A G E N D A
JAMES CITY COUNTY DEVELOPMENT REVIEW COMMITTEE
REGULAR MEETING
Building A Large Conference Room
101 Mounts Bay Road, Williamsburg, VA 23185
December 19, 2018
4:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. MINUTES

1. October 24, 2018 Meeting Minutes

D. OLD BUSINESS

E. NEW BUSINESS

1. C-18-0110. Hazelwood Farms

F. ADJOURNMENT

AGENDA ITEM NO. C.1.

ITEM SUMMARY

DATE: 12/19/2018

TO: The Development Review Committee

FROM: Paul D. Holt, III, Secretary

SUBJECT: October 24, 2018 Meeting Minutes

ATTACHMENTS:

	Description	Type
🗋	Minutes of the October 24, 2018 Meeting Minutes	Cover Memo

REVIEWERS:

Department	Reviewer	Action	Date
Development Review Committee	Cook, Ellen	Approved	12/13/2018 - 4:22 PM
Development Review Committee	Holt, Paul	Approved	12/14/2018 - 11:47 AM
Publication Management	Daniel, Martha	Approved	12/14/2018 - 12:06 PM
Development Review Committee	Holt, Paul	Approved	12/14/2018 - 12:07 PM

M I N U T E S
JAMES CITY COUNTY DEVELOPMENT REVIEW COMMITTEE
REGULAR MEETING
Building A Large Conference Room
101 Mounts Bay Road, Williamsburg, VA 23185
October 24, 2018
4:00 PM

A. CALL TO ORDER

Mr. Rich Krapf called the meeting to order at 4:00 p.m.

B. ROLL CALL

Present:
Rich Krapf, Chair
Danny Schmidt
Frank Polster

Absent:
Jack Haldeman

Staff:
Ellen Cook, Principal Planner
Jose Ribeiro, Senior Planner II
Alex Baruch, Senior Planner
John Risinger, Community Development Assistant
Katie Pelletier, Community Development Assistant

C. MINUTES

1. Historic Minutes - Approval

Mr. Danny Schmidt made a motion to approve the minutes.

The minutes were approved by a vote of 3-0.

2. August 22, 2018 Meeting Minutes

Mr. Frank Polster stated that he would like the map that showed the driveways for the previous shared driveway exception be added to the minutes.

Mr. Krapf asked if there were any further comments.

Mr. Polster made a motion to approve the minutes with amendments.

The minutes were approved by a vote of 3-0.

D. OLD BUSINESS

There was no old business.

E. NEW BUSINESS

1. Conceptual Plan-0018-0082. 7082 Menzels Road

Mr. Krapf stated that this item has been withdrawn.

2. Site Plan-0047-2018. 4521 John Tyler Highway McDonald's Site Improvements

Mr. Krapf opened the discussion.

Mr. Jose Ribeiro stated that the applicant is proposing a new exterior color for the McDonald's at 4521 John Tyler Highway. He stated that there are no other proposed architectural changes. He stated that the property is subject to adopted proffers and Special Use Permit conditions. He noted that an architectural proffer states that "buildings (exclusive of roofing) in the B-1 property shall be constructed with exterior building materials of synthetic stucco, brick, wood or glass or some combination thereof and shall be of harmonious and/or uniform architectural design as determined by the Director of Planning and of neutral colors." He stated that the Director of Planning has found the color to be consistent with neutral colors and with the existing buildings. He stated that staff recommends that the Development Review Committee (DRC) recommend approval to the Planning Commission (PC).

Mr. Polster asked if the Director of Planning made a determination that the color is consistent with the rest of the shopping center.

Mr. Ribeiro confirmed.

Mr. Krapf stated that he considers the color to be neutral.

Mr. Polster asked if the roof would remain gray.

Mr. Ribeiro confirmed.

Mr. Polster asked if the drive-thru would be changed.

Ms. Jennifer Adams, Core States Group, stated that part of the drive-thru will be changed but that the menu boards will not be changed.

Mr. Krapf asked if there were any further comments.

Mr. Polster made a motion to approve the proposed color for Site Plan-0047-0082. 4521 John Tyler Highway McDonald's Site Improvements.

The motion passed 3-0.

3. C-18-0091, 4621 Ware Creek Road - Overhead Utility Waiver

Mr. Krapf opened the discussion.

