be externally lit, not backlit.

Individual letters in signs may be internally lit provided the buildings are not located adjacent or across the street from the Civic Green or within 150' of Ironbound or Monticello Avenue, or facing the Mixed Use Town Center District parcel.

#### 5.4 Scale and Articulation

Buildings in the retail center should not appear monolithic, but should appear consistent with a village character. The use of articulation should be employed to help reduce the overall size of large buildings. Articulation may be expressed through two devices: building massing and architectural elements. Buildings with large profiles may be designed to appear smaller if the overall massing is articulated as a collection of component masses. The use of architectural elements such as bays, balconies, porches, loggias and arcades can add interest to building facades and aid in relating the scale of any building to human dimensions. Roofs may be articulated through the use of dormers, lanterns, monitors, widow's watches and other roof-top elements. Each of these devices add character and interest to the buildings of the town which, in turn, reinforces the village character intended by these guidelines.

The buildings may range from 1 to 4 stories and should utilize simple geometric shapes in plan and elevation, subject to required treatment of 1 story buildings set forth in Chapter 3, Section 3.3 above. The overall massing of any building should be a collection of small and medium simple volumes. Buildings are encouraged to have pitched roofs, especially if they contain residential uses, with attic stories and dormers. Wings and additions should be simple rectangles in plan and oriented parallel or perpendicular to the main body of the building or toward a street frontage.

#### 5.5 Site Lighting

Well-designed outdoor lighting at night benefits everyone, increases safety and enhances the nighttime character of New Town. Appropriate and sufficient site lighting should be designed to insure the safety and security of pedestrian and vehicular movement while eliminating problems of glare, minimizing light trespass and helping to reduce energy costs. All business, residential and community driveway, sidewalk, and property luminaries should be installed with the idea of being a "good neighbor," with attempts to keep unnecessary direct light from shining onto abutting properties or streets.

All site lighting should prevent light from shining directly up and should be full cut-off fixtures with the light source fully shielded, except for low wattage and fossil fuel sources, temporary emergency lighting, seasonal lighting, sports field lighting and other special situations as approved by the DRB. Pedestrian luminaries that permit the limited and controlled visibility of indirect light from the source as an aid to way finding and spatial definition are permitted at the discretion of the DRB.

Acceptable light sources include incandescent, fluorescent and metal halide lamps, and should produce a color temperature close to daylight. Other sources may be approved at the discretion of the DRB. Mercury vapor sources are not permitted.

The maximum height for on-site fixture poles is as follows:

1. Pedestrian Walks, Plazas: 16'
2. Streets and Drives: 25'

The exterior illumination of civic or special buildings that enhances architectural elements is encouraged.

#### 5.6 Architectural Expression

As stated previously, buildings within the retail center district are to conform to the nature of the streets and open spaces which they front. In particular, buildings fronting the Civic Square and the Village Square are to be compatible and consistent with the character intended for those spaces. In general, buildings are to be made attractive from all sides visible by pedestrians.

1. Walls

- Recommended Materials

- Building walls: brick, stucco, wood shingle, wood clapboard, board and batten
- Exposed Foundation Walls: Brick or brick facing, or stucco finished concrete block or cast in place concrete.
- Walls and Fences: Walls - brick, stuccoed concrete; Fences - wood picket, wrought iron, painted metal

2. Building Elements

- Recommended Materials

- Chimneys: brick or stucco
- Arcades and colonnades: brick, stucco, wood
- Posts, spindles, balusters: painted wood, painted metal
- Stoops, exterior stairs: brick, concrete
- Decks: wood
- Signs: wood, painted metal
- Awning and canopies: canvas-covered metal structure

3. Roofs

- Recommended Materials

- Roofs: Wood shingles, painted metal standing seam, copper, lead-coated copper, slate, synthetic slate, asphalt or fiberglass shingle
- Gutters and downspouts: metal, painted metal, copper
- Flashing: copper, lead, coated copper, anodized aluminum

- Configurational Standards

Buildings should have a varied character of traditionally shaped roofs.

Complete configurational standards of roofs and roof-top elements will be considered at the time of DRB review of specific building improvements. Some items to be considered are:

- Principal Roofs: Gabled, hipped, hipped gables, gabled hips or gambrel in a symmetrical fashion with a slope of 4:12 to 8:12.  
Buildings with roof areas greater than 12,000 sf may have portions which are flat if concealed from view by sloped roofs of the character described above.
- Secondary Roofs: Shed with minimum slope of 2:12.

- Flat Roofs: Flat roofs are to have parapets or railings.
- Parapets: Horizontal or gabled
- Dormers: Pitched or eyebrow
- Special roof-top elements: Symmetrically situated or aligned with the rhythm of structural bays and fenestration.
- Roof-top mechanical enclosures: Concealed from view by sloped roofs of the character described above.

#### 4. Openings

##### - Recommended Materials

- Windows: wood, painted metal
- Bay windows: wood, painted metal, with metal tops
- Doors: painted wood, painted metal
- Storefronts: painted wood, painted metal
- Shutters: wood
- Security doors and grilles: metal

##### - Configurational Standards

Configuration standards of the above opening types will be considered at the time of MU zoning application.

#### 5. Paved Areas

##### - Recommended Materials

- Streets: Brown aggregate asphalt roadbed, except surface treatment (river rock) at the Village Square. Local river rock exposed aggregate curb and gutter.
- Parking Areas: Brown aggregate asphalt, compacted gravel, turf block, brick.
- Curbs and Wheel Stops (within parking areas): Local river rock exposed aggregate, timber, concrete, granite.
- Pedestrian Areas: Local river rock exposed aggregate, brick.

## 4. LANDSCAPE AND OPEN SPACE STANDARDS (New Town Sections #2 and #4)

### 1. Introduction

The land on which New Town is built has long been thought of as an area of great natural beauty and resource. Thick forests, wetlands and ravines and protected plant species occur throughout the land and should be preserved and celebrated as a major principle of the town.

The landscape designs which are introduced as part of the development of the town should promote a compatible and consistent treatment throughout the neighborhoods and complement the preserved natural features. A palette of plant species should be used throughout New Town that will provide for the ability to establish hierarchy among the public streets and common open spaces. Landscape treatments may also be used to enhance or reinforce building placements or to solve issues of screening.



Because the vision of the town is founded upon an interconnected system of streets and open spaces which individually establish neighborhood identity and collectively form town character, the execution of landscape designs becomes crucial to fulfillment of that vision.

## 2. Streets

### 2.1 General Requirements

The general requirements for street landscape standards are to be established by the street sections provided in these guidelines. In general, a common street scape design theme should be carried throughout the town providing for a shade tree canopy along all public streets. These designs should recognize the hierarchy among street types serving local, town-wide and regional uses.

Where possible, streets should be located along an existing stand of preserved trees to promote a sense of maturity of the town landscape. Typically, trees planted along public rights-of-way are to be spaced a maximum of 30' o.c. Streets within the Town Center or along retail frontages should be generally spaced a maximum of 25' o.c., not to be exceeded on streets bordering the Village Square and connecting the Village Square to the Courthouse. Residential streets are to have trees spaced a maximum of 40' o.c. Street trees planted along Monticello Avenue and Ironbound Road should be spaced a maximum of 50' o.c.

### 2.2 Monticello Avenue

The design of Monticello Avenue should provide a park-like setting and entrance for New Town. The preservation of existing woodland and the supplementation of new plant material in key locations should ensure both a sense of maturity of the town landscape and an identity to the main town road.

