

A G E N D A
JAMES CITY COUNTY PLANNING COMMISSION
APRIL 6, 2011 - 7:00 p.m.

1. ROLL CALL
2. PUBLIC COMMENT
3. MINUTES
 - A. March 2, 2011 Regular Meeting
4. COMMITTEE / COMMISSION REPORTS
 - A. Development Review Committee (DRC)
 - B. Policy Committee
 - C. Regional Issues Committee / Other Commission Reports
5. PUBLIC HEARING CASES
 - A. SUP-0001-2011 Williamsburg Crossing Car Wash
6. PLANNING DIRECTOR'S REPORT
7. COMMISSION DISCUSSIONS AND REQUESTS
8. ADJOURNMENT

SPEAKER'S POLICY

The Commission encourages public participation, but also wants to remind speakers to use decorum when speaking during the public comment or during public hearings.

Please keep in mind the following when speaking:

1. Courtesy between the speaker and the audience is expected at all times.
2. Speakers shall refrain from obscenity, vulgarity, profanity, cursing, or swearing.
3. Every petition, communication, or address to the Commission shall be in respectful language and is encouraged to be submitted in writing.
4. Public comments should be for the purposes of allowing members of the public to present planning or land use related matters, which, in their opinion, deserve attention of the Commission.
5. The public comment period shall not serve as a forum for debate with staff or the Commission.
6. Citizens should refrain from using words or statements, which from their usual construction and common acceptance are orchestrated as insults, personal attacks, or a breach of peace.
7. The public comment section at the beginning of meetings are provided as a courtesy by the Planning Commission for citizens to address the Commission regarding items not scheduled for public hearing. These public comment sections are not required by law.

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

1. ROLL CALL

Planning Commissioners

Present:

Al Woods
Tim O'Connor
Joe Poole III
Jack Fraley
Reese Peck
Mike Maddocks

Staff Present:

Allen Murphy, Director of Planning/Assistant
Development Manager
Adam Kinsman, Deputy County Attorney
Chris Johnson, Principal Planner
Kate Sipes, Senior Planner
Jennifer VanDyke, Administrative Services Coordinator

Absent

Rich Krapf

Mr. Jack Fraley called the meeting to order at 7:00 p.m.

2. PUBLIC COMMENT

Mr. Fraley opened the public comment period, seeing no one wanting to speak the public comment period was closed.

3. MINUTES

A. February 2, 2011

Mr. Joe Poole made a motion to approve the minutes. The February 2, 2011 minutes were approved in a unanimous voice vote (6-0; Krapf, absent).

4. COMMITTEE AND COMMISSION REPORTS

A. Development Review Committee (DRC)

Mr. Joe Poole provided the DRC report for February 23, 2011. The DRC heard case S-0023-2011, Wellington Ridge. In December 2005 the DRC reviewed the original submission for Wellington Ridge which included 95 lots. This proposal was approved by the DRC and the Planning department in December 2005. Since that time a final subdivision plat was not approved and preliminary approval subsequently expired in December 2009. The recent submission of Wellington Ridge is identical to the original submission with the addition of one lot and some slight Best Management Practice (BMP) modifications. In accordance with the restrictive conveyance on the property certain street trees in Sections 4 and 5 were to be provided by the applicant as preliminary subdivision approval proceeded. Prior to our February 23, 2011

DRC meeting, the applicant and staff verified that this requirement had largely been fulfilled and the two remaining lots that were lacking street tree plantings would have them installed within the week once the developer is able to speak with the individual home owners. The applicant stated that the required trees will be planted. The DRC recommended preliminary approval of the subdivision in accordance with agency comments.

Mr. Woods moved to adopt the DRC report. The report was adopted in a unanimous voice vote.

B. Policy Committee

Mr. Reese Peck provided the Policy Committee report. Mr. Peck stated that there were five Policy Committee meetings in the month of February. On February 3, 2011 the committee began their review of development review standards which included flood plains, preserving vegetation during development, community character corridor buffers, parking lot landscaping, outdoor operations of storage and streetscape policy. On February 7, 2011 the committee continued to review development review standards, and completed the streetscape policy, sound walls, lighting, timbering, pedestrian accommodations, and private streets. February 9, 2011 the committee reviewed residential districts and cluster developments. On February 3, 2011 the committee reviewed environmental issues, fiscal impact analysis, procedures and administration, subdivision ordinances and nonconforming uses. February 24, 2011 the committee discussed mixed uses, form-based codes, and green building standards. The next meeting of the Policy Committee will be March 16, 2011 at 7:00 p.m. in the Building A, conference room.

C. Regional Issues Committee/Other Reports

Mr. Fraley asked the commission if there were any other reports to be made.

5. PUBLIC HEARING CASES

A. SUP-0001-2011 Williamsburg Crossing Car Wash

Ms. Kate Sipes stated Mr. Vernon Geddy has applied on behalf of Mr. Mathew Blanchard for a Special Use Permit (SUP) to construct an automated car wash on two parcels along Route 5 (John Tyler Highway) in front of LaFontaine Condominiums within the Williamsburg Crossing Shopping Center. Ms. Sipes explained that an automated car wash is considered an automobile service station per the Zoning Ordinance, and requires a SUP in the B-1, General Business, Zoning District.

Ms. Sipes stated that the application proposes an approximately 8,000 square foot building which would fully enclose the car wash, detailing operations, offices, reception and equipment areas. The applicant is proposing to locate on 5117 John Tyler Highway and a portion of 5109 John Tyler Highway, a total of approximately 1.5 acres. Ms. Sipes stated that the property has frontage along, but no access from, John Tyler Highway. Also, access to the site is from Pilots Way via Kings Way or Carolina Boulevard.

Ms. Sipes stated that the parcels are designated Mixed Use, Williamsburg Crossing in the 2009

Comprehensive Plan, and the Williamsburg Crossing Mixed Use Area has principal suggested uses of commercial and office.

Ms. Sipes stated that all agencies have reviewed the application and recommend approval with the proposed conditions. Ms. Sipes stated that staff recommends that the Planning Commission recommend approval of the SUP to the Board of Supervisors (BOS), subject to the attached conditions.

Mr. Poole asked if noise is addressed within the conditions.

Ms. Sipes stated that noise is not addressed in the conditions. Staff has used conditions regarding noise in applications in the past. They are usually for larger parcels, address the depth within the parcel where activity would take place, and for location and/or direction of Public Address (PA) systems.

Mr. Fraley asked the commissioners if anyone had any disclosures to make regarding third-party meetings with the applicant.

Mr. Mike Maddocks stated that he had spoken with Mr. Geddy regarding the proposal.

Mr. Tim O'Connor stated he had met with Mr. Geddy regarding the case.

Mr. Geddy spoke on behalf of the applicant, Mr. Blanchard. Mr. Geddy stated Mr. Blanchard is a resident of JCC. Mr. Geddy discussed the location and described the subject property in greater detail. Mr. Geddy stated that the proposed car wash is a less intensive use than many by-right uses for B-1. This parcel is a part of the Williamsburg Crossing Shopping Center Master Plan.

Mr. Geddy pointed out several features of the car wash and the layout on the parcel. Mr. Geddy pointed out that the layout was designed to reduce the noise and visual impacts to the LaFontaine neighborhood. Mr. Geddy discussed the muffled vacuums that will be used. Mr. Geddy stated that there will be no self-servicing functions. All the cleaning activities will take place inside the building. The water will be captured, filtered, and reused.

A community meeting was held on Thursday, February 24, 2011 to listen to concerns from the residents of LaFontaine. One concern that came up was traffic at the intersection of Route 5 and Kings Way, the main entrance into Williamsburg Crossing Shopping Center. There are two left-turn lanes one immediately turning right the other going straight. Traffic wanting to go straight will often get stuck in the wrong lane. To abate this problem, new directional signage or new striping could be put in place. The owner projects to have at maximum 200 cars per day, with possibly 50 cars per hour at peak hours. The proposed landscape buffering was discussed. The buffering would be along Pilots Way and Route 5. The landscaping would buffer headlight glare during evening hours of operation. The applicant is willing to work with the neighbors to help abate any negative impacts to LaFontaine residents.

Mr. Al Woods asked if the applicant would agree to an additional condition restricting all

cleaning activities to the interior of the building.

