

AT A REGULAR MEETING OF THE PLANNING COMMISSION OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD ON THE THIRTEENTH DAY OF APRIL, NINETEEN HUNDRED AND NINETY THREE AT 7:00 P. M. IN THE COUNTY GOVERNMENT CENTER BOARD ROOM, 101C MOUNTS BAY ROAD, JAMES CITY COUNTY, VIRGINIA.

1. ROLL CALL

Mr. Alexander C. Kuras, Chairman
Mr. Raymond Betzner
Mr. A. G. Bradshaw
Mr. Wallace Davis, Jr.
Mr. Martin Garrett
Ms. Victoria Gussman
Mr. John Hagee
Mr. Donald Hunt
Ms. Willafay McKenna

ALSO PRESENT

Mr. O. Marvin Sowers, Jr., Director of Planning
Mr. John T. P. Horne, Manager of Development Management
Mr. Frank M. Morton, III, County Attorney
Mr. R. Patrick Friel, Senior Planner
Ms. Elizabeth R. Friel, Senior Planner
Mr. Michael A. Freda, Senior Planner

2. MINUTES

Upon a motion by Mr. Betzner, seconded by Ms. McKenna, the Minutes of the March 9, 1993 meeting were approved as presented by unanimous voice vote.

3. COMMITTEE REPORT

Development Review Committee Report - Mr. Garrett presented a brief report. Mr. Hagee stated that he had a conflict of interest and would abstain from voting on Case No. SP-18-93, Kingsmill Golf Course No. 3 - Maintenance Center.

Mr. Kuras stated that one of the cases involves timeshares and he made several comments at the Committee meeting regarding the lack of a resale program of timeshares and asked that they be noted.

Upon a motion by Mr. Garrett, seconded by Ms. McKenna, the Development Review Committee Report was approved as presented by voice vote with Mr. Hagee abstaining on the above reference case.

4. CASE NO. SUP-2-93. WILLIAMSBURG CROSSING MASTER PLAN AMENDMENT
CASE NO. SUP-3-93. WILLIAMSBURG CROSSING OUTDOOR CENTER OF
AMUSEMENT

Mr. Kuras stated that the applicant requested deferral of these cases until the May 11, 1993 meeting in order to allow time to present additional information to staff with regard to issues such as lighting and noise.

Mr. Kuras reopened the public hearing.

Mr. Calvin Davis, partner in University Square Associates, owners of Williamsburg Crossing Shopping Center, stated that he had worked with staff and different civic leagues in the area. At the Board meeting and again at this meeting, Mr. Davis asked that people on Winston Drive and Winston Terrace call him to discuss alterations that have been done on the criticisms, and also corrective measures that they have tried to put in place for this application. Mr. Davis provided telephone numbers for those who wished to contact him.

Mr. Kuras encouraged those interested to contact Mr. Davis.

The Planning Commission concurred with the staff's recommendation to continue the public hearings to the May 11, 1993 meeting.

5. CASE NO. SUP-30-92. C. LEWIS WALTRIP/ROUTE 5 WATER AND SEWER CONNECTION

Mr. Kuras stated that the applicant requested deferral of this case until the May 11, 1993 meeting.

The Planning Commission concurred with the staff's recommendation to continue the public hearing at the May 11, 1993 meeting.

6. CASE NO. Z-2 -93. THE IRONBOUND COMPANY, INC.

Mr. Friel presented the staff report (appended) to amend proffers attached to the rezoning of 26.27 acres from R-8, Rural Residential, to R-3, General Residential, with proffers, in January, 1990 (Case No. Z-13-89). Mr. Friel stated that the amendment to the proffers is to increase the maximum residential units allowed from 53 to 63 units, in order to provide more affordable housing. Mr. Friel further stated that staff recommended approval of the proffer amendment based on its consistency with the Comprehensive Plan and surrounding development, and that the residential portion of the proposal provides a good transitional use which prevents the stripping of Ironbound Road.

Ms. Gussman inquired about condition #4 of the proffers and the result of the consultant's environmental study. Mr. Friel responded that the report had not been received but that no Small Whorled Pogonias had been found on the property.

Mr. Kuras opened the public hearing.