Specific recommendations for the design of the landscape are indicated as follows:

1. 30' band of existing preserved woodland:
  - (1) Preserve and prune healthiest of existing trees.
  - (2) Approximately 10 trees should be retained for every 50 lineal feet of preservation band.
  - (3) At gaps in band, infill at a similar spacing with a range of species to match preserved areas.
  - (4) Establish understory shrub planting of such species as:
    - Cornelian Cherry (*Cornus mas*)
    - Witchhazel (*Hamamelis virginiana*)
    - Viburnum (*Viburnum opulus*)
    - Cherry Laurel (*Prunus laurocerasus* "Schipkaensis")
    - Rhododendron (*Rhododendron catawbiense*)
    - Mountain Laurel (*Kalmia latifolia*)
2. 20-25' band of new planting at existing woodland edge:
  - (1) In front of preservation band, establish zone of new tree planting.
  - (2) Approximately 8 trees should be planted for every 50 lineal feet of the planting band.

- (3) Species should be of such types as:
  - Green Ash (*Fraxinus pennsylvanica*)
  - Southern Red Oak (*Quercus falcata*)
  - Scarlet Oak (*Quercus coccinea*)
  - Red Maple (*Acer rubrum*)
  - Tulip Poplar (*Liriodendron tulipifera*)
  - Trees should be a minimum caliper of 3".
- (4) Establish understory shrub planting of such species as:
  - Cornelian Cherry (*Cornus mas*)
  - Witchhazel (*Hamamelis virginiana*)
  - Viburnum (*Viburnum opulus*)
  - Cherry Laurel (*Prunus laurocerasus* "Schipkaensis")
  - Rhododendron (*Rhododendron catawbiense*)
  - Mountain Laurel (*Kalmia latifolia*)
- (5) At selected locations along the edge of the band, plant understory trees of such species as:
  - Dogwood (*Cornus florida*)
  - Redbud (*Cercis canadensis*)

### 3. Town Fence

At the right-of-way line, in front of the band of new tree planting, install a continuous "town fence" which will provide a distinctive unifying element to the Avenue, signaling the fact that, while there is a park-like character to the frontage on both sides of the roadway, the driver has entered an urban village. The fence should be based on established Williamsburg fence types, and be consistent on both sides of the Avenue from west of Route 199 up to the Civic Square. (See attached images for suggested fence styles.) Fencing materials must be of wood or a high grade synthetic alternative with a paintable surface (excluding plastic or vinyl products), painted white or off-white. The fence should return at each intersection to the back of the woodland preservation band.

### 4. Roadside Lawn

From the fence to the curb, a mowed lawn should be maintained. Adjacent to the bikeway/walkway on the north side and to the sidewalk on the south, a continuous row of mid-sized straight trunked deciduous trees should be planted at a regular spacing of 50' on center. Two alternating species with similar character may be used from such types as:

- Black Gum (*Nyssa sylvatica*)
- Willow Oak (*Quercus phellos*)
- Yellow Wood (*Cladrastis lutea*)
- Golden-rain Tree (*Koelreuteria paniculata*)

### 5. Median

The center median should be perceived as a mowed lawn with intermittent tree planting.

- (1) Clusters of 3 or more small ornamental species should be established every 50'-75' of such types as:
  - Dogwood (*Cornus florida*)
  - Redbud (*Cercis canadensis*)
  - Star Magnolia (*Magnolia stellata*)
  - Hawthorn (*Crataegus phaenopyrum*)
  - Crabapple (*Malus 'species'*)

- (2) Every 2-4 clusters, 1 or 2 large specimen trees should be added to the median planting of such species as:
  - Catalpa (*Catalpa bignonioides*)
  - Buckeye (*Aesculus glabra*)
  - Kentucky Coffee Tree (*Gymnocladus dioica*)
  - Honey Locust (*Gleditsia triacanthos*)

### 2.3 Ironbound Road

The design of Ironbound Road should establish an entrance character for the new town and be consistent with certain elements provided along Monticello Avenue. Specific recommendations for the design of the landscape are indicated as follows:

1. 15' minimum setback on Town Side

On the town side of Ironbound, the setbacks from the right-of-way to the face of buildings and edge of parking lots should be landscaped with lawns and varied shrubs and tree plantings to establish "front yards" for these uses.

2. Town Fence

At the right-of-way line on the town side of the road, install a continuous "Town Fence". The fence should be based on established Williamsburg fence types (see attached approved fence options), and be consistent on both sides of the road from north of the Northern Civic Focal Open Space to the end of the median south of Monticello, but with gaps at Northern Civic Focal Open Space, Pecan Square, and the Civic Square. (Refer to figure 11 for fence type).

3. Roadside Lawn

- On the town side of the roadway, from the fence to the curb, a mowed lawn should be maintained. On the town side, adjacent to the bikeway/walkway a continuous row of mid-sized straight trunked deciduous should be planted, at a regular spacing of 50' on center. Two alternating species with similar character may be used of such type as:

- Black Gum (*Nyssa sylvatica*)
- Willow Oak (*Quercus phellos*)
- Yellow Wood (*Cladrastis lutea*)
- Golden-rain Tree (*Koelreuteria paniculata*)

4. Median

- (1) The median should be a combination of mowed lawn (approximately 60%-70% of the area) and open irregular groves of mid-sized specimen trees of such types as:

- Catalpa (*Catalpa bignonioides*)
- Buckeye (*Aesculus glabra*)
- Kentucky Coffee Tree (*Gymnocladus dioica*)
- Honey Locust (*Gleditsia triacanthos*)

- (2) These groves should be supplemented with an understory of small ornamental species, such as:

- Dogwood (*Cornus florida*)
- Redbud (*Cercis canadensis*)

- Star Magnolia (*Magnolia stellata*)
  - Hawthorn (*Crataegus phaenopyrum*)
  - Crabapple (*Malus 'species'*)
- (3) Beneath and extending beyond the groves, in selected places, should be plantings of such species as:
- Cherry Laurel (*Prunus laurocerasus "Schipkaensis"*)
  - Burning Bush (*Euonymous alatus*)
  - Viburnum (*Viburnum opulus*)
  - Winterberry (*Ilex verticillata*)
  - Selected rushes and tall grasses

### 3. Open Space and Focal Points

Whenever possible, existing natural features such as wetlands and ravines, high points of topography or a special grouping of existing trees should serve as the basis for a neighborhood open space. The natural features are thus preserved and celebrated as public gestures. Designed open spaces should possess individual character in their scale and articulation and by the uses which front them. The landscape of each open space should reflect its internal character and use. In general, the landscape of open spaces should define its edges (along with buildings) acting as the walls of an outdoor room. Public open spaces (parks, squares and greens) are required to be bordered by streets or other vehicular access along at least 75% of their perimeter.

### 4. Street Frontage/Building Landscape

The landscape treatment along the frontage of a site and directly near buildings should receive the primary emphasis in the overall planting scheme. These areas should typically convey a more finished, urban character consistent with the village.

### 5. Parking Areas

Parking lots should be designed to meet or exceed the landscape standards of the James City County Zoning Ordinance. Whenever possible, existing large trees are to be saved within the lots to promote a sense of maturity of the town landscape and to shade the paved areas.

### 6. Open Spaces of the Plan (Refer to the New Town Sections 2 and 4 MU Plan for the location of open spaces)

#### 6.1 The Civic Square

The Civic Square is to act as the visual gateway or corner piece into the main street of the town from the east, south and west. A bosque of trees shall define both the Civic Square and the edges of Monticello Avenue and Ironbound Road. Its character is two-fold, split by two major user groups. Where commercial and retail buildings to the north bind it, its character is that of an active, urban gathering space. Primarily an area of hardscape, it is to contain similar materials and elements found in urban plazas or village open spaces. Such elements might include water features, benches, flagpoles, monuments or small open structures. Attention to detail and quality of material are extremely important in this area's success.