Mr. Blanchard stated he would agree to the new condition.

Mr. Woods pointed out that the vegetation being used for buffering is not very dense.

Mr. Geddy stated there may be additional landscaping placed along the side that faces LaFontaine.

Mr. Woods asked if this was discussed at the community meeting, and if the residents seemed satisfied with the proposed landscaping. Mr. Woods asked if the landscaping is part of the conditions agreed upon.

Ms. Sipes stated that this is not included in the conditions, primarily because the landscaping would be placed off-site. The SUP does not allow JCC to enforce off-site conditions. It would be a private arrangement between the LaFontaine home owner's association and Mr. Blanchard.

Mr. Poole stated he appreciates the applicant's willingness to add the suggested condition regarding limitations of work activities to the interior. The quieter vacuum models chosen are also helpful. The landscaping proposal was not included in the packets; this is the first time the commissioners are seeing it. Mr. Poole asked if the applicant would agree to the having the landscape buffering plan reviewed by the DRC rather than the Planning Director.

Mr. Maddocks verified that the hours of operation would be 7:00 a.m. to 9:00 p.m. The maximum number of cars would be roughly 200 per day.

Mr. Blanchard stated that the projection of 200 cars per day would be achieved three to four years from now.

Mr. Maddocks stated that on average there would only be about 14 cars per hour.

Mr. Blanchard stated yes, but there will be peaks seen with more traffic. The peaks may be 50 cars per hour on a Saturday.

Mr. Maddocks asked about the lighting.

Mr. Geddy stated that the lighting is projected downward.

Mr. Maddocks stated that the residents facing the car wash would not be greatly impacted by noise or lighting generated from the car wash.

Mr. O'Connor asked what the applicant would do regarding trash pickup.

Mr. Blanchard stated that there would be an enclosed area for a dumpster.

Mr. O'Connor stated that typically trash pickup is early in the morning; this would have a big impact on the residents of LaFontaine.

Mr. Blanchard stated that he would plan the pickup to minimize the impacts on the residents of LaFontaine.

Mr. Fraley asked what the applicant would do to minimize the impacts of the headlight glare coming out of the car wash.

Mr. Geddy stated that the hours of operation would largely be during daylight hours. The landscaping was also designed to minimize the effects of headlights.

Mr. Fraley stated that he is pleased to hear that all cleaning activities will take place inside. Mr. Fraley asked if the bay doors will remain open during that time.

Mr. Geddy stated that the bay doors will not face LaFontaine. The washing of the vehicles will be done by the employees. There will not be loud car radios during cleaning activities, as seen at other car washes, as the enclosed areas will be controlled by the management.

Mr. Maddocks asked if the window facing LaFontaine would be smoked.

Mr. Blanchard stated that it would be a clear window. Mr. Blanchard stated that his intension is to ensure that there will be no loud car stereos. He wants to make it a pleasant experience for his customers.

Mr. Fraley confirmed that there will not be a PA sound system.

Mr. Fraley opened the public comment period.

Ms. Joan Lamberson, 307 Queens Crescent, spoke. She stated that the estimate of 200 cars may be too conservative. If there are 30-50 cars an hour coming in and out at peak the small road will be overtaxed. Ms. Lamberson stated she understands that this parcel will be used for commercial purposes. Possibly putting up a fence would ensure greater privacy for the residents of LaFontaine. The fence would capture debris coming from the car wash and prevent people from cutting thru the car wash to get to the shopping center. There are twelve units with patios facing the direction of the proposed car wash. There are other communities that have successfully used fencing as a buffer.

Ms. Dorothy Sayer, 407 Queens Crescent spoke. Ms. Sayer stated she is concerned for the value of her home. There are currently thirteen units for sale in LaFontaine. A car wash is not an appropriate use for a parcel that abuts a residential neighborhood. A majority of the existing vegetation that will be used for buffering are deciduous plants. Once those leaves have been shed the plants will not offer the intended screening.

Ms. Elsa Shmeyer, 204 Queens Crossing spoke. She stated she is concerned about the

additional traffic that would be generated by the proposed car wash. She is also concerned with her property losing value.

Mr. Kenny Barnes, 108 Queens Crossing spoke. He is concerned with his property losing value. He stated that he is not aware of any other car wash being located next to a residential area. He stated he is concerned with the impacts of headlights exiting the business. The homeowners of LaFontaine pay a fair amount of money in fees to maintain the property and keep it clean.

Ms. Jane Kovar, 903 Queens Way spoke. Ms. Kovar stated she is the President to the Board of Directors for LaFontaine Homeowners Association. The location for the proposed car wash is not appropriate for this use due to the close proximity of the neighborhood. Ms. Kovar stated that more homeowners should have received notice of the public hearing.

Ms. Beth Thran-Bunch, 810 Queens Way spoke. Ms. Thran-Bunch stated that this is not an appropriate location for a car wash. The noise generated from this use will be disruptive to the residents of LaFontaine. The bushes that LaFontaine maintains have had difficulty surviving, because of this she is uncertain of the survival rate for any new plantings.

Ms. Lamberson spoke. The Williamsburg Crossing Shopping Center has two entrances. One entrance is rarely used. The other entrance along Route 5 is heavily used. The location of the proposed car wash will exacerbate the issue of having all the traffic entering in from Route 5.

Mr. Fraley stated that he received a phone call earlier today from Dr. Gerald Johnson representing the Historic Route 5 Association. Dr. Johnson stated that he attended a community meeting where this project was discussed. The Historic Route 5 Association members support the proposed car wash.

Mr. Fraley closed the public hearing.

Mr. Woods asked for clarification regarding the chosen wording of Dr. Johnson.

Mr. Fraley stated that Dr. Johnson (and the Historic Route 5 Association members) supported the project. There were two issues that the members raised regarding the measures that will be taken to screen the headlights of exiting cars. There need to be conditions written regarding the landscaping. The additional traffic generated was also taken into consideration.

Mr. Adam Kinsman stated he would like to address the concerns raised by the commissioners regarding all activities taking place inside the building. Mr. Geddy and the applicant have agreed to include in condition number one: "all car wash operations, excluding vacuuming shall occur inside the building." Also, regarding the trash pickup, verbiage can be added to condition number eight: "Hours of operation including trash pickup shall be limited to no earlier than seven and no later than nine." Mr. Kinsman stated that he is concerned with the legality of requiring off-site landscaping as a condition of a SUP, particularly when the applicant does not own the site. Any conditions limiting the amount of noise coming from a site are difficult to enforce. Noise ordinances are very difficult to enforce. JCC does not have the

equipment or the staff required to enforce such conditions.

Mr. Poole asked if the conditions could include the DRC having a final review of the proposed landscaping.

Mr. Kinsman stated yes. Condition number five can be modified to require additional DRC review of landscaping.

Mr. Woods asked if this condition would include a required agreement with the homeowners of LaFontaine.

Mr. Kinsman stated that if the plans show off-site landscaping, yes.

Mr. O'Connor asked Mr. Jason Grimes of AES, representing the applicant, if the car wash will be at the current grade of the property now.

Mr. Grimes stated that the car wash will be at the grade seen now.

Mr. Fraley informed the audience on the Historic Route 5 Association.

Mr. Poole stated is very pleased with the architectural elevations. Mr. Poole stated he has always anticipated that the parcel in question would eventually be developed for commercial use. However, he anticipated retail use, more akin to the current outparcels in the Williamsburg Crossing Shopping Center. He stated he is also concerned with the vacancies seen in the shopping center. Mr. Poole stated he sees this area as being in a state of flux; the proposed car wash may further instigate instability. To hear that noise regulation is something unobtainable is disappointing. The mitigation of noise was discussed at length during the DRC meeting. Mr. Poole stated he would like to see more details before he feels comfortable supporting this project.

Mr. Woods asked if the DRC had previously discussed the compatibility of a car wash with the surrounding businesses and residential development.

Mr. Poole stated that when the DRC had reviewed the project while it was a conceptual review. The plans lacked the details offered with an SUP review. Mr. Poole appreciates the efforts made to encourage conceptual plan review by the DRC but, reviewing details achieved at later stages is still necessary. Compatibility was not discussed during the DRC review of this case.

Mr. Peck stated that he too is impressed with the look of the building. Mr. Peck stated he is concerned with this use for a parcel across from a residential neighborhood.