Mr. Vernon Geddy, representative for the applicant, stated his concurrence with staff's comments regarding this proposal's consistency with the Comprehensive Plan. Mr. Geddy also stated that additional detailed engineering studies supported the development of 63 units on the property.

Ms. Gussman questioned how the increase in the number of units provided more affordable housing. Mr. Geddy responded that he believed the lots would sell in the \$30,000 range and that the homes would be less than \$100,000.

There being no further speakers the public hearing was closed.

Ms. McKenna made a motion, seconded by Mr. Hagee, to accept the staff's recommendation of approval. On a roll call vote, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

7. CASE NO. SUP-5-93. JOHN F. MANDARO

Mr. Friel presented the staff report (appended) for a special use permit to allow the development of a professional office on 6.227 acres zoned R-8, Rural Residential, located at 8946 Pocahontas Trail. Mr. Friel stated that staff recommended approval with the conditions detailed in the staff report.

Mr. Hagee asked why the requirement to connect to public water and sewer. Mr. Friel responded that there is a health situation involved with the property and the existing septic system could not support more intense septic use of the property such as an office.

Mr. Betzner asked if there was a practical use for the railroad spur along the property. Mr. Friel responded that besides requiring a spur off the spur, BASF has not encouraged the use of their railroad spur in the past.

Mr. Kuras opened the public hearing. There being no speakers the public hearing was closed.

Mr. Garrett made a motion, seconded by Ms. McKenna, to accept the staff's recommendation of approval. On a roll call vote, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

8. CASE NO. SUP-12-93. SPENCER BUILDERS, INC./WATER LINE AND CASE NO. SUP-13-93. SPENCER BUILDERS, INC./DUPLEX

Mr. Friel presented the staff report (appended) for a special use permit (SUP-12-93) to allow the construction of an 8 inch water main along Strawberry Plains Road to serve the Whiting's Farm Subdivision. Mr. Friel stated that extension of this water main was consistent with the policies of the Comprehensive Plan and staff recommended approval with the conditions detailed in the staff report. Mr. Friel also presented the staff report (appended) for a special use permit (SUP-13-93) to allow the construction of a two family dwelling on .35 acres zoned R-2, General Residential, on property located at 3901 Strawberry Plains Road. Mr. Friel stated that this project was consistent with the Comprehensive Plan and the surrounding development and zoning. Mr. Friel further stated that staff recommended approval with the conditions detailed in the staff report.

Mr. Kuras opened the public hearings on both cases. There being no speakers the public hearings were closed.

Ms. McKenna made a motion, seconded by Mr. Garrett, to accept the staff's recommendation of approval on Case No. SUP-12-93 and Case No. SUP-13-93.

On a roll call vote on Case No. SUP-12-93, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

On a roll call vote on Case No. SUP-13-93, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

9. CASE NO. SUP-14-93. CITY OF NEWPORT NEWS NORTHERN ZONE WATER TRANSMISSION MAIN

Mr. Friel stated that this project was approved in April, 1991 (SUP-5-91), but that construction failed to commence within the 24 month period stipulated in the conditions of the approved special use permit.

Mr. Friel presented the staff report (appended) for a new special use permit to allow the construction of a 30 inch water transmission main commencing at the City of Newport News/James City County boundary and extending north to a point east of the Anheuser Busch Brewery in the vicinity of the entrance to Busch Gardens. Mr. Friel stated that staff recommended approval with the conditions detailed in the staff report.

Mr. Kuras opened the public hearing.

Ms. Doris Rainey stated that the water easement would cross 4-1/2 acres of her land and has rendered it useless and she asked the County to consider buying the land. Mr. Kuras suggested that she contact the City of Newport News to discuss this matter.

Ms. Martha Coleman stated that there is already a water line going through the middle of her property for James City County and questioned who would benefit from another line. Mr. Kuras responded that the purpose of the line was to meet the increasing demand for water in the southern part of the County and improve the overall system reliability.

There being no further speakers the public hearing was closed.

Mr. Friel stated that on March 12, 1991, according to State Code Section 15.1-456, the Planning Commission made a finding that no public utility facility shall be constructed, established or authorized, unless and until the general location, character and extent of the facility has been approved by the Planning Commission to be substantially in accordance with the adopted Comprehensive Plan. The Planning Commission reaffirmed the finding at this meeting.