Adjacent to the corner of Monticello Avenue and Ironbound Road, the character of the Civic Square becomes more passive with less users but capturing more off-site visual interest. This

area is to be primarily green, with areas of landscaping acting as both a visual and spatial edge to the urban plaza, allowing views into and off of the site

#### 6.2 Northern Civic Focal Open Space

The northern civic focal open space is to act as a gateway to the village from the north and serve as an address for such uses as a church, community day care center and office and residential buildings. The space should have a strong geometric shape, part of which may be occupied by the church, and should be generally open. In addition to the buildings, large trees should define the edge of the space, enhancing the intention of a gateway. Flagpoles, monuments, water features or small open structures may occur within the open space. Parking is not permitted between buildings and the open space.

#### 6.3 The Court Square

Within the Court Square lies the main entrance into the Town from Monticello Avenue. Bordered by both buildings and existing natural features to the north as well as the Courthouse to the south, its character involves a natural setting, village entry point and pedestrian gathering space. While preserving the integrity of the existing vegetation and landforms, the Court Square should announce arrival into the Town yet create a comfortable passageway and landscape connection to the existing Courthouse. The landscaping and site elements should be of an appropriate pedestrian scale, allowing the buildings and preserved natural vegetation to become the backdrop and edge of its spaces.

#### 6.4 The Village Square

The Village Square is the center stage of all activity within the mixed-use town center. The square should provide a hard surface, but should accommodate trees which will shade and cool the space. The square should be designed to receive the activities of the uses that border it (restaurants, cinema, etc.) and to accommodate its own uses such as flea markets, green markets and performances. Flagpoles, monuments, water features and small open structures may occur within the square. Parking may not occur within the square, but angled parking may be accommodated along the opposite frontages which border the square.

#### 6.5 Pecan Square

The Pecan Square is to serve as a gateway to the village from Ironbound Road at the Office Drive as well as a potential address for small retail or office buildings. Seven large pecan trees, a recognized landmark in the community, planted by the Caseys' grandfather are to be preserved and celebrated by the design of the square. No other trees (with the exception of ornamental trees and replacement trees) are to be planted within the square, but trees may be planted along the opposite frontages of streets bordering the square. Angled parking may be provided along the opposite west and south frontages which form the square.

#### 6.6 Neighborhood Transition Open Space

These open spaces occur where two or more neighborhoods merge and a transition among uses is necessary. Such an open space is required where the town center, office district and the residential neighborhood north of town center merge at the termination of a cross town street. A similar space is required where gateway commercial districts merge with residential

neighborhoods behind them. Indicated in the master plan is an open space zone where gateway commercial district #9 merges with residential neighborhood #8. This open space should be designed as a focus and organizer of the neighborhoods and two town-wide streets. Commercial, civic and higher density residential uses are all appropriately located on this space.

#### 6.7 Village Green

In order to create a walkable and compact retail experience, the central pair of blocks in New Town Section 4 may be bifurcated by development as indicated on the MU Plan, creating a southern open space, which would become the mixed-use Village Square, and a northern, primarily residential, open space called the Village Green. As such, the Village Green is to have a character separate to that of the Village Square. The Village Green would be primarily softscape and should be designed to encourage passive activities as an amenity to the proximate residential uses. Shade trees, planting beds, fountains, and seating areas are encouraged elements of the open space. As with the Village Square, angled parking may be accommodated along the opposite frontages which border the Village Green.

#### 6.8 Neighborhood Focal Open Spaces

Located through the village are open spaces that serve to organize and add character and identity to the neighborhoods. The spaces may be formed from compelling natural features such as wetlands and ravines, high points of topography or an existing mature stand of trees. Focal spaces may also be purely designed within the organization of interconnected streets and open spaces which form the town. The uses which front these spaces should be consistent in character to assure an intended identity. Commercial, civic and higher density residential uses are all appropriately located on these spaces.

#### 6.9 Woodland Preserve

The woodland preserve along Monticello Avenue is required to define the western edge of the Court Square and, together with the Methodist Church, will define the corridor of Monticello Avenue west of the Court Square.

Refer to Chapter 4, Section 6.1 above for the design character of the Court Square.

7. Recommended Planting Practices

7.1 The following are minimum sizes at planting for all new landscaping.

1. Trees - Deciduous Shade
  - Location on streets and street frontages,
  - 3 ½" caliper, 16 – 18' height min.
2. Trees - Deciduous Shade
  - Location in parking areas,
  - 2 ½" caliper, 16 – 18' height min.
3. Trees - Evergreen
  - Well shaped, full, 8' height min.
4. Ornamental - Single-Stemmed Deciduous or Evergreen
  - 2 ½" caliper, 8 – 10' height min
5. Ornamental - Multi-Stemmed Deciduous or Evergreen
  - 1" caliper, 3 canes minimum, 6 – 8' height
6. Shrubs
  - Three gallon container size, or balled and burlapped equivalents min.
7. Ground Cover
  - One Quart container
8. Grasses
  - One gallon container
9. Annuals
  - 3 ½" pot

7.2 All new planting practices as well as existing vegetation preservation applications are to meet or exceed the James City County Zoning Ordinance.

# **Traffic Study For Sections 2 & 4 Of New Town (Casey Property)**

**JAMES CITY COUNTY, VIRGINIA**

***For:*  
New Town Associates LLC**

***By:*  
DRW Consultants, Inc.  
Midlothian, VA**

**June 2001**

Separate Attachment 6



## INTRODUCTION

The Casey Property New Town project was approved by the James City County Board of Supervisors in December 1997. The approval involved rezoning to R-8 with proffers, rural residential, and rezoning to MU with proffers for Section 1 of the project (encompassing the new courthouse area). The 1997 rezoning approval incorporated a traffic study dated April 15, 1997 and an executive summary with technical appendix dated July 2, 1997.

1997 proffers included section "4. Traffic Study " (see Appendix Exhibit P series for pages 12 through 16 of the 1997 proffers covering the traffic study criteria). These proffers require an update of the 1997 traffic studies for any further rezoning from R-8 with proffers, rural residential, to MU. This traffic study has been prepared for rezoning from R-8 with proffers, rural residential, to MU for Sections 2 & 4 of the New Town project (Casey property).

The location of the Casey property (as defined in the 1997 traffic studies) with respect to regional roads is shown on Exhibit 1. The Casey property is divided by Rt. 199 into two areas hereinafter referred to as Casey East and Casey West. Casey West will have a single access on Monticello Avenue west of Rt. 199. Casey East will have access on Monticello Avenue from Rt. 199 to east to Ironbound Road, and on Ironbound Road. The 1997 traffic studies also included the Beamer property (Monticello Marketplace and other development) as shown on Exhibit 1.

The first traffic study update under the New Town proffers was for WindsorMeade, dated July 24, 2000. The WindsorMeade study included several update elements as follows:

1. In 1999, the McCardle office park component of Section 1 (included in 1997 MU zoning) triggered a review of Section 1 access and background traffic on Old Ironbound Road. The 1999 McCardle study area is shown on Exhibit 2a. Access changes for Section 1 and modifications to background traffic from the McCardle study were included in the WindsorMeade study.
2. The boundary of Casey West was modified to reflect the sale of land to Ford's Colony. This is shown on Exhibit 2b.
3. Traffic for WindsorMeade, a retirement and elderly care community, was included.