Mr. Alex Baruch stated that the applicant has requested an exception to Section 24-200(c) of the Zoning Ordinance which states that all new utilities be placed underground. He stated that this exception would permit an approximately 100' overhead power line to the property. He stated that the PC can grant an exception based on factors listed in Section 24-200(c). He stated that the applicant will acquire an easement through Dominion Energy through an adjacent property owner across the street where the existing power pole is located. He stated that the adjacent property owner only granted an overhead utility easement and overhead power lines also serve the other adjacent properties. He stated that the remaining length of the power line from the transformer to the house would be underground. He stated that staff finds that the application meets the criteria listed in Section 24-200(c). He stated that staff recommends that the DRC recommend approval of the waiver request to the PC with the condition that a copy of the recorded easement is provided to staff within 30 days of approval

by the PC.

Mr. Polster asked if the adjacent property owner for the existing power pole would only agree to an overhead utility easement.

Mr. Baruch confirmed.

Mr. Krapf asked if there were any further questions.

Mr. Kevin Young, 4621 Ware Creek Road, presented a letter from Dominion Energy explaining the situation.

Mr. Krapf stated that he considers the issue straightforward and that there is no way for the owner to get power with underground lines.

Mr. Baruch stated that the property owners on either side of the applicant's property were not willing to grant easements.

Mr. Krapf asked if there were any further comments.

Mr. Polster made a motion to approve C-18-0091, 4621 Ware Creek Road – Overhead Utility Waiver subject to the proposed condition.

The motion passed 3-0.

Mr. Polster and the Committee discussed the rural lands policies in the Comprehensive Plan and the appropriate venue for an in-depth discussion.

Ms. Ellen Cook stated that Ms. Tammy Rosario and other staff would provide more information on the method for collecting PC guidance and input in the near future.

F. ADJOURNMENT

Mr. Schmidt made a motion to adjourn the meeting.

Mr. Krapf adjourned the meeting at 4:25 p.m.

Mr. Rich Krapf, Chair

Mr. Paul Holt, Secretary

AGENDA ITEM NO. E.1.

ITEM SUMMARY

DATE: 12/19/2018

TO: The Development Review Committee

FROM: Ellen Cook, Principal Planner

SUBJECT: C-18-0110. Hazelwood Farms

ATTACHMENTS:

	Description	Type
🗋	Staff Report	Staff Report
🗋	Attachment 1. Mixed Use Stonehouse Comprehensive Plan description	Backup Material
🗋	Attachment 2. Village Centre Conceptual Master Plan	Backup Material
🗋	Attachment 3. Village Centre Design Guidelines	Backup Material
🗋	Attachment 4. Economic Opportunity - Barhamsville Interchange Comprehensive Plan description	Backup Material
🗋	Attachment 5. Enterprise Centre Conceptual Master Plan	Backup Material
🗋	Attachment 6. Enterprise Centre Design Guidelines	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Development Review Committee	Cook, Ellen	Approved	12/13/2018 - 4:47 PM
Development Review Committee	Holt, Paul	Approved	12/14/2018 - 11:48 AM
Publication Management	Daniel, Martha	Approved	12/14/2018 - 12:08 PM
Development Review Committee	Holt, Paul	Approved	12/14/2018 - 12:09 PM

M E M O R A N D U M

DATE: December 19, 2018

TO: The Development Review Committee

FROM: Ellen Cook, Principal Planner

SUBJECT: Case No. C-18-0110. Hazelwood Farms

Mr. Tim Trant has submitted a conceptual plan for two areas on either side of the Barhamsville Interchange in the upper County as further described below.

StoneHouse Village Centre

This area is north of the Interchange and is across from the Fieldstone Parkway entrance to the Stonehouse Planned Unit Development. The area is currently zoned B-1 and is designated Mixed Use - Stonehouse by the 2035 Comprehensive Plan (see Attachment No. 1). Legislative approvals would include a commercial use Special Use Permit (SUP) as specified in Section 24-11 of the Zoning Ordinance; it is possible that other legislative approvals may also be needed. To date, the applicant has submitted a conceptual master plan and Design Guidelines (Attachment Nos. 2 and 3) and a Traffic Impact Analysis (TIA) had also been submitted for review by the County and the Virginia Department of Transportation (VDOT). The master plan shows up to 510,000 square feet, allocated among four Land Bays on a total of approximately 79 acres. Three of the Land Bays show a mix of commercial, office and mixed use structures. The fourth Land Bay contains these uses and would also permit wholesale and warehouse uses and institutional or public uses.