Mr. Maddocks stated that he is concerned for the property owners of LaFontaine. Mr. Maddocks stated he would like to see some fencing or a means to create a better buffer than what is currently proposed.

Mr. Woods stated the project is designed in a very commendable way. Mr. Woods stated

he is sensitive to the compatibility issues he sees with the proposed business and its surroundings. More planning may be required to mitigate some of the issues that have been raised this evening.

Mr. O'Connor stated he struggles with the fence concept since it would become the burden of the home owner's association to maintain. Mr. O'Connor stated he does support the proposal. There could be many other more intensive uses that would be by-right for the B-1 property. He does not want this property to become yet another empty retail space.

Mr. Fraley thanked the applicant for having the community discussion meeting. This property is zoned for commercial development. There are many uses that can go on this property by-right. Mr. Fraley asked Mr. Geddy if he would consider a deferral.

Mr. Geddy stated that Mr. Blanchard is willing to defer.

Mr. Fraley stated the case will be deferred.

B. Z-0002-2010 / MP-0001-2010 / SUP-0029-2010 The Williamsburg Pottery

Mr. Chris Johnson stated that Mr. Vernon Geddy has applied to rezone a 18.78 acre parcel located at 6692 Richmond Road from M-1, Limited Business/Industrial, with proffers, to M-1, Limited Business/Industrial with amended proffers, amend the adopted SUP and master plan to relocate the existing signalized entrance, revise associated traffic improvements, and increase the gross square footage of the retail and office area of the project from 161,000 square feet to 200,000 square feet. The proposed amendments will redevelop the property and dedicate the majority of the proposed retail and office space square footage to the relocation of the existing Williamsburg Pottery operation currently located on the east side of the CSX railroad tracks.

This project has evolved from what was first envisioned and planned during the 2007 rezoning process when the project was known as The Promenade at the Williamsburg Pottery Factory. That project was anticipated to contain a mixture of retail uses including a traditional shopping center, anchored by a grocery store; outlet style stores similar to those which were previously located on the property and some traditional Pottery goods and products.

Today, the project is being called The Williamsburg Pottery and the retail space in the three main buildings will be occupied entirely by the traditional Williamsburg Pottery goods and products. Unlike the previously approved project in 2007, the entire project will be constructed in a single phase rather than multiple phases. Given that all Pottery sales and operations will be housed within the three new buildings on the west side of the CSX tracks, there is less need for the public to cross the tracks by vehicle and the need to use the existing pedestrian tunnel connecting the west side to the east side of the property is eliminated.

Besides the change in square footage from a maximum of 161,000 to 200,000 square feet to house Pottery retail sales and corporate offices, the largest change proposed by these amendments is the relocation of the existing signalized entrance 300 feet further to the west from

where it was proposed in the 2007 master plan. This amendment will change the spacing from the signalized entrance proposed at the Colonial Heritage eastern crossover intersection from 1,000 linear feet to 700 linear feet. The total number of entrances and exits will be reduced from four to three.

VDOT concurs with the projected trip generation and distributions as presented in the traffic study as well as the conclusion that both full access driveways will meet warrants for signalization upon build-out of the project. While acknowledging that the access plan does not comply with the Access Management Regulations with regard to the spacing of entrances, VDOT has granted the applicant's exception request to allow for a reduced crossover spacing of 700 feet noting that the reduction would not materially alter the operational characteristics of the Route 60 corridor.

There are some slight increases and decreases in the level of delay at some intersections, but the overall corridor has increased operation speed in the PM peak hours with this entrance and traffic signal relocation. Staff reviewed a Traffic Signal Warrant Analysis, a Saturday Corridor Study and Crash Data Study which evaluated the existing intersection safety and the implications for the proposed traffic signal relocation. Based on these studies, the County supported the exception request for the spacing standards for entrances, intersections and crossovers.

Other changes of note include the relocation of one of the five pocket parks and the elimination of the service drive between Buildings A and B for the development of a larger, central pedestrian plaza.

The site is designated Mixed Use, Lightfoot on the 2009 Comprehensive Plan Land Use Map. Recommended uses for this area include transit oriented mixed-use development with a mixture of limited industry, commercial and moderate density housing. Staff finds that the use as proposed meets the land use designation for this area as the principle proposed use is commercial in nature.

Staff finds that this application provides a positive redevelopment project for this area of the County, and with the revised master plan and proffers, is in conformance with many goals of the Comprehensive Plan. The applicant has provided many positive features to the development that help mitigate design characteristics. Considering this is a redevelopment project, and the design limitation of the parcel shape and size, staff finds that the applicant is providing the best overall design given the type of uses and intensity.

Staff recommends the Planning Commission recommend approval of the rezoning, master plan and SUP applications with the three conditions listed in the staff report and acceptance of the voluntary proffers.

Mr. Poole questioned whether the architectural review proffer, including Design Guidelines that were discussed at a previous DRC meeting last year would be impacted by the proposed design changes. Mr. Poole stated he recalled that the DRC had one notable objection with Flemish revival as opposed to elevations with a little less repetition.

Mr. Johnson stated the site plan for this project was submitted for enhanced conceptual review to the DRC. The revised architectural elevations were reviewed by the DRC at that time for consistency. With the design guidelines which were adopted as a part of the 2007 Rezoning. The Planning Commission approved the recommendations of the DRC with regard to the consistency of the elevations. The approved elevations were included in the back of the Community Impact Study included as an attachment to the staff report.

Mr. Poole asked about entry features on Richmond Road. Mr. Poole asked if there are monument signs or large structures proposed for Route 60.

Mr. Johnson stated there would be two monument-style signs at the two signalized intersection locations. Mr. Johnson pointed out the locations on an aerial map of the site.

Mr. Poole asked if the increase of square footage by one-fifth from 161,000 to 200,000 square feet would be used as retail space for traditional pottery goods.

Mr. Johnson stated that the three main buildings on the site will be used as retail space for traditional pottery goods and products. There are three outparcel buildings located along Route 60. One will be a bank, a restaurant, and another retail store. The 200,000 square foot figure also includes up to 15,000 square feet of corporate office space for the Pottery on the second floor of building "A". It increases the office space allotment. The site plan submitted exceeded the 161,000 square feet limit of the previous master plan by a few thousand feet. The applicant is seeking a certain degree of flexibility in raising the maximum square footage in not cutting it too close. Ultimately the applicant is likely to develop closer to 170,000 square feet, but wants the higher limit shown on the binding master plan.

Mr. O'Connor asked if the existing crossover on Route 60 would be removed.

Mr. Johnson stated that the existing crossover will be removed when the signal is relocated.

Mr. Fraley asked the commissioners if there were any third-party meeting disclosures that need to be made.

Mr. O'Connor stated that he met with Mr. Geddy on February 25, 2011 to review the site plan.

Mr. Maddocks stated he met with Mr. Geddy as well.

Mr. Fraley stated that he and Mr. Rich Krapf met on January 16, 2011 with the Pottery team and staff to discuss traffic implications and the traffic study. This meeting had been previously disclosed. Mr. Fraley stated he met with Mr. Geddy last week for another meeting.

Mr. Fraley opened the public hearing.

Mr. Geddy, representing the applicant, highlighted the history of the Pottery beginning in 1938 on half an acre along Route 60. The Pottery at one time was Virginia's largest retail operation. The Pottery rezoned this site in 2007 for a traditional grocery store and shopping center. Mr. Geddy provided an image of the 2007 (approved) Master Plan.

The new proposal is very different in nature. It is a reinvention of the Pottery. It would move all of its operations to this portion of the property including the offices discussed. They will be built all at one time. The major change from the 2007 plan is moving the signalized intersections. There are attractive plazas and large sidewalk areas. A new and very extensive traffic study was conducted by Dexter Williams and DRW Consultants. VDOT has concurred with trip generations, distribution, and traffic studies. Mr. Geddy stated he agrees with staff's recommendations and reports. The proposal will generate greater tax revenue for JCC. It is a redevelopment of an aging site. It will improve the aesthetics of the area. It has pedestrian and vehicular connectivity. It increases the buffers along Route 60. It provides significant environmental improvements. The proffered traffic improvements will further benefit the corridor.

Mr. Poole stated he is excited and pleased to support the redevelopment efforts. Mr. Poole asked for more information on the enhanced landscaping, particularly in the median.