This traffic study for rezoning of Sections 2 and 4 includes the following update elements

1. All updates in the WindsorMeade traffic study.
2. Traffic for the AVI and Post Office sites (located on Exhibit 2b) has been incorporated into 2015 background traffic forecast used in the 1997 studies.
3. Traffic for Sections 2 & 4 development (located on Exhibit 2b).

## 2015 BACKGROUND TRAFFIC

In the 1997 studies, 2015 daily background traffic was specified by VDOT in a January 16, 1997 letter, and is shown on report Exhibit 3. Background traffic is forecast traffic assuming no development of the site or sites in question.

The 1997 studies made adjustment to the Exhibit 3 2015 daily background traffic to account for existing and other future development as follows:

1. Eastern State Hospital at Ironbound Road/Longhill Connector.
2. Watford Lane residential area on Ironbound Road (to align with Center Street).
3. Tewning Road light industrial area on Ironbound Road.
4. Other development traffic on Old Ironbound Road intersections with Strawberry Plains Road and Monticello Avenue extended.

The 1997 traffic studies estimated daily traffic for these four areas as shown on Appendix Exhibit B3. The 1997 traffic studies used 2015 daily background traffic with the inclusion of these four areas as shown on Exhibit 4.

The 1997 traffic studies derived 2015 peak hour background traffic from the Exhibit 4 2015 daily background traffic in the following manner:

1. Two-way daily traffic turning movements at each intersection is derived from the total daily traffic on each link volume.
2. Directional splits are defined, generally 55%/45%. (See Appendix Exhibit C series for two way daily traffic turning movement volumes and directional splits.)
3. A k-factor (peak hour to daily traffic ratio) of 8% is used.
4. The two daily traffic turning movements are then multiplied by the directional splits and 8% k-factor.

Appendix Exhibits A2 and A3 show the resulting 2015 peak hour background traffic used in the 1997 studies.

In 1999, the McCardle property on Old Ironbound Road was submitted for site plan approval, and VDOT requested an examination of traffic forecasts on Old Ironbound Road to account for other development potential. Exhibit 2a shows the development area inventory on Old Ironbound Road. The resulting June 22, 1999 memo report and exhibits for the McCardle property included a reassessment of background traffic generated by other development on Old Ironbound Road. The Appendix Exhibit Q series presents trip generation, distribution and assignment of background traffic for other development on Old Ironbound Road.

The 1999 reassessment of other development on Old Ironbound road showed somewhat higher traffic in the AM and PM peak hours. Appendix Exhibits Q6 and Q7 show the resulting increase over the 1997 traffic studies in 2015 peak hour background traffic due to other development on Old Ironbound Road.

A traffic study was prepared for the AVI and Post Office sites by Wilbur Smith and Assoc. (WSA), dated October 15, 1999. The WSA study was not an update of previous Casey property studies, and the sites are not part of the 1997 rezoning area. Consequently, traffic for these two sites has been incorporated into 2015 background traffic.

For the AVI and Post Office sites, Appendix Exhibit R1 shows trip generation, Appendix Exhibits R2 and R3 show traffic assignment, and Appendix Exhibits R4 and R5 show adjustment to 2015 background traffic both for the 1999 McCardle study and the 1999 AVI and Post Office study. These increases have been added to the 2015 background traffic forecast used in the 1997 traffic studies (shown on Appendix Exhibits A2 and A3), and the resulting 2015 peak hour background traffic volumes are shown on report Exhibits 5 and 6.

## TRIP GENERATION FOR BEAMER PROPERTY

The 1997 traffic studies used Trip Generation, 5th Edition (TG5) by the Institute of Transportation Engineers (ITE). Since the 1997 traffic studies, ITE has published Trip Generation, 6th Edition (TG6). Trip generation for the Beamer property development has been recalculated using TG6.

The development inventory for the Beamer property in this traffic study is the same as that in the 1997 traffic studies. Detailed trip generation for each section of the Beamer property using TG6 is shown in the Appendix Exhibit D series, and summarized on Exhibit 7.

This traffic study uses the same on site capture/pass by trip criteria as that in the 1997 traffic studies as follows:

- 15% on site capture of the lower of residential versus non-residential uses. The remaining trips are defined as off site trips.
- 15% pass by trips is used for sections where no on site capture is applied, and
- 10% pass by trips is used for sections where on site capture is applied.

On site capture trips, off site trips, pass by trips and resulting primary trips are shown in detail on the Appendix Exhibit E series.

The resulting total trips, on site capture trips, off site trips, pass by trips and primary trips for the Beamer property are shown on report Exhibit 7.

## TRIP GENERATION FOR MU ZONING TO DATE

Section 1 of the Casey property has been included in this study in the same manner as the previous WindsorMeade study.

Exhibit 7a shows trip generation for the WindsorMeade development. Table 1 shows various trip generation rates for the types of uses in WindsorMeade. Table 2 shows the inventory for development in WindsorMeade. The inventory for development is translated to specific trip

generation land uses in Table 3 (both assisted living and special care are treated as congregate care).

## SECTION 2 & 4 TRIP GENERATION

- The development for Sections 2 & 4 is the same as in the 1997 traffic studies:
- Section 2: 245,000 sq. ft. shopping center
- Section 4: 176,875 sq. ft. general office building
- Section 4: 176,875 sq. ft. shopping center
- Section 4: 669 apartments

For all Beamer and Casey property traffic, total trip generation for each section is shown in the Appendix Exhibit D series and internal trip and pass by capture calculations are shown in the Appendix Exhibit E series. Total trip generation for the Casey and Beamer properties is shown on Exhibit 7.

## TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution for Casey and Beamer property primary trips is shown on Exhibit 8 and explained as follows:

1. North: 30 % via Rt. 199 north and the Longhill Connector (providing access to Rt. 199 at the Longhill Road interchange).
2. South: 30% via Rt. 199 south and Strawberry Plains Road (providing access to Rt. 199 at the Rt. 5 interchange).
3. East: 10% via Monticello Avenue and Ironbound Road.
4. West: 30% via Alt. Rt. 5, Ironbound Road and News Road.

This is the same trip distribution used in the 1997 traffic studies.

Trip distribution and assignment for all development presented in this study are presented in the Appendix Exhibits as follows:

- Trip distributions for each development section are in the Appendix Exhibit F series.
- Casey property trip assignments are shown in the Appendix Exhibit G and H series.
- Beamer property trip assignments are shown on the Appendix Exhibit I and J series.

## TOTAL 2015 PM PEAK HOUR TRAFFIC AND LEVEL OF SERVICE RESULTS

Exhibits 9 and 10 respectively show total 2015 AM and PM peak hour traffic:

- 2015 background traffic with Old Ironbound development area and AVI/Post Office updates.
- All Beamer traffic using TG6.
- Casey Sections 1, 2, 4 and 14 using TG6 and 1999 McCardle trip assignment for Section 1.

The intersection lane configurations shown on Exhibits 9 and 10 are the same as those shown in the WindsorMeade study for intersections of concern except for Monticello/Ironbound and Ironbound/North Boulevard. The lane configuration for Monticello/Ironbound includes the planned widening of Monticello at Ironbound as approved by the General Assembly (without widening Ironbound Road to four lanes). At Ironbound/North Boulevard, a right turn lane and a left turn lane are added.