StoneHouse Enterprise Centre

This area is south of the Interchange and is across Route 30 from existing commercial development and is also north of Upper County Park. The area is currently zoned B-1 (eastern parcels) and A-1 (western parcels). It is designated Economic Opportunity - Barhamsville Interchange Area (see Attachment No. 4). Legislative approvals would include a rezoning to the Economic Opportunity zoning district; it is possible that other legislative approvals may also be needed. To date, the applicant has submitted a conceptual master plan and Design Guidelines (Attachment Nos. 5 and 6) and a TIA had also been submitted for review by the County and VDOT. The master plan does not currently specify the non-residential square footage or residential unit or density figures. The master plan shows seven areas across a total of approximately 325 acres; the full details are provided in the Development Tabulation table on the master plan, but the proposed uses, in brief, are as follows:

- Area 7: Recreational uses adjacent to Upper County Park.

- Areas 1, 2 and 5: A mix of wholesale and warehouse, office, industrial and institutional.

- Areas 4 and 6: A mix of most of the uses listed above for Areas 1, 2 and 5 (Area 6 would not include wholesale and warehouse uses) and these Areas would also include multi-family and apartment units.

- Area 3: A mix of commercial, office and institutional. This area, which is located at the front of the site, would not include the wholesale and warehouse or industrial uses.

The applicant has requested that this item be placed on the Development Review Committee (DRC) agenda in order to discuss the project and seek input and questions from the DRC members. No action by the DRC is required.

Ellen Cook

Ellen Cook, Principal Planner

EC/md
C18-0110HazlwdFm-mem

Attachments:
1. Mixed Use Stonehouse Comprehensive Plan description
2. Village Centre Conceptual Master Plan
3. Village Centre Design Guidelines
4. Economic Opportunity - Barhamsville Interchange Comprehensive Plan description
5. Enterprise Center Conceptual Master Plan
6. Enterprise Center Design Guidelines

Chart 4. Mixed Use Designation Descriptions

Mixed Use	
1. Basic Description	• Mixed Use areas are centers within the PSA where higher density development, redevelopment and/or a broader spectrum of land uses are encouraged. Mixed Use areas located at or near interstate interchanges and the intersections of major thoroughfares are intended to maximize the economic development potential of these areas by providing areas primarily for more intensive commercial, office and limited industrial purposes. • The other Mixed Use areas are intended to provide flexibility in design and land uses in order to protect and enhance the character of the area.
2. Recommended Uses and Intensity	• While there is no preferred mix of uses for every Mixed Use development, each development should have a mix of uses that complements the area, and as written in the specific descriptions below. James City County has examples of Mixed Use areas with minimal residential development (such as McLaw's Circle), but the mix of office, limited retail and light industrial development creates an acceptable mixing of uses. Mixed Use developments that include residential components should have commercial or office uses that complement those residences. Residences should be encouraged to patronize those areas, and the entire development should be cohesive to create a greater potential for internal capture of vehicle trips. While mixed use buildings are not essential or desirable for all developments, they should be encouraged for those Mixed Use centers that seek to achieve higher densities and seek to create a more urban environment. The recommended FAR range will depend on the context of the specific Mixed Use area, but for all areas it is strongly encouraged that opportunities for on-street parking, shared parking, structured parking and other measures to cohesively plan development be considered that maximize the efficient use of land and achieve FARs close to, or greater than, 0.4.
3. Recommended Density	• Moderate to high density residential uses with a maximum gross density of 18 dwelling units per acre could be encouraged in Mixed Use areas where such development would complement and be harmonious with existing and potential development and offer particular public benefits to the community. In order to encourage higher quality design, a residential development of this gross density is not recommended unless it offers particular public benefits to the community. Examples of such benefits include affordable housing, workforce housing, enhanced environmental protection, a high degree of access to multi-modal/transit transportation, or development that adheres to the principles of open space development design. (See Residential Development Standards for more specific guidance on meeting these criteria.)
Mixed Use Development Standards	
4. General Language	a) All developments should refer to the Residential and Commercial/Industrial Development Standards along with the Mixed Use Development Standards. b) Mixed Use developments should create vibrant urban environments that bring compatible land uses, public amenities and utilities together at various scales. These developments should create pedestrian-friendly, higher-density development and a variety of uses that enable people to live, work, play and shop in one place, which can become a destination. c) Mixed Use developments require nearby police and fire protection, arterial road access, access to public utilities, large sites, environmental features such as soils and topography suitable for intense development, and proximity or easy access to large population centers. The timing and intensity of commercial development at a particular site are controlled by the maintenance of an acceptable level of service for roads and other public services, the availability and capacity of public utilities, and the resulting mix of uses in a particular area. Master plans are encouraged to assist in the consideration of Mixed Use development proposals. The consideration of development proposals in Mixed Use areas should focus on the development potential of a given area compared to the area's infrastructure and the relation of the proposal to the existing and proposed mix of land uses and their development impacts. d) Mixed Use developments should focus on place-making. Developments should be designed to create a sense of place and should be seen as community destinations. Focal open spaces, community oriented gathering places, unified architectural design, and a mix of uses and design that encourages pedestrian activity are all examples of creating a sense of place. e) Mixed Use developments should allow for higher development intensities that create more efficient buildings and spaces, which can be less of a burden on the environment, creating a more sustainable community. f) Mixed Use developments should encourage the proximity of diverse uses to make it possible to reduce vehicle trips and vehicle miles traveled, providing for a greater potential for internal capture than with typical suburban development.
The following Mixed Use areas and their recommended priorities of land uses can be found in James City County:	
1. Stonehouse	The principal suggested uses for the Stonehouse Mixed Use area are light industrial and office/business park. Except for the area between I-64 and Old Stage Road, commercial uses should be clearly secondary in nature, should be limited in scale, comprise a small percentage of the land area of the overall mixed use area, and be oriented towards support services that employees and residents in the Stonehouse area can utilize. The commercial uses should not be developed in a "strip"