Ms. McKenna made a motion, seconded by Mr. Hagee, to accept the staff's recommendation of approval and reaffirm their original finding. On a roll call vote, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

10. CASE NO. Z-5-91. AMERICAN RETIREMENT CORPORATION AND CASE NO. SUP-6-93. AMERICAN RETIREMENT CORPORATION/WILLIAMSBURG LANDING

Ms. Friel presented the staff report (appended) for an application to rezone approximately 49.3 acres from R-8, Rural Residential, to PUD-R, Planned Unit Development, Residential, on property located at the northeast intersection of Lake Powell Road and Williamsburg Landing Drive. Ms. Friel stated that, in a concurrent action, it was proposed that previously approved proffers which effect this site and the adjacent Williamsburg Landing site be deleted. Also related to the application is Mr. Alvin Anderson's application (Case No. SUP-6-93) on behalf of Williamsburg Landing and American Retirement Corporation to delete a previously approved special use permit condition which effects both sites. Ms. Friel further stated that the proffers and condition to be deleted require the reservation of right-of-way from these parcels to Brookwood Drive and State Route 199. Although this access is required under the 1982 conditions, the access points are not necessary as shown by a recent traffic study approved by the Virginia Department of Transportation (VDOT).

For reasons stated in the staff recommendation for both cases, Ms. Friel stated that staff recommended approval of Case No. Z-5-91, American Retirement Corporation, and that the proffers offered be accepted. Ms. Friel further stated that staff recommended that the Planning Commission forward a recommendation of approval for the deletion of Proffers 1 and 2 of Case No. Z-3-82 and Condition 12 of Case No. SUP-5-82, and the amendment of the resolution for Case Nos. Z-8-84 and SUP-20-84 to exclude any requirements of the aforementioned proffers and condition to be deleted.

In response to Ms. Gussman's inquiry regarding greenbelts, Ms. Friel responded that the area slopes upward from the roadway and are heavily wooded and meet the intent of the Greenbelt Policy.

Ms. Gussman asked if any part of the property was located in one of the natural areas indicated in the State's Natural Areas Inventory. Mr. Sowers confirmed that it was not.

Mr. Kuras opened the public hearing.

Mr. Alvin Anderson, representing American Retirement Corporation, presented a brief history of the acquisition of land and development of the Williamsburg Landing facility. Mr. Anderson stated that Mr. Martin Trueblood with ARC and Mr. Norman Mason were also present to respond to questions.

In response to Ms. Gussman's question regarding recreational facilities, Mr. Anderson responded that this will be an independent, freestanding community with no legal relationship between this community and Williamsburg Landing.

Mr. Monty McCarty, resident of Rolling Woods, spoke on the continual development on Lake Powell Road which he felt increased the potential for airplane accidents. Mr. McCarty pointed out that considering the several hundred apartments, the school, the airport pushing for a major expansion with a major operation for mulch, the heavy truck traffic, the development of Jockey's Neck, the existing Birchwood and Rolling Wood Subdivisions, and the closure of the road over the dam, that a bad traffic situation exists at the intersection of Lake Powell Road and Brookwood Drive. Mr. McCarty felt it was time for VDOT to open up additional entry on Route 199. Mr. McCarty felt that an emergency situation would be hampered under the present limited access. Mr. McCarty asked that the Commission consider all development that has been approved but not yet constructed.

There being no further speakers the public hearing was closed.

Mr. John Horne stated that the most current study, which was performed and reviewed by both the County and VDOT, took into account the complete buildout of all approved developments before calculating the resulting level of service. Mr. Horne pointed out that the study is not done by VDOT nor does the County rely totally on their judgement. Mr. Horne further stated it was reviewed extensively and that most of the development community in the County does not consider the staff's review particularly simple and easy. Mr. Horne also stated that Lake Powell Road is on the six year plan for improvement and even though it will still be a two lane road it will be dramatically improved and a widened two lane road.

Mr. Kuras commended the staff on the road improvement program on which tremendous progress has been made.