LOS calculations are provided for the following intersections:

- Monticello Avenue/Casey West
- Monticello Avenue/Rt. 199
- Monticello Avenue/Center Street
- Monticello Avenue/Court Street
- Monticello Avenue/Ironbound Road
- Old Ironbound Road/Strawberry Plains/Section 1

Overall intersection LOS results are shown on Exhibits 9 and 10.

The 1997 proffers require:

- signalized intersection LOS C for each intersection and each lane group as isolated intersections, or
- signalized intersection LOC C for each intersection and LOS D for each lane group as part of a coordinated traffic signal system.

The LOS calculations in this traffic study are for isolated intersections.

The Appendix Exhibit M series shows the AM peak hour LOS calculations, and the Appendix Exhibit N series shows the PM peak hour LOS calculations. LOS C or better is achieved for each lane group at each intersection.

## SUMMARY AND CONCLUSIONS

LOS C is achieved in accordance with the proffer requirements. In accordance with the 1997 proffers, the only improvements required for the addition of Section 2 and 4 development traffic are:

1. The widening of Monticello Avenue at Ironbound Road as approved by the General Assembly.
2. The addition of right turn and left turn lanes on Ironbound Road at North Boulevard.
3. Signalization of the following intersections when warranted:
  - Monticello/Center St.
  - Monticello/Court St.
  - Ironbound/North Boulevard

## **XI. DESIGN REVIEW PROCESS**

### **1. Introduction**

As stated, the objective of the design guidelines is to implement the vision of the winning town plan and establish criteria for cohesive and orderly development of the site embodying that vision. These standards provide minimum design criteria to ensure the appropriate development of each site within the town. They are intended to mutually benefit the residents of the town and to protect individual sites against the undesirable development of neighboring parcels.

The most effective method to ensure the protection of these concepts, as well as community and individual property values, is through the creation of a process for design review. This process will be administered by a Design Review Board with the cooperation of prospective developers and builders. An understanding and compliance with the standards set forth herein and as described in the New Town Proffers will result in the development of a high quality town which will serve as an enduring model for growing American communities. Refer to the New Town Proffers for additional information regarding the design review process.

### **2. Design Review Board**

The Design Review Board (DRB) will be composed of five members to be appointed in the manner outlined in the New Town Proffers.

#### **2.1 Functions of the Board**

The Design Review Board will perform the following functions:

- a. The DRB will evaluate and review MU Plan submittals, subdivision plats, site development plans, architectural plans and elevations and landscape plans based on an adherence to the criteria established within these design guidelines and within subsequent versions of these design guidelines established at the time of MU zoning. The compatibility of any proposal with adjacent developments and open spaces will also be evaluated. Pursuant to such review, the DRB will render an advisory recommendation to the County Planning Department and Board of Supervisors.
- b. The DRB will interpret the design standards and criteria and will rule the outcome of any conflicts inherent in the guidelines which may arise.
- c. The DRB has the authority to grant variances to these guidelines with respect to conditions which were not anticipated at the time of their writing based on architectural or urban design merit and consistency with the general spirit and intent of the new town character and to the district within which it is located. Refer to the New Town Proffers for additional criteria in granting variances.
- d. The DRB will review and provide its advisory recommendations within 15 days of the receipt of all information and documentation required to fully evaluate any proposal.

- e. The DRB will authorize the application for building permit based upon an approved submission.
- f. Upon approval of any submission, the DRB will retain a copy of the submitted documents for permanent record and return a copy of the documents bearing the approval. It is the responsibility of the developer or builder to provide sufficient copies of the documents for this process.

## 2.2 Submittal Requirements

Applicants should submit the following material as a minimum amount of information needed to review any proposal. The DRB may request additional material as needed to fully evaluate any proposal.

- a. Plans, sections and elevations, as required, to fully convey intent of proposal. Site plans should include information regarding clearing and grading, grades and flow of site drainage, location and size of trees proposed for removal, location or footprint of all structures as well as paved areas, driveways, curb cuts, walkways, fences and walls, landscaping and other improvements. Floor plans should include information regarding decks or patios, stoops, retaining walls, trash enclosures, HVAC equipment enclosures, rooms and connections to driveways and walkways. Elevations should include information regarding all exterior surfaces indicating materials finishes and colors. Material samples may be requested. Roof plans or other plans indicating roof shape and pitch should be provided.
- b. Written description of program or programmatic composition of proposal.
- c. Perspective vignettes, as required when appropriate to fully convey intent of proposal.

## 2.3 Limitations of Responsibility

The DRB does not assume responsibility for the following:

- a. The structural adequacy, capacity or safety of the proposal.
- b. Soil conditions.
- c. Compliance with any or all applicable building codes, safety requirements, laws, regulations or ordinances.
- d. Performance or quality of work of any contractor.

Refer to the New Town Proffers for additional information.

**Rezoning/SUP Z-04-01, SUP-17-01. Prestonwood at Williamsburg Crossing  
Staff Report for the October 1, 2001, Planning Commission's Public Hearing**

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This staff report is prepared by the James City County Planning Division to provide information to the Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.

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**PUBLIC HEARINGS**

Planning Commission:

Building C Board Room; County Government Complex at 7:00 p.m.  
October 1, 2001

Board of Supervisors:

November 13, 2001, *tentative*

**SUMMARY FACTS**

Applicant:

James Bradford on behalf of University Square Associates

Proposed Use:

170 Townhouse Units. This requires a rezoning and an amendment to the approved Master Plan (SUP-2-93) for Williamsburg Crossing. SUP-2-93 limits the total number of residential units to 198. The proposed Master Plan has a total of 330 residential units. The proposed Master Plan would include 484,640 square feet of commercial/office, 51,025 square feet less than is proposed per the existing Master Plan.

Location:

The residential community is located on 11.2 acres behind the existing retail stores at Williamsburg Crossing Shopping Center and adjacent to the Winston Terrace subdivision. The site is located within the Williamsburg Crossing site and would be accessed via Kings Way Drive and the new access road behind the shopping center.

Tax Map/Parcel:

(48-1)(22-20)

Existing Zoning:

General Business (B-1)

Proposed Zoning:

Mixed Use

Comprehensive Plan:

Mixed Use

Surrounding Zoning:

General Residential (R-2) and General Business (B-1)

Staff Contact:

Karen Drake

Phone: 253-6685

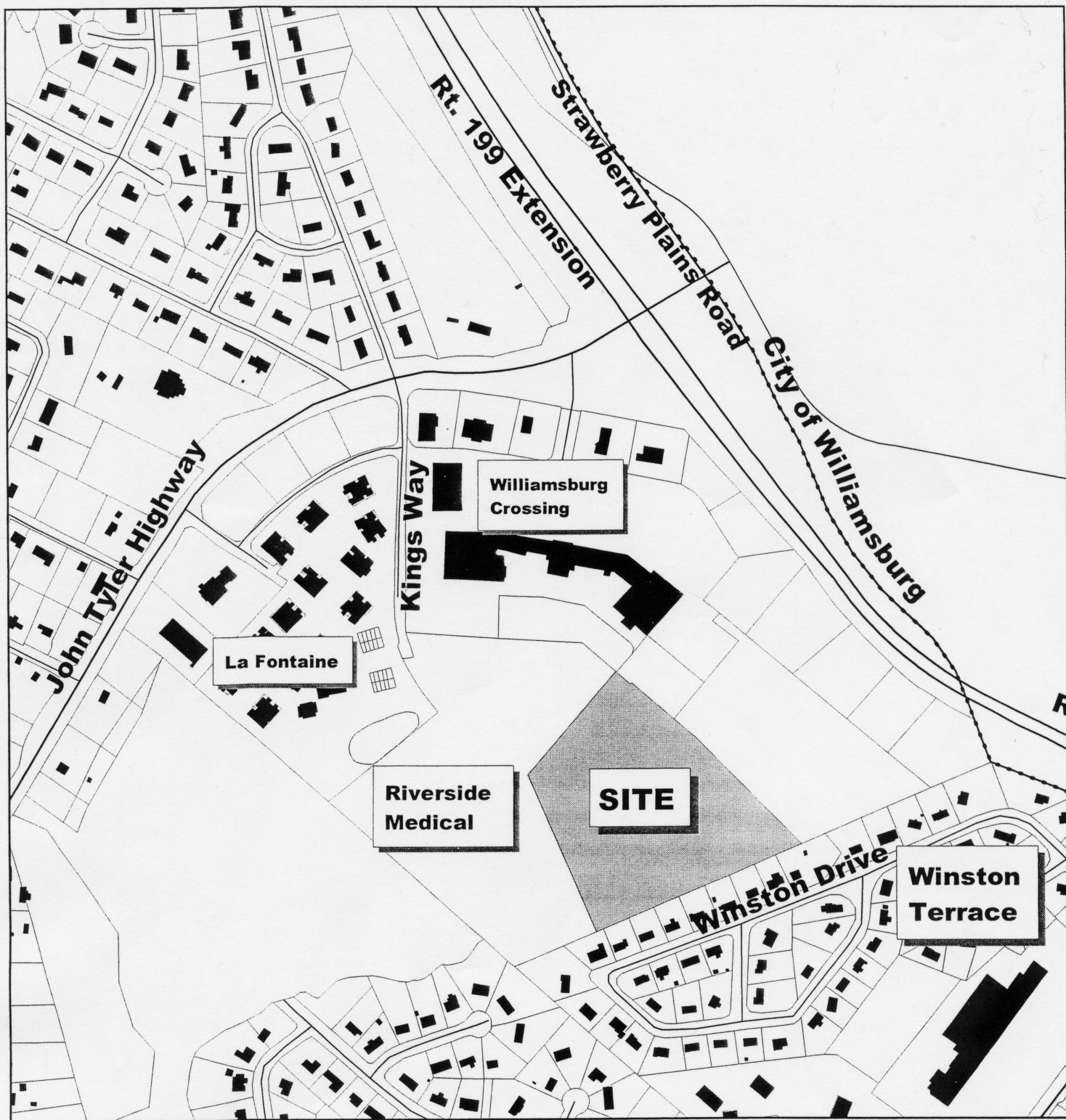
**STAFF RECOMMENDATION:**

The applicant has requested a 30-day deferral of this project. Staff concurs with the applicant's request and recommends a deferral until the November 5, 2001 Planning Commission meeting.

Attached:

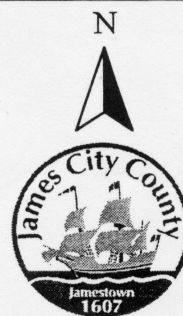
1. Site Map
2. September 21, 2001 letter from Calvin Davis.





Case No. Z-4-01/SUP-17-01  
Williamsburg Crossing Shopping Center

500 0 500 1000 Feet



*University Square Associates*

*263 McLaws Circle, Suite 101 B  
Williamsburg, Virginia 23185*



September 21, 2001

Mr. O. Marvin Sowers, Jr.  
Director of Planning  
James City County  
101-E Mounts Bay Road  
Williamsburg, Virginia 23187-8784

Fax: 757-253-6850

Re: Z-4-01/SUP-17-01 Prestonwood

Dear Mr. Sowers:

On behalf of University Square Associates I would like to request a deferral of 30 days regarding the above referenced applications, as well as any action by the Development Review Committee.

Please call with any questions you may have regarding this request.

Sincerely,

*Calvin Davis*  
Calvin Davis

cc: Frank Spadea, The Franciscus Co., Inc.  
Karen Drake, James City County Planner  
Jim Bradford, Hassell & Folkes

Attachment 2

*Williamsburg (757) 565-6255 Fax (757) 565-0026*

## **Rezoning 5-01. Ford's Colony**

Staff Report for the October 1, 2001, Planning Commission Public Hearing

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*This staff report is prepared by the James City County Planning Division to provide information to the Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.*

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### **PUBLIC HEARINGS**

Planning Commission:

County Government Complex

Board of Supervisors:

October 1, 2001, 7:00 p.m. Building C Board Room

Undetermined

### **SUMMARY FACTS**

Applicant:

Mr. Vernon Geddy, III

Land Owner:

Realtec Incorporated

Proposed Use:

Amendment to Ford's Colony's current Proffers by deleting Proffer no. 4 of the Amended and Restated Ford's Colony Proffers dated September 29, 1995 made by Realtec Incorporated. Proffer no. 4 states, "No Access. Owner shall not provide access from Ford's Colony onto Lexington Drive or Country Club Drive."

Location:

Beginning at the intersection of Longhill Road and Country Club Drive and following the extent of Country Club Drive and the adjoining Lexington Drive.

Tax Map/Parcel:

(32-3)(1-11)

Primary Service Area:

Inside

Existing Zoning:

R-4, Residential Planned Community with proffers

Comprehensive Plan:

Low-Density Residential

Staff Contact:

Ben Thompson - Phone: 253-6685

### **STAFF RECOMMENDATION**

The Applicant has requested deferral of this application from the October 1, 2001 Planning Commission meeting until the November 5, 2001 meeting. Staff concurs with the applicant and recommends the deferral request be granted.

**GEDDY, HARRIS, FRANCK & HICKMAN, L.L.P.**

ATTORNEYS AT LAW

316 SOUTH HENRY STREET

POST OFFICE BOX 379

WILLIAMSBURG, VIRGINIA 23187-0379

TELEPHONE: (757) 220-6500

e-mail: vgeddy@widomaker.com

VERNON M. GEDDY, JR.  
STEPHEN D. HARRIS  
SHELDON M. FRANCK  
VERNON M. GEDDY, III  
SUSANNA B. HICKMAN

September 29, 2001

Mr. Ben Thompson  
James City County Planning Department  
101-E Mounts Bay Road  
Williamsburg, Virginia 23185

RE: Fords Colony - Proffer Amendment

Dear Ben:

I am writing pursuant to our recent conversation to confirm our agreement to defer consideration of this case until the November Planning Commission meeting.

Sincerely,



Vernon M. Geddy III

VMG:s

cc: Mr. Drew Mulhare



## **Special Use Permit 2-01. JCSA- Route 5 Water Main Installation**

Staff Report for the October 1, 2001, Planning Commission Public Hearing

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*This staff report is prepared by the James City County Planning Division to provide information to the Planning Commission and Board of Supervisors to assist them in making a recommendation on this application. It may be useful to members of the general public interested in this application.*

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### **PUBLIC HEARINGS**

County Government Complex

Planning Commission: March 5, 2001, 7:00 p.m. Building C Board Room (deferred until 4/02/01)  
April 2, 2001, 7:00 p.m. Building C Board Room (indefinite deferral)  
September 5, 2001, 7:00 p.m. Building C Board Room (deferred until 10/01/01)  
October 1, 2001, 7:00 p.m. Building C Board Room

Board of Supervisors: November 13, 2001, 7:00 p.m. Building C Board Room

### **SUMMARY FACTS**

Applicant: Mr. Keith Letchworth, on behalf of James City Service Authority

Land Owner: James City Service Authority and Potomac Conference Corporation

Proposed Use: Installation of a 12" water main along Route 5 right-of-way and two pressure release valves.