(Chart 4 continued on next page)

1. Stonehouse *(continued)*	commercial fashion, but rather should be internally oriented with limited and shared access to Route 30. For the area between I-64 and Old Stage Road, community-scale commercial uses (such as shopping center, hotel, restaurant and office uses) consistent with prominent interstate interchange access and in support of surrounding residential development are envisioned. For the area between I-64 and Old Stage Road, residential is not a recommended use. With regard to the Stonehouse Planned Use Development, future development should be developed in accordance with a binding master plan which maintains the appropriate mixture of principal and secondary uses. Development in the Mixed Use area should also emphasize shared access and parking, consistent treatment for landscaping and architecture and the preservation of environmental and cultural resources. New residential developments in the Mixed Use area as well as the surrounding existing residential developments should be buffered from the light industrial and office uses through landscaping and architecture treatment, but connected with pedestrian access where possible. Future development in the Stonehouse area will be conditioned on the provision of adequate transportation access.
2. Andersons Corner	Andersons Corner is one of the few remaining areas in the PSA with significant rural agricultural vistas and contains one of the few remaining rural historic structures in the County, the Whitehall Tavern. Future development should occur in a manner that maintains an appropriate historic setting for the Whitehall Tavern and preserves the rural, historic character of the area. Views from Richmond Road (Route 60) and Route 30 should receive high priority. To accomplish this, significant amounts of open land and farm fields should be preserved along with agricultural and rural structures in a manner that creates a village commercial node that is integrated with surrounding residential development and suitably transitions to the Rural Lands areas to the west. The suggested principal uses are a balance of office and commercial. Residential is recommended as a supporting but not dominant use, and where it is proposed, the preferred format is integration in mixed use buildings that should be blended into the development of the principal uses for an overall village effect. Master planning of each of the Mixed Use intersection quadrants with adjacent existing and future residential development is strongly encouraged, with the use of shared access points as a primary consideration. Due to the width and traffic volumes on Routes 60 and 30, it is recognized that creation of a unified village effect that encompasses all four quadrants may be difficult, and for this reason, careful quadrant planning as described in the previous sentence will be important, and unique pedestrian connections, if feasible and appropriate, are encouraged. While greater intensities are anticipated, designs and land use patterns should reflect aspects of both appropriate PSA and Rural Lands Development Standards. Buildings and other structures should be small to moderate sized in scale, and of architectural styles that respect local rural and historic traditions. Standardized architectural and site designs should be strongly discouraged. Preservation and adaptive reuse of existing buildings is strongly encouraged as is their integration into plans for new development. Sections of Richmond Road (Route 60) east of Croaker Road are projected to be at or above capacity in the future. The extent to which development of this area contributes to traffic congestion in those sections of Richmond Road (Route 60) should be an important consideration in the review of development proposals.
3.Toano	The developed land within the vicinity of Toano is composed of smaller retail, limited industrial and moderate density residential uses. As part of the 1997 Comprehensive Plan review, the Toano Mixed Use area was expanded to include the area fronting on the southwestern side of Richmond Road (Route 60) between Chickahominy Road and Bush Springs Road. Toano Middle School remained designated Federal, State and County Land. Bush Springs Road is the distinct boundary between the Mixed Use and Low Density Residential designations. Further commercial development south and east of Bush Springs Road is strongly discouraged. Future development should be consistent with the design standards of the Toano CCA. The age, architecture, scale, materials and spacing of the buildings give the community its unique character. Principal suggested uses include moderate density residential development, neighborhood scale commercial establishments, and small office developments. Limited industrial uses may be appropriate as secondary uses provided that they are set back and screened from Richmond Road (Route 60). Preservation and adaptive re-use of historic buildings are encouraged. Redevelopment of existing residential areas and commercial development are also encouraged. The following principles should guide streetscape and building designs in this area: • Highlight and honor history; • Encourage appropriate growth that enhances unique small town character; • Preserve open space: establish communal greenspace; • Enhance pedestrian and bicycle environment while slowing vehicular traffic; and • Improve streetscape and landscape to create a sense of place. *(Chart 4 continued on next page)*