In response to Ms. McKenna's inquiry on the status of the bridge, Mr. Horne responded that it is currently closed by VDOT because of safety hazards. He stated that there has been a proposal for a private improvement to the dam spillway and it is potentially possible that the improvement would improve the structure of the stillway enough to be reopened to traffic. Mr. Horne pointed out that when the road was closed only 40 vehicles per day were using that exit out of the area.

Ms. McKenna stated her concern that if there was an emergency it would create an incredible bottleneck because there is only one way out of the area.

Mr. Horne agreed that was a concern, but questioned if a road system should be built for the one in a thousand chance of a catastrophic problem.

In response to Mr. Kuras' inquiry as to whether a fire vehicle could cross the dam, Mr. Horne responded that the road could handle emergency vehicles, it just was not open to regular traffic.

Ms. Gussman made a motion, seconded by Ms. McKenna, to recommend approval of the staff's recommendation on Case No. Z-5-91 and Case No. SUP-6-93.

On a roll call vote on Case No. Z-5-91, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

On a roll call vote on Case No. SUP-6-93, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

11. CASE NO. Z-1-93, WILLIAMSBURG LANDING, INC. AND CASE NO. SUP-7-93. AMERICAN RETIREMENT CORPORATION/WILLIAMSBURG LANDING, INC.

Ms. Friel presented the staff report (appended) to rezone approximately 15.79 acres from R-8, Rural Residential, to R-5, Multi-family Residential, with approximately one-half of the site in the Airport Approach Overlay Zoning District. Ms. Friel stated that Mr. Anderson had concurrently applied for a special use permit to allow single family dwellings, nursing homes and facilities for the residence and care of the aged. Ms. Friel further stated that inasmuch as the rezoning and special use permit are related to each other and since the special use permit cannot be granted until the property is rezoned, the cases will be considered simultaneously.

Ms. Friel further stated that staff recommended approval of the rezoning and acceptance of the proffers, and approval of the special use permit, with the conditions detailed in the staff report, with the following changes:

Condition No. 1 - Staff concurs with the applicant's request that the special use permit remain in effect for a period of 36 months instead of 18 months to permit more time for marketing the property.

Condition No. 3 - The 75 foot scenic easement shall remain in its natural wooded state except for necessary utility crossings on the site's entrance road. Ms. Friel stated that this easement has been legally established.

Mr. Kuras stated that a portion of the property would be under the approach zone.

Ms. Friel demonstrated on a map what the County defines as an Airport Approach Overlay District and discussed both an instrument approach and a visual approach stating that the Williamsburg Airport is a visual approach airport but the instrument approach line is used on County maps. The instrument approach zone is larger. Ms. Friel stated that this airport approach that we define simply regulates height and does not regulate land uses.

Mr. Betzner asked about a provision for Marclay Road.

Ms. Friel responded that Marclay Road is certainly a consideration for the owners of the airport and they have had discussions and negotiations with Williamsburg Landing. However, this proposal proposes nothing for Marclay Road.

Ms. Gussman asked about the rationale requiring that there be only one entrance.

Ms. Friel stated that they felt one entrance would serve the size of the site and the limited uses that would be occurring on the site and that the decision was satisfactory to the applicant and the County public safety staff.

Mr. Kuras opened the public hearing.

Mr. Alvin Anderson presented a brief history of Williamsburg Landing, Inc. including its management and financial contribution in jobs and taxes. Mr. Anderson discussed the necessity of assisted living, a need for additional nursing units, and a need from a market approach for additional independent living units.

In regard to Marclay Road, Mr. Anderson stated that if the County were to approve the relocation of the road, it could possibly cut across the corner of this property. In regard to the single entrance, Mr. Anderson stated that the proffers are voluntary and are acceptable, but The Landing is interested in pursuing negotiations with the Waltrip Family and the airport corporation to upgrade Marclay Road to a State maintained road. Mr. Anderson pointed out that if Williamsburg Landing Drive was blocked by a tree or accident, Marclay Road would provide an alternate access for fire, emergency medical services, etc. Mr. Anderson stated that negotiations are going forward and the proffers as amended would basically allow it to happen with the County's approval.