Location: The water main will begin along Seventh Day Adventist Church's east property line and extend to Route 5. The line will then run along Route 5 within VDOT right-of-way to St. George's Hundred's eastern property line. Pressure reduction valves will be placed at the intersection of Greensprings Plantation Drive and Route 5 and at the eastern property line of the Seventh Day Adventist Church.

Tax Map/Parcel: (46-2) VDOT right-of-way and (46-1)(1-2B) Seventh Day Adventist Church

Primary Service Area: Inside

Existing Zoning: R-1, Limited Residential and R-8, Rural Residential;

Comprehensive Plan: Low-Density Residential

Staff Contact: Ben Thompson - Phone: 253-6685

### **STAFF RECOMMENDATION**

Staff finds this proposal to be consistent with the Comprehensive Plan and consistent with previous actions taken by the Board of Supervisors. Staff recommends that the Planning Commission approve the special use permit with the conditions listed in the staff report.

### **History**

The James City Service Authority has provided the following history on this application. The development along Route 5 has created a significant demand for water. This area is currently serviced with an eight inch main which runs through St. George's Hundred. The size of the current main has created a "choking" situation, which inhibits the fire and regular through flow of water. JCSA proposes installing a 12" inch water main extension and pressure release valves to service the area. This proposed improvement would serve to eliminate this problem allowing adequate water flow during peak times.

### **Description of Project**

JCSA proposes installing approximately 2,300 linear feet of 12" water line along Route 5. The proposed improvements are to be installed along and inside the west property line of the Seventh Day Adventist Church Property, where a pressure release valve will be installed and connect into an existing line that runs through St. George's Hundred. The new line will run east from the Seventh Day Adventist Church property within Route 5 right-of-way, between 4 and 8 feet from the edge of pavement, to an existing pressure release valve and the subdivision's east property line. An additional pressure release valve will be installed within Route 5 right-of-way at the southwest corner of the Route 5/ Greensprings Plantation Drive intersection. Water facilities, including transmissions mains, which are not accessory to an existing or proposed development, require a special use permit.

### **Surrounding Zoning and Development**

The zoning districts that surround this installation include, R-1, Limited Residential, R-2, General Residential, R-4 Residential Planned Community, and R-8, Rural Residential. The R-1, Limited Residential area is developed as the St. George's Hundred subdivision.

### **Physical Features & Environmental Considerations**

There are three portions of the proposed project. The first is an extension from an existing water line, which lies on the Seventh Day Adventist Church's property. This section will require a 15 feet cleared area through a portion of the Route 5 buffer along the property line. This cut will be lined with grass pavers to maintain a green buffer while allowing minimal necessary access to maintain the pressure reduction valve. The second proposed improvement along Route 5 will be entirely within the Virginia Department of Transportation right of way. The third improvement will be a pressure reduction valve across from Greensprings Plantation Road in VDOT right-of-way. Most of these sections of Route 5 are cleared to provide access to existing utilities but contain clusters of pines and a few single cedars, dogwoods, and hollies. However, this vegetation is outside the proposed construction area of 4 to 8 feet from the edge of pavement. JCSA does not expect to remove any of the trees along Route 5. In the event any tree, bush, or shrub is damaged during construction, staff has drafted a special use permit condition that would require the applicant to replace the vegetation with one of equal type as approved by the Planning Director.

### **Traffic Impacts**

No specific schedule has been set for the construction of the proposed water main and pressure reduction valves. During construction, traffic along both east and westbound lanes along Route 5 would be affected. Traffic will be slowed by an alternating direction signal lane adjacent to the area under construction along the corridor. All construction will occur during off peak hours between 9:00 a.m. and 4:00 p.m. to minimize the impact on the surrounding community.

## **Public Utilities**

The property is within the Primary Service Area (PSA). The Comprehensive Plan defines the Primary Service Area as areas presently provided with public water and sewer and high levels of other public services, as well as areas expected to receive such services over the next 20 years. Promoting efficiency in the delivery of public services is an important concept in the Comprehensive Plan. The PSA concept encourages efficient utilization of public facilities and services and promotes public health and safety. The proposed water main would connect to an existing water line, and would improve fire flow as well as provide connections to public water.

## **Comprehensive Plan Considerations**

### *Land Use Designation*

The Comprehensive Plan Land Use Map designates this area as Low Density Residential. Low Density Residential areas are located inside the Primary Service Areas where public utilities and services exist or are expected to be expanded to serve the area over the next twenty years.

### *Aesthetics*

No drainage structures will need to be relocated as a result of this proposed project. However, as stated previously, any unanticipated damage that occurs to the minimal vegetation will be mitigated with vegetation of an equal type as approved by the Director of Planning.

### *Historical and Archaeological Impact*

There are no known archaeological or historic sites as indicated by the James City County Archaeological Assessment. Because the project is within an area previously disturbed by road construction, the probability of any significant finds is minimal.

## **RECOMMENDATION:**

Staff finds this proposal to be consistent with the Comprehensive Plan and consistent with previous actions taken by the Board of Supervisors. Staff recommends that the Planning Commission approve the special use permit with the following conditions.

1. All required permits and easements shall be acquired prior to the commencement of construction. If construction has not commenced on the project within twenty-four (24) months from the date of issuance of the special use permit, the permit shall become void. Construction shall be defined as clearing, grading, and excavation of trenches necessary for the force main.
2. For pipeline construction adjacent to existing development, adequate dust and siltation control measures shall be taken to prevent adverse effects on the adjacent property. It is intended that the present and future results of the proposed force main do not create adverse effects on the public health, safety, comfort, convenience, or value of the surrounding property and uses thereon.
3. The applicant shall not remove any trees, bushes and shrubs along the force main corridor unless approved by the Planning Director. Trees, bushes, and shrubs damaged during

construction shall be replaced with a tree, bush, or shrub of equal type as approved by the Planning Director.

4. Construction vehicles and/or equipment shall not be parked or stored on Greensprings Plantation Road, Monticello Avenue Extended, or within the St. George's Hundred Subdivision between the hours of 5 p.m. and 7 a.m.
5. Grass pavers shall be used to surface maintenance driveways within the Route 5 buffer. Alternative forms of driveway materials shall be approved by the Planning Director. The driveway access clearing shall not be wider than fifteen feet.
6. This special use permit is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