Mr. Geddy stated that there is some landscape planting done by Colonial Heritage that will be copied and extended south in the median along the properties frontage.

Mr. Poole asked if this would be at the southern most portions.

Mr. Geddy confirmed that would be the case.

Mr. Fraley opened the public hearing, seeing no one wishing to speak the public hearing was closed.

Mr. Maddocks complimented the applicant on the many attractive features seen. Mr. Maddocks stated he supports the project.

Mr. Maddocks made a motion to approve in accordance to the staff report. The motion was approved in a unanimous voice vote (6-0; Mr. Krapf, absent).

6. PLANNING DIRECTOR'S REPORT

Mr. Allen Murphy stated he had nothing further to report.

7. COMMISSION DISCUSSIONS AND REQUESTS

Mr. Poole stated he appreciates the efforts made to increase predictability for applicants during the review process. Mr. Poole stated he was disappointed to see a site off of Longhill Road in a disheveled state. A service station for this parcel had been approved by the Planning Commission, thus JCC had expectations for this project to develop in a particular way.

Predictability for applicants must be balanced by realized expectations for applicants conducting the progression and completion of projects.

Mr. Johnson stated that there was a phase-three archeological study required. The site is very small, just above one acre. Nearly all vegetation on the site was scrub pine. Very little vegetation was expected to be retained. This was mentioned during the staff report. The staff report stated that extensive landscaping would be provided. The site will look different while under construction. The site did look in disarray while the archeological study was under way. Staff can go out with Mr. Poole to the site to ensure that it is consistent with the adopted conditions of the SUP.

Mr. Poole stated that he had forgotten about the archeological work. The property currently looks very unkempt and as though no work is being done.

Mr. Johnson stated that he believed all the archeological work had been completed on the site. The erosion and sediment control fencing that is in disarray could have come down for any number of reasons. It is the responsibility of the environmental inspectors and contractor to ensure that the fencing is in place. The applicant has been working very closely with JCC on the intersection project to try to get the waterline extended rather than tear up the road. The applicant was very cooperative with staff during these efforts. Mr. Johnson stated he will go out in the field to see if there is anything that needs to be addressed.

Mr. Fraley asked that all Planning Commissioners get an update on these efforts via email.

Mr. Peck stated that he had been looking at the 2010 Census data. The estimated population in JCC was more than 3,000 (people) beyond the population projections published and used by JCC. Mr. Peck asked for an explanation for the variance.

Mr. Fraley asked if there were any objections with the Planning Commission's assigned 2011 attendance schedule for BOS meetings.

Mr. Woods asked for confirmation on his meeting dates.

Mr. Fraley stated he would send the email out again.

Mr. Fraley stated that the Policy Committee has spent some time debating the merits of adopting policy versus placing requirements directly in the Ordinance. Mr. Fraley had asked that the Deputy County Attorney, Mr. Kinsman, further inform the debate. Mr. Fraley stated that before the next meeting Mr. Kinsman will forward information to the commissioners.

Mr. Kinsman provided a brief description of the type of information he will provide.

8. ADJOURNMENT

Mr. Poole moved for adjournment.

The meeting was adjourned at 8:47 p.m.

Jack Fraley, Chairman

Allen J. Murphy, Secretary

**SPECIAL USE PERMIT-0001-2011. Williamsburg Crossing Car Wash.
Staff Report for the April 6, 2011 Planning Commission Public Hearing**

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.

PUBLIC HEARINGS

Planning Commission:

Building F Board Room; County Government Complex

March 2, 2011 7:00 p.m. Deferred

April 6 2011 7:00 p.m.

Board of Supervisors:

May 10, 2011 7:00 p.m. (Tentative)

SUMMARY FACTS

Applicant:

Mr. Vernon Geddy, III

Land Owner:

University Square Associates

Proposal:

Construction of an automated car wash facility and associated parking

Location:

5117 John Tyler Highway and a portion of 5109 John Tyler Highway

Tax Map/Parcel Nos.:

4721500007 and a portion of 4721500008

Parcel Size:

Approximately 1.97 acres for both existing parcels (proposal is for 1.52 acres)

Zoning:

B-1, General Business

Comprehensive Plan:

MU, Mixed Use

Primary Service Area:

Inside

STAFF RECOMMENDATION

Staff finds the proposal to be generally consistent with surrounding land uses and the Comprehensive Plan. Staff recommends the Planning Commission recommend approval of the special use permit to the Board of Supervisors, with the attached conditions.

Staff Contact: Kathryn Sipes

Phone: 253-6685

Proposed Changes Made Since the March 2, 2011 Planning Commission Meeting

This case was deferred from the March 2 Planning Commission meeting at the applicant's request after residents from the LaFontaine Condominiums spoke in opposition to the project. In an attempt to address concerns raised by those residents and members of the commission, the following changes have been made to the attached conditions:

- Condition #1 has been amended to add the sentence "All car wash operations, excluding vacuuming, shall occur inside the building." This was done at the commission's request.
- Condition #5 has been amended to assign the Development Review Committee, rather than the Planning Director, the authority to approve the landscaping plan. This was done at the commission's request.
- Condition #7 has been added. This condition states "No exterior loud speaker system shall be used." This was done, in consultation with the County Attorney's office, to address the noise generated by the proposed use.

- Condition #9 has been amended in two ways. The phrase “including trash pick-up” has been added at the commission’s request. The permitted hours of operation have been shortened from 9 p.m. to 8 p.m. from April through October and to 6 p.m. from November through March. This was done at the applicant’s request.

PROJECT DESCRIPTION

Mr. Vernon Geddy, III has applied on behalf of Mr. Mathew Blanchard for a Special Use Permit to construct an automated car wash on two parcels. The properties are located on John Tyler Highway (Route 5) in front of LaFontaine Condominiums, adjacent to Union First Market Bank at the entrance to the Williamsburg Crossing Shopping Center. An automated car wash is considered an automobile service station per the Zoning Ordinance, which requires a special use permit in the B-1, General Business Zoning District.

The applicant is proposing an approximately 8,000 square foot building which would fully enclose the car wash, detailing operations, offices and equipment areas. There are currently three undeveloped parcels between the Union First Market Bank and the JCC Law Enforcement Center along John Tyler Highway. The applicant is proposing to locate on 5117 John Tyler Highway and a portion of 5109 John Tyler Highway.

The property has frontage along, but no access from, John Tyler Highway. Access to the site is from Pilots Way, a private road which runs parallel to John Tyler Highway between Kings Way and Carolina Boulevard. The existing entrance to the Williamsburg Crossing Shopping Center is at the intersection of John Tyler Highway and Kings Way.

The applicant appeared before the DRC in January to solicit feedback on the proposal, including the attached architectural elevations. Committee members offered positive feedback on the proposed elevations and offered additional discussion on the Community Character Corridor buffer along John Tyler Highway, the operating hours, soliciting feedback from residents in LaFontaine, traffic flow and access, stormwater management, and the proposed recycling of the water to reduce consumption. Several of the attached conditions, including Conditions # 4, 5, 6, and 8, address issues discussed at the DRC meeting. The applicant held a public meeting with area residents and property owners on February 24. Approximately a dozen interested parties attended and asked questions regarding stormwater and maintenance of the existing stormwater pond, impacts of headlights’ glare exiting the site, enhanced landscaping along John Tyler Highway and Pilot’s Way, anticipated traffic, road conditions of Kings Way and Pilots Way, employee parking, and the process used to select this site for the business. Several of the property owners attended the Planning Commission meeting on March 2 to state their opposition to the project. As a result of comments raised, the applicant requested deferral of the case to the April 6 Planning Commission meeting.

The applicant has scheduled another public meeting with area residents and property owners for March 24; feedback from this meeting will be available during the April Planning Commission meeting.

PUBLIC IMPACTS

Environmental

Watershed: Mill Creek

Staff Comments: Environmental staff has reviewed the proposal and has no concerns as the four outparcels on Pilots Way, including the subject property, were included in the design of the existing master planned BMP located behind LaFontaine Condominiums. Prior to final site plan approval, evidence must be provided that the existing facilities are in good working order and performing at the design level of service.

Public Utilities

The property is currently located inside the Primary Service Area (PSA).

Conditions:

- Condition #10 requires a Water Conservation Agreement.