Mr. Anderson stated that the Zoning Ordinance Airport Approach Overlay District (AAOD) references limitation on height of structures within the District. Mr. Anderson's understanding is that the height of the structures would have to be 70 feet or less; the proffers limit the height of the structures to three stories which is approximately forty feet or a little more than 50% of the permissible height allowed by the Zoning Ordinance. Mr. Anderson asked the Commission, in considering whether or not to limit development within the two or three acres in the corner of the property that is under the AAOD, that they give deference to the ordinance as drafted.

Mr. Anderson further stated that this development is an extension of Williamsburg Landing and there will be shared use of facilities.

Mr. Anderson informed the Commission that Ms. Mary Darling, Chairman of the Board, Mr. William Doig, Executive Director, and Mr. Ben Puckett, Associate Director, were available to answer questions.

Mr. Larry Waltrip, 100 Lands End Drive and manager of the Williamsburg-Jamestown Airport, stated that he had met with Williamsburg Landing representatives and "feels comfortable with the arrangements and what they want." Mr. Waltrip stated that the airport has been in existence for 22 years, has improved every year, and is an economic boost to the community. Mr. Waltrip said that he did not object to compatible development but did not want complaints coming into the airport about planes flying over houses that are under the flight pattern. Mr. Waltrip stated that he had discussed a disclosure to any prospective residents and requested that this be done.

Mr. Anderson stated agreement to a disclosure and said that State law requires Williamsburg Landing to give a disclosure packet to any prospective resident prior to signing the residency agreement.

There being no further speakers the public hearing was closed.

Mr. Kuras stated that he felt it improper and imprudent to allow homes to be built very close to the runway. Mr. Kuras expressed concern about the visual approach zone (VAZ), not the AAOD which effects a small piece of the site. Mr. Kuras estimates approximately 2-3 acres would be effected on the southwest corner of the site. Mr. Kuras stated that the FAA visual approach rules would allow planes to legally fly over homes at 100 feet on this property. Mr. Kuras stated that especially in this case where there is a small parcel of land and a cluster arrangement he felt that residential development should not be allowed in that corner (VAZ). Mr. Kuras felt a condition should be included to preclude the property and that he was in favor of a condition regarding a disclosure statement.

Ms. McKenna made a motion, seconded by Ms. Gussman, to recommend approval as amended by the applicants.

Mr. Kuras made a motion to add the following conditions:

1. No residential structures shall be located within the "Visual Approach Zone" as defined by the Federal Aviation Administration guidelines. The "Visual Approach Zone" is that area beginning 100 feet from the end of the runway and at that point is 250 feet wide. The approach surface runs along the extended center line of the runway for a distance of 5000 feet and at that point is 2000 feet wide.
2. All potential residents of the residential structures shall be formally notified by the developer and/or seller of the development's proximity to the Airport Approach Overlay District.

Mr. Sowers distributed copies of Mr. Kuras' conditions.

Mr. Betzner asked Mr. Anderson what kind of impact Condition No. 1 would have on the development of the property.

Mr. Anderson responded that there is no particular development plan but \$400,000 was paid for the 15 acres and "to zap off two or three acres is a sizeable chop." Mr. Anderson stated that he had looked at the language and would ask that they not be held to any higher standards than that which the ordinance provides and that they are well under the requirements of the ordinance. Mr. Anderson further stated that if the Commission was inclined to adopt either of the conditions that No. 1 read "no residential dwelling units as dwelling units is a defined term in the Zoning Ordinance and residential structures is not.

Ms. McKenna stated that she did not object to Condition No. 2 concerning notification to potential residents but felt that when it comes to the Commission defining whether or not this is a safety hazard to potential buildings and if we have a definition and it excludes building there, then it should have excluded building in a lot of other places also.

Mr. Kuras stated that he was only proposing it for this development because of its proximity to the runway and would not propose it was at the 5000 foot level.

Mr. Horne stated a need to think about consistency. If uses are restricted in the VAZ, the advantage is that there is a standard description to describe to prospective property owners or developers as to what the requirements are going to be. It would be difficult if some areas of the AAOD have different standards than others. Mr. Horne stated concern about inconsistency in the future.

Ms. Gussman asked how much of the VAZ is in the 100 foot buffer along Lake Powell Road.

Mr. Sowers responded about 1-2 acres.

Ms. McKenna questioned if the Commission could restrict uses in the VAZ.