DEVELOPMENT TABULATION					
PARCEL NUMBER	AREA DESIGNATION	PROPOSED USE	AREA IN ACRES	PERCENT OF TOTAL SITE	GFA
1	E, G, M	COMMERCIAL, COMMERCIAL OFFICE, RETAIL COMMERCIAL, RESTAURANT COMMERCIAL, OFFICE, HOTEL, RESTAURANT	±12.35	15.62%	±85,000 SF
2	E, G, M	COMMERCIAL, COMMERCIAL OFFICE, RETAIL COMMERCIAL, RESTAURANT COMMERCIAL, OFFICE, HOTEL, RESTAURANT	±8.82	11.16%	±60,000 SF
3	E, G, M	COMMERCIAL, COMMERCIAL OFFICE, RETAIL COMMERCIAL, RESTAURANT COMMERCIAL, OFFICE, HOTEL, RESTAURANT	±19.15	24.22%	±200,000 SF
4	E, F, G, I, M	COMMERCIAL, OFFICE, RETAIL, WHOLESALE & WAREHOUSE	±38.74	49.00%	±360,000 SF
		TOTALS	±79.06	100.00%	510,000 SF± (MAXIMUM)

1596 TOTAL PM PEAK TRIPS

LEGEND:
- PRIMARY ROAD ACCESS
- SECONDARY ROAD ACCESS
- PROPERTY BOUNDARY
- APPROXIMATE INTERNAL BOUNDARY
- PEDESTRIAN ACCESS AND MULT-USE PATH

GRAPHIC SCALE
100' 0' 100' 200'
SCALE: 1" = 100'