Staff Comments: JCSA staff has reviewed the proposal and has no concerns. Staff did note water reuse is required for car washes, at a target minimum level of 85%. The applicant has indicated their intention to maximize water recycling and utilize state of the art technology to reduce water consumption.

Transportation

Information submitted by the applicant calculates trip generation using ITE Code 948 (Automated Car Wash). The calculation is based on gross floor area. Using the total proposed building area of 7,970 square feet, 93 peak hour trips would be generated. The proposal is for a fully enclosed operation, including the drive through car wash tunnel; office, reception and equipment areas; and detailing operations. The applicant has noted that similar operations conduct the detailing operations outside. Removing the area of the building dedicated to automobile detailing, the calculation would be based on 4,225 square feet resulting in 49 peak hour trips. The applicant has indicated the best case scenario for the industry is 200 vehicles per day, well below ITE generation projections.

The site can be accessed from John Tyler Highway at two locations. The existing shopping center entrance on John Tyler Highway is the intersection of John Tyler Highway and Kings Way. From Kings Way, traffic would turn onto Pilots Way. The site can also be accessed from John Tyler Highway via Carolina Boulevard, a private street that runs between the outparcels and the JCC Law Enforcement Center. From Carolina Boulevard, traffic would turn onto Pilots Way. Kings Way and Carolina Boulevard are private streets, having not been accepted in the VDOT system. Pilots Way is private property, with recorded easements to allow ingress and egress to and from the adjacent parcels.

VDOT Comments: VDOT staff reviewed the application and determined there would be no impacts to the VDOT right-of-way.

Staff Comments: Since the proposal is expected to generate fewer than 100 peak hour trips a Traffic Impact Study was not required by the County or VDOT as part of the SUP application. Staff is proposing Condition #3 to provide the continuation of the existing sidewalk along Pilots Way for pedestrian connectivity.

Pedestrian Connectivity:

There is an existing sidewalk along John Tyler Highway on the opposite side of the street (north side), but no sidewalk along John Tyler Highway along the street frontage of these outparcels. There is an existing sidewalk along Kings Way adjacent to the bank on the corner of Kings Way and John Tyler Highway. There is also an existing sidewalk along Pilots Way on the bank parcel adjacent to the subject property.

Conditions: Condition #3 provides for the continuation of the existing sidewalk along Pilots Way.

Staff Comments: The zoning ordinance requires sidewalk to be installed from property line to property line along public street frontage. This requirement can be waived upon approval by the Planning Director of a sidewalk modification request. Staff finds it beneficial to continue the existing sidewalk along Pilots Way, internal to the shopping center, and would be supportive of a waiver request if one was submitted as part of the site plan application.

Community Character:

The property fronts John Tyler Highway, which is a Community Character Corridor. A fifty-foot landscape buffer is required along Community Character Corridors.

Conditions:

Condition #4 limits the style and size of the signage permitted along road frontage.

Condition #5 requires enhanced landscaping in the Community Character Corridor buffer.

Condition #6 requires Planning Director approval of the architectural elevations for the proposed building.

Staff Comments: The appearance and effectiveness of the Community Character Corridor buffer was discussed at length at the DRC meeting. Signage, landscaping, and buildings seen from John Tyler

Highway are included in the conditions to clarify expectations with regard to community character. In addition to the fifty-foot landscape buffer, the ordinance requires a fifteen-foot construction zone setback. This setback requirement can be waived by the Planning Director at the request of the applicant during the site plan review process. The SUP exhibit does not reflect the fifteen-foot setback and the applicant has indicated a total depth of sixty-five feet would be very difficult to achieve. Staff discussed the option of a possible reduction in the Community Character Corridor buffer, but prefers supporting a waiver of the construction setback requirement, and retaining the fifty-foot buffer, with enhanced landscaping inside the buffer.

COMPREHENSIVE PLAN

Land Use Map

Designation	<p>Mixed Use, Williamsburg Crossing: For the undeveloped land in the vicinity of the intersection of John Tyler Highway and Route 199, including the Williamsburg Crossing Shopping Center, the principal suggested uses are commercial and office. The development of this area is limited to the portions of land in the southwest quadrant of the intersection of John Tyler Highway and Route 199 developed as part of Williamsburg Crossing Shopping Center. Continued access management is needed to maintain acceptable levels of service on John Tyler Highway (Route 5). Additional access points beyond those that currently exist for the Route 199 corridor will be strongly discouraged by the County.</p> <p>Staff Comment: The proposed parcels are in the southwest quadrant of the intersection and are included in the master plan for the Williamsburg Crossing Shopping Center. Access to the site will be taken from existing points of access.</p>
Goals, strategies and actions	<p>LU4: Direct growth into designated growth areas in an efficient and low-impact manner.</p> <p>Staff Comment: The project is proposed on a parcel included in a previously approved master plan for development, with an existing stormwater master plan.</p>

RECOMMENDATION

Staff finds the proposal to be generally consistent with surrounding land uses and the Comprehensive Plan. Staff recommends the Planning Commission recommend approval of the special use permit to the Board of Supervisors, with the following conditions:

1. Master Plan and Use: This Special Use Permit shall be valid for an automated car wash and accessory uses thereto. Development of the site shall be generally in accordance with the master plan entitled “Williamsburg Crossing Car Wash Special Use Permit” prepared by AES Consulting Engineers and dated January 19, 2011, as determined by the Planning Director. All car wash operations, excluding vacuuming, shall occur inside the building. Minor changes may be permitted, as long as they do not change the basic concept or character of the development.

2. Lighting: Any new exterior site or building lighting shall be comprised of recessed fixtures with no bulb, lens, or globe extending below the fixture housing. The housing shall be opaque and shall completely enclose the light source in such a manner that all light is directed downward, and that the light source is not visible from the side of the fixture. Pole-mounted fixtures shall not be mounted in excess of 15 feet in height above the finished grade beneath them. Light trespass, defined as light intensity measured at 0.1 foot-candle or higher extending beyond any property line, shall be prohibited.

3. Sidewalks: The owner shall provide a sidewalk along Pilots Way road frontage to allow pedestrian connection to the adjacent parcel.

4. Signage:

On-site freestanding signs shall be limited to monument style signs no higher than eight feet above finished grade approved by the Planning Director.

5. Landscaping:

A landscaping plan shall be approved by the Development Review Committee (DRC) prior to final site

plan approval. The owner shall provide enhanced landscaping along the property frontage on John Tyler Highway. Enhanced landscaping shall be defined as exceeding plant material size requirements in the Zoning Ordinance by 133%.

6. Architectural/Building Elevations:

Prior to final site plan approval, the Planning Director shall review and approve the final building elevations and architectural design of the building. Such approval shall ensure that the building materials, scale, and colors are consistent with the architectural elevations dated January 24, 2011, entitled "Williamsburg Crossing Auto Spa Exterior Elevations," prepared by Balzer & Associates, Inc.

7. Noise. No exterior loud speaker system shall be used.

8. Lot Line Adjustment/Extinguishment: Prior to final site plan approval, the owner shall receive approval of and record a subdivision plat which adjusts the lot lines in accordance with the above referenced master plan.

9. Hours of Operation:

Hours of operation, including trash pickup, shall be limited to no earlier than 7 am and no later than 8 pm from April through October and no earlier than 7 am and no later than 6 pm from November through March.

10. Water Conservation: The applicant shall be responsible for developing water conservation standards to be submitted to and approved by the James City Service Authority (JCSA) and subsequently for enforcing these standards. The standards shall address such water conservation measures as limitations on the installation and use of approved landscaping design and materials to promote water conservation and minimize the use of public water resources. Because the Guidelines refer to landscaping, irrigation and plant material, the JCSA shall approve the standards prior to final site plan approval.

11. Commencement of Construction: If construction has not commenced on this project within twenty-four (24) months from the issuance of a special use permit, the special use permit shall become void. Construction shall be defined as obtaining permits for building construction and footings and/or foundation has passed required inspections.

12. Severance Clause: This special use permit is not severable. Invalidation of any word, phrase, clause, sentence, or paragraph shall invalidate the remainder.