Mr. Horne stated that this being a legislative act the Commission had very broad discretion and if there are valid reasons the Commission could restrict uses if they so chose.

Mr. Kuras stated that the valid reasons are that the corner parcel is close to the runway and noise and safety are concerns.

In response to a question, Mr. Waltrip stated that the airport would never be an instrument approved facility.

Mr. Betzner asked to vote separately on each of the amendments.

Ms. Gussman stated that she would support the amendment because when the 100 feet is removed it makes a very small impact and they should have considerable flexibility to work within that site. Ms. Gussman felt it improves the project, it's a public benefit and would support it. Ms. Gussman felt it raises some larger issues that probably ought to be addressed within that zone and suggested that the Policy Committee take that up and look at what other land falls into that zone and if there are some other standards that ought to be applied generally to other projects.

Mr. Hagee stated that the line needs to be determined and questioned if it was worth the effort. Mr. Hagee felt we were going too far to control that little triangle. Mr. Hagee was in favor of Condition No. 2 only.

On a roll call vote for an amendment to the motion to include Condition No. 1, the motion failed: AYE: Gussman, Kuras (2). NAY: Bradshaw, Garrett, McKenna, Davis, Hagee, Betzner, Hunt (7).

On a roll call vote for an amendment to the motion to include Condition No. 2, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

On a roll call vote on Case No. SUP-7-93, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

On a roll call vote on Case No. Z-1-93, the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

12. CASE NO. ZO-3-93. ZONING ORDINANCE AMENDMENT/HANDICAP PARKING REQUIREMENTS

Mr. Freda presented the staff report (appended) for an ordinance amendment which supports new Federal legislation concerning handicapped persons. Mr. Freda stated that staff recommended approval of the ordinance amendment.

Mr. Kuras opened the public hearing.

Mr. Richard Costello of AES questioned Section 20-12 (ii) of the amended ordinance. Mr. Costello stated that the amendment, as written, requires sidewalks and ramps to be five feet wide but that the Americans with Disability Act (ADA) only requires accessible routes to be three feet wide. Mr. Freda stated that the County's current Zoning Ordinance required sidewalks to be five feet wide and that staff felt this standard should remain the same.

Mr. Freda stated that if the Commission felt that providing a five foot wide ramp was too great a burden to property owners, prior to going to the Board of Supervisors, the language could be changed to read that only the sidewalk leading to the ramp would be five feet wide and that ramps would be three feet wide in accordance with the ADA.

Mr. Sowers stated that the Commission's recommendation only addressed the width of ramps, and if the Planning Commission wished to consider decreasing the width of sidewalks, he recommended that they act on these amendments and revisit the sidewalk width issue later if they feel it is an issue, as the proposed changes do not affect sidewalk width.

Mr. Betzner made a motion, seconded by Mr. Garrett, to approve the staff recommendation with a five foot sidewalk and a three foot ramp.

On a roll call vote the motion passed: AYE: Bradshaw, Garrett, McKenna, Davis, Hagee, Gussman, Betzner, Hunt, Kuras (9). NAY: (0).

13. PLANNING DIRECTOR'S REPORT

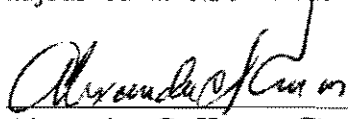
Mr. Sowers reminded the Commissions that on April 15 at 7:00 there will be a Greenways workshop sponsored jointly by the City of Williamsburg, James City and York Counties, and the Historic Rivers Land Conservancy Committee in the Williamsburg Regional Library.

14. SETTING OF FUTURE DATES

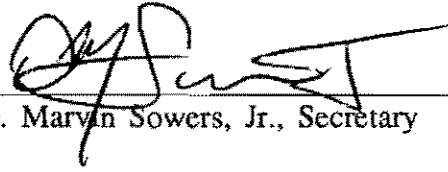
Due to the number of cases to be heard at the May 11, 1993 Planning Commission meeting, the Commissioners agreed to begin the meeting at 7:00 P.M.

15. ADJOURNMENT

There being no further business, the April 13, 1993 Planning Commission meeting adjourned at 8:58 P. M.



Alexander C. Kuras, Chairman



O. Maryn Sowers, Jr., Secretary

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