N/F
WIGGS, WENDY E
9601 BARNES RD
PARCEL ID:
0430100007
ZONED A-1

N/F
EVELAND, JOSEPH ROGER
9595 BARNES RD
PARCEL ID:
0430100006A
ZONED A-1

N/F
STEWART, LOIS W & JAMES E
9581 BARNES RD
PARCEL ID:
0430100009
ZONED A-1

N/F
STEWART, LOIS W & JAMES E
9583 BARNES RD
PARCEL ID:
0430100010
ZONED A-1

N/F
NEFF, BARRY F JR
9567 BARNES RD
PARCEL ID:
0430200005
ZONED A-1

N/F
SHAVE, NORRIS L
9563 BARNES RD
PARCEL ID:
0430200004
ZONED A-1

N/F
STAVROU COMPANY LLC C/O
9547 BARNES RD
PARCEL ID:
0430200001
ZONED A-1

N/F
STAVROU COMPANY LLC C/O
CHARITA STAVROU
9551 BARNES RD
PARCEL ID:
0430200002
ZONED A-1

N/F
STAVROU COMPANY LLC C/O
CHARITA STAVROU
9557 BARNES RD
PARCEL ID:
0430200003
ZONED A-1

N/F
MOSS CREEK MARKET PLACE LLC
9686 OLD STAGE RD
PARCEL ID:
0440100034
ZONED A-1

N/F
MOSS CREEK MARKET PLACE LLC
9690 OLD STAGE RD
PARCEL ID:
0440100004
ZONED A-1

N/F
ASSOCIATION AT STONEHOUSE INC (THE)
9330 FIELDSTONE PARKWAY
PARCEL ID:
0440100024B
ZONED PR PUD RESIDENTIAL

N/F
ASSOCIATION AT STONEHOUSE INC
9300 FIELDSTONE PARKWAY
PARCEL ID:
0440100027
ZONED PC PUD RESIDENTIAL

N/F
ASSOCIATION AT STONEHOUSE INC (THE)
PROPERTY ADDRESS NOT GIVEN
PARCEL ID:
0440100026
ZONED PC PUD COMMERCIAL

FIELDSTONE PARKWAY

STONEHOUSE

PROPOSED TRAFFIC SIGNAL

PROPOSED TRAFFIC SIGNAL

LAND BAY 1
537,833 S.F. (12.35 AC.)

LAND BAY 2
384,239 S.F. (8.82 AC.)

LAND BAY 3
834,032 S.F. (19.15 AC.)

LAND BAY 4
1,687,546 S.F. (38.74 AC.)

LIMITS OF WETLANDS

100' RPA BUFFER

LIMITS OF WETLANDS

RPA BUFFER

LIMITS OF WETLANDS

OLD STAGE ROAD

BARHAMSVILLE ROAD

BARNES ROAD

WEST BOUND

INTERSTATE 64

EAST BOUND

Revised By	Description	Rev. Date

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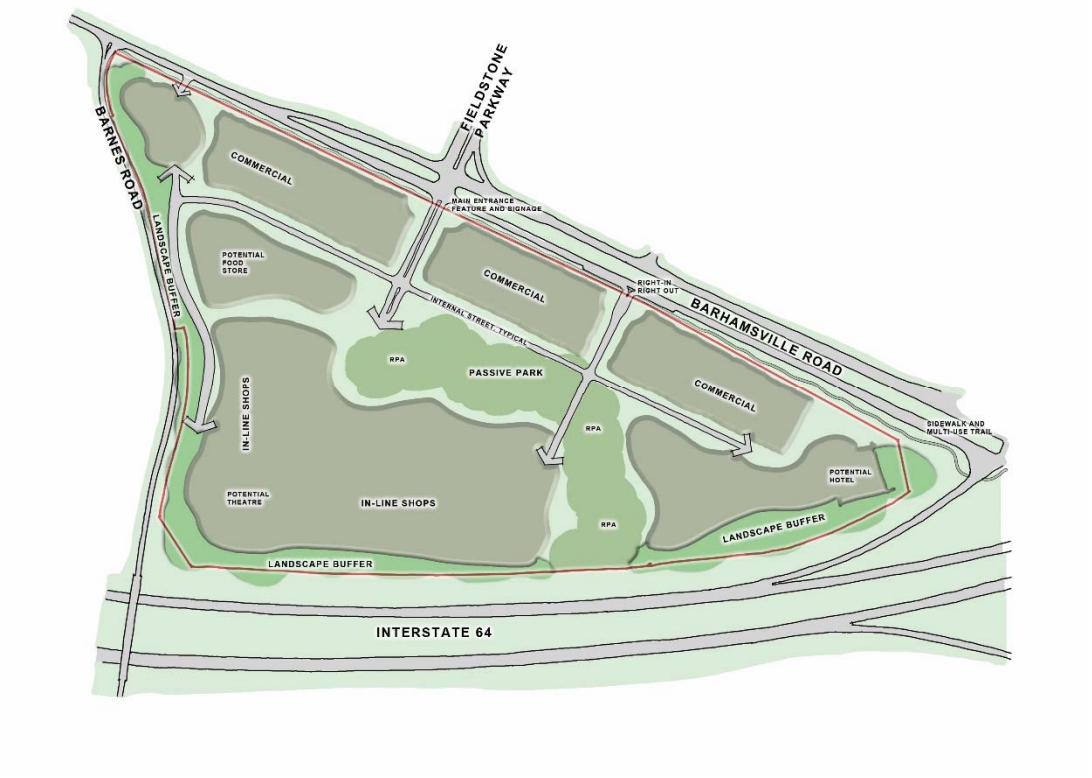
SPECIAL USE PERMIT
FOR NORTHERN
HAZELWOOD FARMS
JAMES CITY COUNTY VIRGINIA
STONEHOUSE DISTRICT