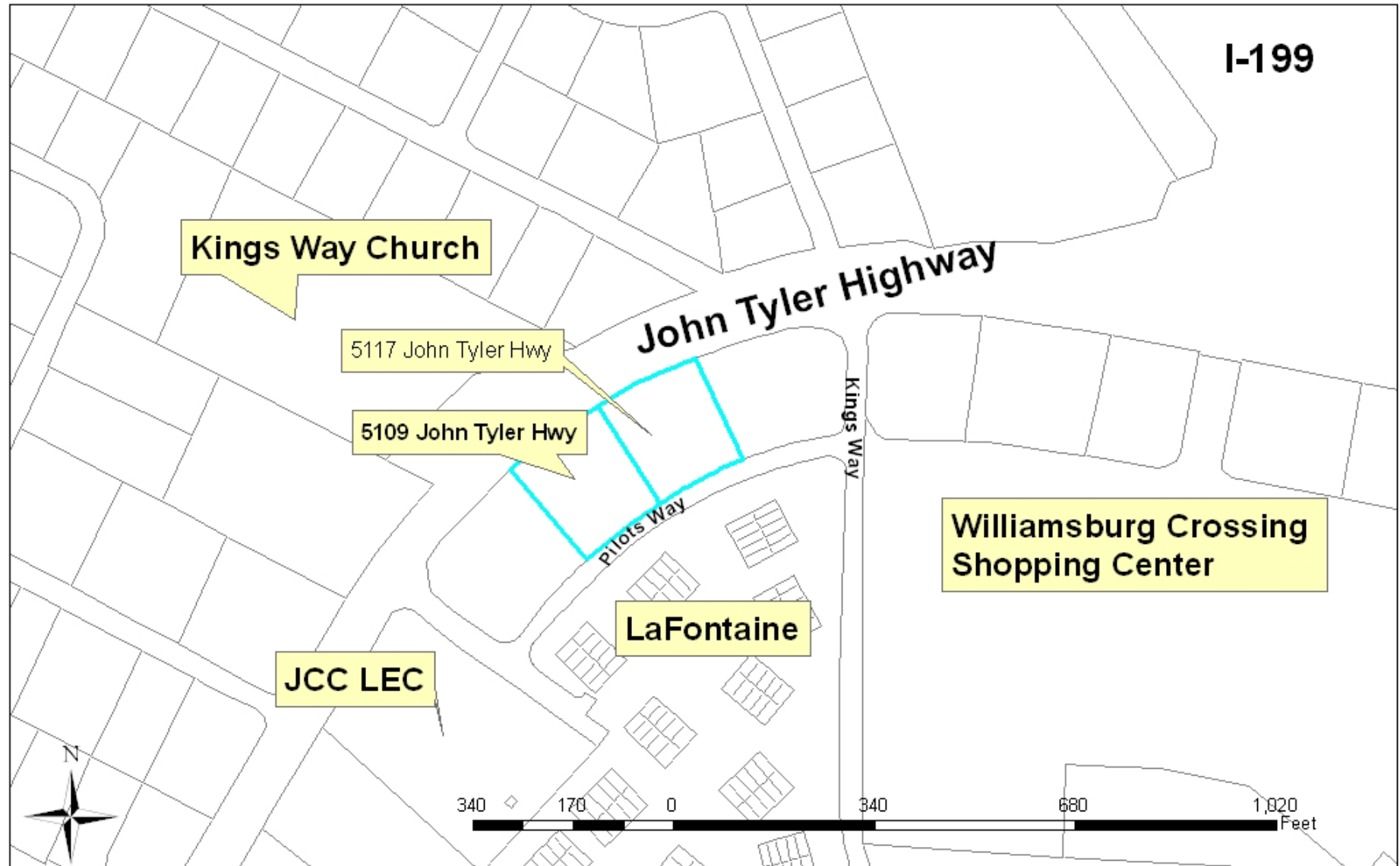
Kathryn Sipes, Senior Planner

ATTACHMENTS:

1. Location Map
2. Exterior Elevations
3. Community Impact Statement
4. Correspondence from neighbors
5. Special Use Permit Exhibit

SUP-0001-2011

Williamsburg Crossing Car Wash



Community Impact Statement

Special Use Permit

For

Williamsburg Crossing Car Wash

Prepared for

Matt Blanchard
3664 Bridgewater Drive
Williamsburg, VA 23188

January 19, 2010
AES Project Number: W10172-00

Prepared by:



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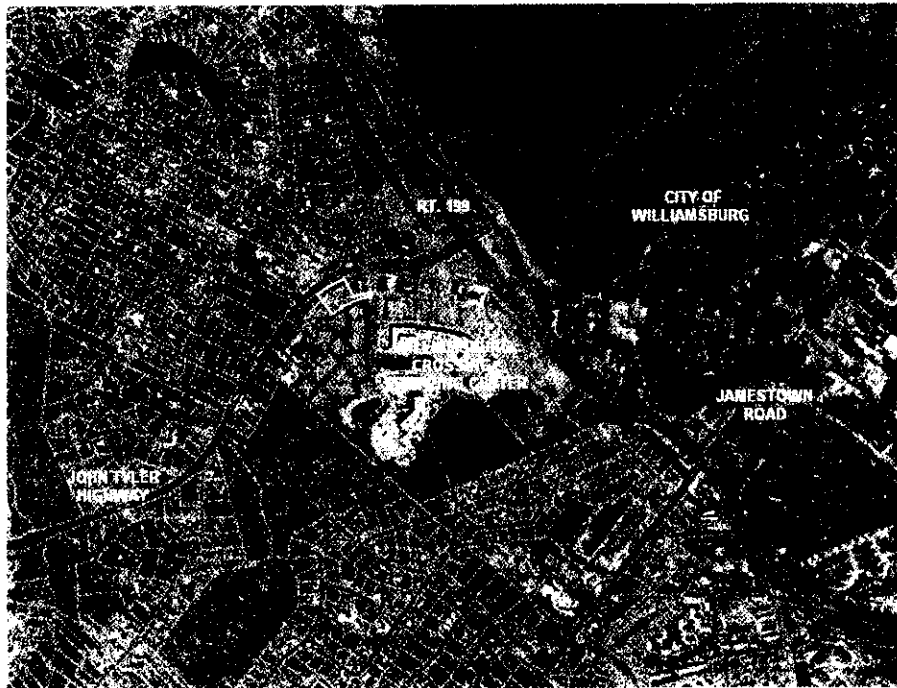
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I. INTRODUCTION AND PROJECT DESCRIPTION

This proposal requests a special use permit for an automatic car wash on a site of approximately 1.52 acres along John Tyler Highway in James City County, Virginia. The site is located on the south side of John Tyler Highway (Route 5), opposite King's Way Church. The property is currently cleared and graded and is bound by Union First Market Bank on the east, Pilots Way on the south, and undeveloped parcels to the west. Pilot's Way is a private access road that serves the 4 out-parcels located between the La Fontaine condominium development and Route 5. The proposed car wash would be located directly adjacent to the Union Bank.

Exhibit 1 – Location Map

(Not to Scale)



Developer, Mathew Blanchard, is requesting a Special Use Permit to allow for the construction of a car wash, which as an automotive use, requires a SUP under the B-1 zoning. The master plan displays the proposed site layout. The car wash will consist of an automated car wash conveyor, an enclosed 9 car detailing bay, up to 14 vacuum/parking spaces, and waiting/office area. Also, proposed parking is included along Pilots Way for employees. The special use permit only applies to the 1.52 acres of the property. The facility will be open only during normal business hours (including the vacuum stations which are only for use by paying car wash customers). Additionally the facility will be utilizing a water recycling system which will reduce water useage by up to 95%.

II. THE PROJECT TEAM

The organizations that participated in the preparation of the information provided in this impact study are as follows:

- Developers - Mathew Blanchard
- Civil Engineering - AES Consulting Engineers

III. PLANNING CONSIDERATIONS

A. Comprehensive Plan, Zoning and Density Discussion

The Comprehensive Plan designates this property as Mixed Use. This project site lies within the Primary Service Area (PSA). The entire development is part of the Williamsburg Crossing Shopping Center planned development. The proposed use is consistent with the Mixed Use designation as represented on the Comprehensive Plan.

IV. ANALYSIS OF IMPACTS TO PUBLIC FACILITIES AND SERVICES

A. Fire Protection and Emergency Services

There is currently a fire station located at 5077 John Tyler Highway. The station is located approximately 265 yards away from this site.