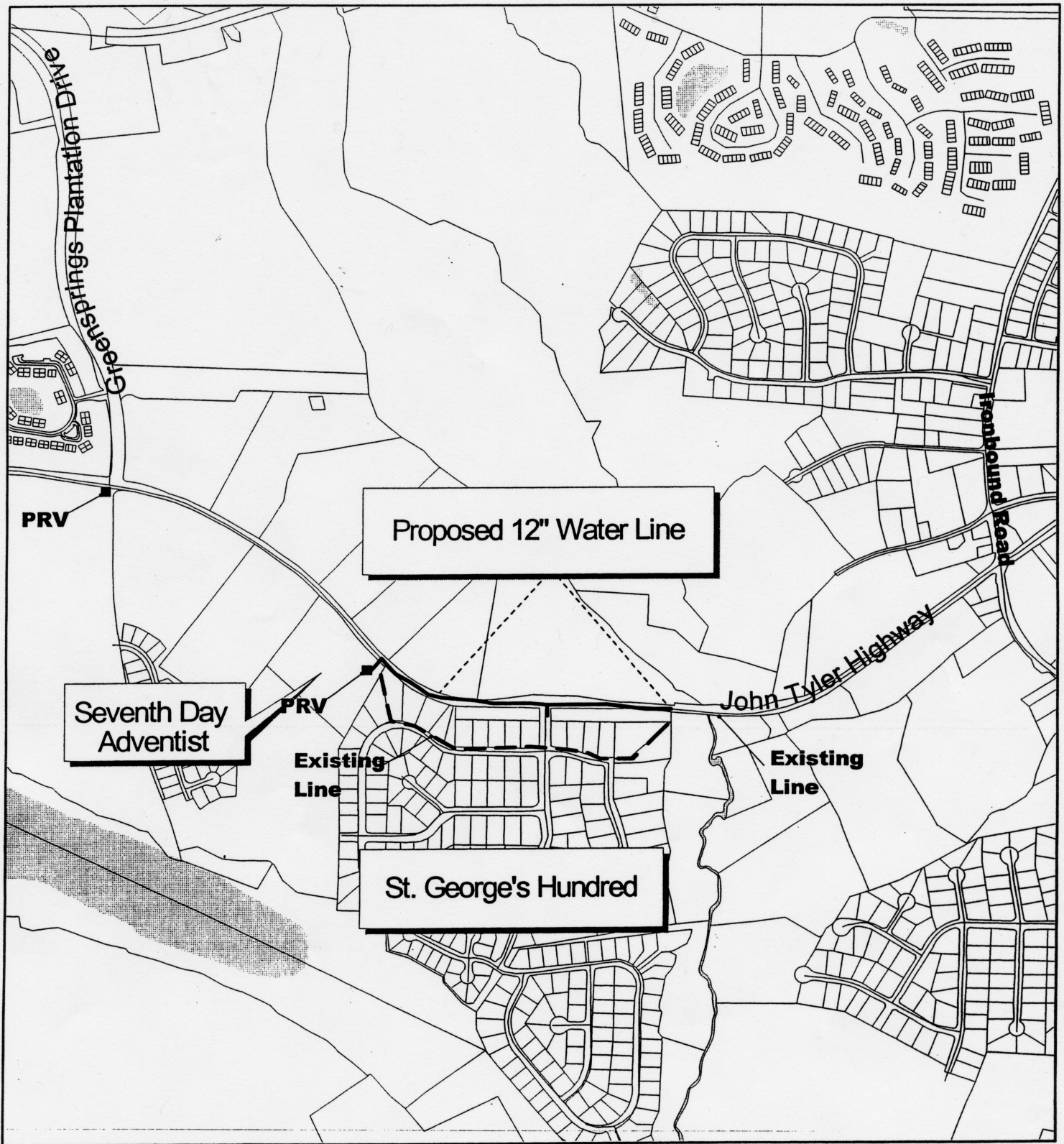
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Benjamin A. Thompson

Attachment  
Location Map







## Special Use Permit 2-01 JCSA- Route 5 Water Main Installation

900 0 900 1800 Feet



## PLANNING DIRECTOR'S REPORT

OCTOBER, 2001

This report summarizes the status of selected Planning Division activities during the last 30 days.

1. Master Greenways Plan. The Greenways Advisory Committee (including Planning Commissioner Peggy Wildman) is currently engaged in an overall education process and formalizing ideas about potential greenways opportunities. The next Community Focus Group meeting will be held on October 2, 2001. A second Community Focus Group meeting was held on September 20<sup>th</sup>. The purpose of these meetings are to provide the general public with an opportunity to participate, provide input, and help mold the draft Greenways Master Plan
2. Purchase of Development Rights. A PDR Director, Michael Drewry, has been hired and began work on September 4<sup>th</sup>. A second program draft will be coming before the BOS in the coming months.
3. Architectural Survey. The consultant is in the process of preparing the final report and drafting recommendations for staff review. A public meeting will be scheduled to present the survey findings once staff has reviewed the draft report.
4. Casey New Town. The DRB met in September to discuss two proposals: an office building at the corner of Ironbound Road relocated and Monticello Avenue and a proposed bank to be located adjacent to the Courthouse. A rezoning application for development of Sections 2 & 4 across from the Courthouse was submitted to the Planning Department and will be presented to the Commission at its October 1, 2001, meeting.
5. Citizens Survey. Staff selected Virginia Tech to conduct the citizen survey and is in the process of scheduling a kickoff meeting and finalizing the communications plan. Staff and the consultant held a work session with the Board of Supervisors on September 9<sup>th</sup> to discuss draft survey questions.
6. U.S. Census. The Census Bureau continues to release data that staff is incorporating into the Comprehensive Plan Technical Manual. Information has been posted on the demographics section of the Development Management page of the James City County website at: [www.james-city.va.us](http://www.james-city.va.us).
7. Strawberry Plains Bikeway. This joint project by VDOT and the County began construction in September. The project was funded by a federal and state grant which was obtained by the Planning Division.
8. Rt. 199/Jamestown Road Intersection. VDOT has prepared engineering drawings of the locally preferred alternative endorsed by the Board of Supervisors and the Williamsburg City Council. Staff has sent comments to VDOT, and VDOT is expected to hold a public input meeting in the future.
9. Cash Proffers Policy. The Board of Supervisors held a work session on cash proffers on June 27, 2001, and requested that staff draft the appropriate documents that would allow them to adopt a cash proffer policy. The Board will consider adopting the policy on October 9<sup>th</sup>, 2001.
10. Peninsula Light Rail Study. Staff attended a meeting in Hampton to discuss potential

alternatives for light rail on the Peninsula from Williamsburg to Hampton. The committee discussed 12 alternatives and recommended 4 for further study.

11. Reservoir Protection Measurers. Staff has sent requested information to Newport News Waterworks for its review.
12. Green Spring Master Plan Amendment/Centerville Road Closure. The Board of Supervisors held a work session on September 26<sup>th</sup> with the National Park Service, Friends of Green Spring and staff to discuss the Green Spring Master Plan Amendment. One of the key recommendations of the amendment is to close Centerville Road between Route 5 and Monticello Avenue. The Board will conduct a public hearing on the proposed road closure in the future.
13. Water Policy Options. The Board of Supervisors considered several water policy options at its September 25, 2001, meeting, which would apply to rezoning and special use permit applications until the state has issued the draft permit for ground water withdrawal for the proposed desalination plant. Last night a majority of the Board agreed on an informal water proffer policy that they will apply to pending and future rezonings and SUPs. The vote was 3-2. The Board agreed to apply alternative two as described in the memo in your reading file.
14. Planning Commission/Board of Supervisors Work Session. The Commission and Board will hold their semi-annual joint work session on October 2<sup>nd</sup> at 7:00 p.m. in the Board Room.
15. Other Board Action. There were no public hearing cases presented to the Board of Supervisors at its September 11, 2001 meeting. At its September 25 meeting, the Board deferred Case No. Z-4-00/MP-1-01 Colonial Heritage of Williamsburg and Case No. AFD-6-86 Cranston's Pond Agricultural and Forestal District - Ware Withdrawal and approved Case No. SUP-15-01. Williamsburg Pottery Factory, Bldg. #7 Replacement.
16. Upcoming Cases. New cases that are tentatively scheduled for the November 5, 2001, Planning Commission meeting.

CASE NO. SUP-18-01. WALTRIP CELLULAR TOWER. Ms. Mary Waltrip has applied for a special use permit to place a 165 feet monopole at 11 Marclay Road beside the Williamsburg Jamestown Airport. The proposed tower would have the structural capacity to hold several antennas for several cellular and/or other service providers. The site is zoned R-8, Rural Residential and shown as the Williamsburg Jamestown Airport on the Comprehensive Plan.

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O. Marvin Sowers, Jr.