B. Solid Waste

The proposed development on the subject property will generate solid wastes that will require collection and disposal to promote a safe and healthy environment. Reputable, private contractors will handle the collection of solid waste. Both trash and recyclable material will be removed from this site to a solid waste transfer station.

C. Utility Service Providers

Virginia Natural Gas, Dominion Virginia Power, Cox Communications, and Verizon Communications provide, respectively, natural gas, electricity, cable TV service, and telephone service to this area.

V. ANALYSIS OF ENVIRONMENTAL IMPACTS

No environmentally sensitive areas are located on this site. There is a 50-ft community character

corridor along John Tyler Highway (Route 5) which is proposed to remain in an undisturbed state.

VI. ANALYSIS OF STORMWATER MANAGEMENT (SWM) / BEST MANAGEMENT PRACTICES (BMP)

This site is served under the Williamsburg Crossing Stormwater Master Plan. All drainage runs through the La Fontaine Development and discharges into BMP #1 (10-pt Wet Pond) as depicted on the Stormwater Master Plan.

VII. ANALYSIS OF CULTURAL RESOURCES IMPACTS

This site has not been identified as a historically significant site. The site has been previously cleared and graded.

VIII. ANALYSIS OF TRAFFIC IMPACTS

Based on ITE traffic generations for a building of the proposed square footage, this site may generate up to 93 peak hour trips. However it should be noted that most this building has the auto detailing area inside the building rather than outside (i.e. Ye Olde Buggy Bath), removing the detailing bay from the square footage generates a peak hour trip generation of 49 trips. Based on other similar locations the best case scenario for this site would be 200 customers per day, much lower than the 100 peak trips which would require a traffic study.

IX. CONCLUSION

In summary, this development presents a negligible impact on the surrounding areas

- Architecturally compatible with the surrounding development with fully enclosed detailing bay.
- Facility to operate only during normal business hours 7am to 9pm
- Facility to utilize the latest water reclamation/filtering system to limit water usage

This Community Impact Statement concludes that the proposed Williamsburg Crossing Car Wash development, as planned will compliment the area and will positively impact neighboring communities providing a unique business to the area. With the approval of the SUP James City County will realize significant tangible public benefits and a use in keeping with the Mixed Use designation on the Comprehensive Plan.

Kate Sipes

From: Bob [bob@marksworld.net]
Sent: Tuesday, March 29, 2011 4:31 PM
To: Kate Sipes
Subject: Approval For Car Wash John Tyler Highway

Kathryn Sipes

March

29, 2011

Senior Planner

Development Management

101-A Mounts Bay Road, PO Box 8784

Williamsburg, VA 23187-8784

Mr. Mathew Blanchard plans to open a detailing car wash located at 5109 John Tyler Highway. I support this business proposal and would urge county council to approve this project.

While there are other car wash businesses located in James City County, Mr. Blanchard's car wash will offer better services that are not currently available in this area. Mr. Blanchard intends to offer a car wash service that is superior to other alternatives in the area.

Presently to get a mechanical car wash, a resident in this area of James City County must drive for over 30 minutes and 10 miles round trip to the 2nd street area where an expensive, a several hour long detailing service is available, by appointment. Another car wash, Buggy Bathe, located on Jamestown Road near the Outlet Mall, is even farther away incurring even more driving, time and fuel expenses. Using any of these alternatives requires an inconvenient drive thru Williamsburg, thereby increasing traffic congestion, and all of these facilities use more water to wash a car than the unit proposed by Mr. Blanchard.

Mr. Blanchard's car wash will offer a more convenient opportunity to keep our cars clean, while protecting the environment. The highly efficient recycling process in his facility will conserve the equivalent water consumed by 500 family homes - a resource that is highly constrained in this area. This process will use less water than driveway washing at home. His establishment will conserve fuel, reduce emissions and provide a more convenient means to clean our cars.

Mr. Blanchard's business will provide employment for approximately 15 - 20 people, some of which will be part time positions suitable for high school students. Expected earnings for these students could make a significant contribution to college expenses, and provide a beneficial work life experience as well. We need any employment opportunities we can get in this time of struggling economic recovery.

This business will also increase the tax base for James City County, and will provide earned income that can be used to support other businesses in the local area. Increased traffic flow from the car wash directed at other businesses in the Williamsburg Crossing Shopping Center will help businesses located in that area.

Mr. Blanchard's building has been designed to provide an esthetically pleasing addition to the area, with cleaning activities hidden from view from John Tyler Highway and nearby neighborhoods that presently prohibit car washing in the nearby Home Owner Association.

Thank you for your consideration in this matter.

//Robert H. Winger, Jr.
3668 Bridgewater Drive
Williamsburg, VA 23188
757 870-8017

Jenny Do
Nails Uptown
Williamsburg Crossing Shopping Center
March 22, 2011



Kathryn Sipes
Senior Planner
James City County Development Management
101-A Mounts Bay Road
P.O. Box 8784
Williamsburg, VA 23187-8784

Dear Kathryn Sipes:

I operate and owned Nails Uptown located in the Williamsburg Crossing Shopping Center.

As you know, Mr. Mathew Blanchard is planning to build a carwash near the First Union Bank along Route 5.

As a business owner I welcome the fact that Mr. Blanchard is willing and ready to invest in a new business here at the Williamsburg Crossing Shopping Center. This will only help us with increase traffic and exposure to new potential customers which we need.

Please accept this letter as my full support of Mr. Blanchard's new carwash business.

Sincerely,

A handwritten signature in black ink, appearing to read "Jenny Do", is written over a horizontal line.

Jenny Do
Owner

NAILS UPTOWN
5351-34 John Tyler Hwy
Williamsburg VA 23185

Kate Sipes

From: Odonnell, Patrick [POdonnell@allstate.com]
Sent: Monday, March 21, 2011 4:30 PM
To: Kate Sipes
Subject: Support

Ms Sipes,

I am a business owner in The Williamsburg Crossing Shopping Center. I have spoken to Mr Blanchard concerning the proposed Car wash adjacent to the Union Bank. I am in support of this project and would welcome the increase in Customer interaction as the shopping center has been hit hard during this down turn.

***Patrick O'Donnell
Exclusive Agent
5251-58 John Tyler Hwy
Williamsburg Va 23185
757-253-8100(office)
757-348-0395(cell)
podonnell@allstate.com***

Oh, by the way...The greatest compliment I can receive is a personal referral from you!! So if you know anyone that would be interested in a free insurance quote, please give me their name and number and I will contact them

James City County
Planning Division
101A Mounts Bay Rd.
Williamsburg, Va. 23187



Subject: Car Wash
John Tyler Hwy.

Ladies & Gentlemen:

In the Feb. 26th edition of the Virginia Gazette there appeared an article about the subject car wash proposed to be built adjacent to the La Fontaine condominiums. This was the first indication I had of this proposal and, as an owner and resident at #503 in La Fontaine, I was sure that the proposal would be denied. However, apparently it is still very much alive and I would like to say that, contrary to the indication in the article that it was an acceptable project, I would like to express my strong objection. There is no question but that the noise of conveyors, horns, washers, shouts, radios, car engines, etc., not to mention the distraction of lights at night and on cloudy days, will result adversely on the value of the condominiums immediately adjacent to the car wash. This in turn will have an adverse affect on all of the La Fontaine complex. Such a reduction in value will be in addition to the reduced value we all have experienced on our property due to the general economy. As a result, I will be very unhappy to see this project approved and I'm sure that the owners and families of the other 159 units in La Fontaine will be equally unhappy.

I have not been a long time resident of this area, but I was given the understanding that the main reason the zoning regulations were established was to protect residential property from the incursions of commercial property—particularly after the residential property has been developed and established. I sincerely hope that my faith and understanding has not been misplaced.

Thank you for the opportunity to comment on the proposed subject development.

Sincerely, *Langston Symon*
Mrs. Robert B. Symon

Mrs. Robert B. Symon

BARBARA J. BASTA, M.D.
103 Queens Crescent
Williamsburg, VA. 23185

March 2nd, 2011

MAR 3 2011

Mr. John J. McGlennon
Board of Supervisors
James City County
P.O. Box 8784
Williamsburg VA. 23187

Re: Case No. SUP-0001-201: Williamsburg Crossing Car Wash

Dear Mr. McGlennon:

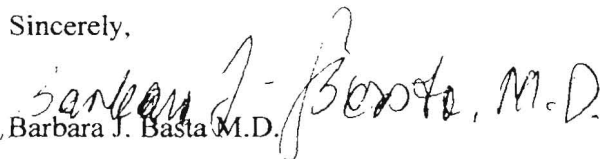
I would like to register my objections to the building of the proposed car wash along Route 5 and Pilot Road for the following reasons:

1. The proximity of the building and business is inappropriately located too close to the La Fontaine residential community.
2. The noise and traffic generated by this type of business would destroy the ambience now enjoyed by the condominium owners, many of who are senior citizens.
3. The general of the wind in our area would be carrying debris and noise directly into the condominiums.

Please vote against this proposed car wash. It would be better placed within the shopping mall rather than on Pilot's Way.

Thank you,

Sincerely,


Barbara J. Basta M.D.

5. The presence of a residential community along Pilots Way should predispose the Planning Commission to consider the impact on the residents if this car wash is approved. Having 60 cars an hour 7 days a week from 7am to 9 pm. passing along the road adjacent to your outdoor patio is hardly conducive to “peaceful co-existence”.

I am fully mindful of the fact that the property proposed for the car wash is zoned for such a business, requiring only a special permit because of the nature of Route 5. However I feel it is not an appropriate use of the property given the proximity of the residential community.

Should the Planning Commission seek a solution that would be amiable to consideration, may I offer the following:

There is precedence for separating commercial traffic from residential areas in James City County. Note the “wrought iron fencing” along Route 199 /Jamestown Road intersection separating the condominiums from the traffic. Also the many sound barriers built along Route 199 to reduce noise pollution.

If the Special Permit required erection of such fencing on the LaFontaine side of Pilot’s Way, with shrubs appropriately landscaped in front of the fencing, it would baffle some of the noise created by the car wash and protect the privacy of those living in the condominiums. This would be a solution I could live with, although I cannot speak for my neighbors or for the condominium as a whole.

Thank you for this opportunity to express my views on this anticipated project.

Sincerely,

Joan A. Lamberson
Owner, 307 Queens Crescent\

Steven H

7 2011

11001301

*Curtis & Dorothy Sayre
407 Queens Crescent
Williamsburg, VA 23185*

February 26, 2011

MAR 3 2011

*John McGlennon
James City County Supervisor
101 Mount Bay Rd. #C
Williamsburg, VA 23185*

Dear Mr. McGlennon,

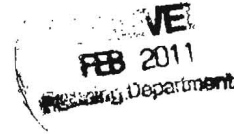
We are writing this letter to express our concerns regarding the full car wash and detailing business off John Tyler Highway. We are owners of a condominium at LaFontaine. Our concerns are the increase in traffic and the noise generated by this business will adversely affect our real estate value. We are sure there are other properties where this type of business would be more appropriate and not have a negative affect on real estate values. We ask you to please vote against approval of this business.

Yours truly,

*Curtis Sayre
Dorothy Sayre
Curtis & Dorothy Sayre*

February 17, 2011

Mr. Allen Murphy, Jr.
P.O. Box 8784
Williamsburg, Va. 23187
Case # SUP-0001-2011



Dear Mr. Murphy,
As a homeowner at 309 Queens Crescent in La-Fontaine Condo, I strongly oppose a car wash on John Tyler Highway. I will be out of the state on March 2nd thus UNABLE TO ATTEND the public hearing.

Many thanks for your consideration in this matter!!!

Sincerely,

A handwritten signature in cursive script that reads "Ann H. McGrath".

Ann H. McGrath

PLANNING DIRECTOR'S REPORT
April 2011

This report summarizes the status of selected Planning Division activities during the past month.

- **New Town.** The Design Review Board met in March to consider several applications. First the DRB approved addition of 22-24 parking spaces at the end of Main Street subject to suggestions. The DRB conceptually approved a preliminary plan for commercial portions of Section 9 (Settler's Market) subject to DRB suggestions. The DRB also denied changes to the rear elevation of American Family Fitness and conditionally approved the site layout and elevations for a Goodyear tire center on WindsorMeade Way. Finally, staff held a work session with the Board of Supervisors on March 22 to discuss shared parking.
- **Ordinance Update.** A Policy Committee meeting was held on March 16th to discuss Urban Development Areas (UDAs) certification, Signs and Floodplain Overlay District update. The Commission determined the need for a work session on UDAs, which is scheduled for April 13th. For the majority of ordinance categories, staff is now entering Stage II of the update process which includes drafting the technical ordinance text. Staff held a work session with the Board of Supervisors on March 22 in which they discussed remaining topics and will be scheduling subsequent meetings to complete discussions on other ordinance topics.
- **Monthly Case Report.** For a list of all cases received in the last month, please see the attached document.
- **Board Action Results** – March 8th and March 22nd
AFD-11-86-2-2010 Jolly Pond Rd Yarmouth Island AFD Addition – Adopted 5-0
AFD-9-86-4-2010 Centerville Rd Gordon Creek AFD Addition- Adopted 5-0
SUP-0031-2010 3125 Chickahominy Road Manufactured Home – Adopted 5-0
SUP-0032-2011 D.J. Montague Elementary School Parking Lot Expansion – Adopted 5-0
Z-0002-2010/SUP-0029-2010/MP-0001-2010 The Williamsburg Pottery Adopted 5-0



Allen J. Murphy, Jr.

New Cases for March

Case Type	Case Number	Address	Description	Planner	District
Conceptual Plans	C-0008-2011	4600 CASEY BLVD	The project consists of approximately 145,000 +/- S.F. of in-line retail development and revisions to building locations along Casey and Settler's Market blvds. This project is submitted for a master plan consistency interpretation.	Leanne Reidenbach	Berkeley
	C-0009-2011	9701 MILL POND RUN	Proposing a 1200 square foot storage building and a 432 square foot picnic shelter. Storage will be primarily for pool equipment.	Kathryn Sipes	Stonehouse
	C-0010-2011	2126 LAKE POWELL RD	Proposing a 120-foot monopine wireless communications tower within a 2500-square foot compound. The tower will be located approximately 850' from the the intersection of Neck-O-Land Road and Lake Powell Road.	Jose Ribeiro	Jamestown
	C-0011-2011	3428 BRICK BAT ROAD	Vacation of existing lot lines and re-subdivision into five single family lots.	Jose Ribeiro	Berkeley
	C-0012-2011	6199 OLD MOORETOWN ROAD	Conceptual Plan showing potential two lot family subdivision.	Jason Purse	Powhatan
	SP-0018-2011	114 SWINLEY FOREST	Replacing existing earthen ditches with concrete ditch along Swinley Forest lots	Kathryn Sipes	Powhatan
Site Plan	SP-0019-2011	126 LAKE DRIVE	Installation of a 4" water main from Lake Drive across 128 Lake Drive to Mill View Circle.	Luke Vinciguerra	Jamestown
	SP-0020-2011	7851 POCAHONTAS TR	Temporary skate ramp	Terry Costello	Roberts
	SP-0021-2011	7851 POCAHONTAS TR	Install people dryer at the entrance to the Log Flume ride.	Jose Ribeiro	Roberts
	SP-0022-2011	5701 CENTERVILLE	Construct an approximately 24'x60' office.	Melissa Brown	Powhatan
	SP-0023-2011	5150 MAIN STREET	Redesign of terminus of Main St to provide an additional 22 parking spaces and drive aisle around gazebo.	Leanne Reidenbach	Berkeley
	SP-0024-2011	6692 RICHMOND ROAD	Amendment to change site entrance configuration, outparcel layout, and minor square footage revisions.	Chris Johnson	Stonehouse
	SP-0025-2011	7521 RICHMOND ROAD	Increasing site lightpole heights	Sarah Propst	Stonehouse

Subdivision	S-0014-2011	4028 S RIVERSIDE DRIVE & 4030 S RIVERSIDE DRIVE	Boundary line extinguishment between 4028 South Riverside Drive and 4030 South Riverside Drive.	Terry Costello	Stonehouse
	S-0015-2011	3620 SOUTH SQUARE	The purpose of this plat is to extinguish yard setback lines and to relocate a 20 feet drainage easement out of lot 123.	Jose Ribeiro	Berkeley