Project Contacts:	JAG
Project Number:	W10325-01
Scale: 1"=100'	Date: 01/XX/17
Sheet Title:	CONCEPTUAL PLAN
Sheet Number	MP-3

S:\JOBS\W10325\01-Masterplan\Forms 4-5\Layout\Planning\Master Planning\Sheet 3\MP-3 Conceptual Plan.dwg, 5/28/2013 2:01:10 PM, mstarkey@aes

Design Guidelines
for
StoneHouse Village Centre

James City County, Virginia
Draft: October 28, 2018



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Overview

The property is located in the Stonehouse district of James City County, Virginia, at the intersection of Interstate 64 and Barhamsville Road. It lies entirely to the west side of Barhamsville road and is subdivided by Interstate 64 into two major sections. These guidelines are concerned with the north section, heretofore referred to as the "Village Centre."

The Village Centre has easy access from the interstate for west-bound traffic and shares a major intersection with the Stonehouse residential community. Thus the Village Centre is master planned as a mixed use development to create a walkable downtown for the Stonehouse district of James City County. The master plan further encourages forward-thinking accommodations for the automobile, with ease of parking and circulation without sacrificing a quality pedestrian experience.

These standards are intended to comply with the James City County Zoning Ordinance with the expectation of a "Special User Permit" (SUP) under the current "B-1" zoning category per Division 10, "General Business District." Wherein any discrepancies or ambiguities may occur, these guidelines shall not be interpreted to allow standards which are less restrictive than the Zoning Ordinance. These guidelines are also written to satisfy the conditions of Landscape Standards, in accordance with Section 24-98(3) of the Zoning Ordinance.

The Developer shall be responsible for administration of these Design Standards and shall engage a licensed Architect ("Review Architect") to interpret their application for all aspects of the project through a formal, documented review process. Selection of the Review Architect shall be at the sole discretion of the Developer. The responsibility for administration of the Design Standards may be assigned to another entity (such as a "property owners association") in the future, at the sole discretion of the Developer.

It is recognized by the Owner and agencies having jurisdiction that these guidelines are written with an overarching intent of establishing a standard of quality and consistency in the architecture and site development for the property. It is furthermore understood that actual development and detailed planning may occur in the less immediate future when real estate market trends, best practices of land planning and transportation technology have changed in ways that cannot be imagined or anticipated at this time. As such these guidelines may be re-visited in the future and may be appropriately amended to reflect such changes at the discretion of the developer, property owner or property owners association, with the review and approval of the James City County Planning Director.

Design submission procedures and forms shall be developed and formalized by the developer prior to submission to James City County for building permits or site plan approvals. At a minimum, those procedures shall include:

- Conceptual Review of proposed site development of a given parcel as well as any implied master plan adjustments.
- Conceptual Review of proposed exterior architectural development with rendered perspectives and/or elevations, consistent with footprints depicted on the site development plan and indicating grade adjustments with reasonable accuracy.

- Final building design and site plan submissions with proposed materials and colors at appropriate scale and detail.
- Final building material and color selections submitted and documented with samples of predominant materials
- Final landscape and hardscape selections submitted and documented with photographs of key elements, such as street furnishing (e.g. bike racks, street light posts, trash receptacles, benches, etc…)

General Description

The Village Centre is envisioned as an entertainment, retail, office and business support complex. While connected to the Stonehouse residential development with cycling and pedestrian ways, this parcel is located at ideally for arrival by automobile. Thus, a portion of the site is to be organized in a more traditional regional shopping center development pattern, with in-line shops and parking courts. An appropriate community anchor, such as a movie theater, is proposed on center with the main property access.

Along Barhamsville Road, commercial/retail establishments are proposed, but with a required pedestrian approach from a parallel internal street. For the remainder of the parcel, numerous small, common parking areas are to be incorporated in the final master plan, in lieu of a single large parking field. The eastern most portion of the property is the most prominent. The master plan anticipates a larger use, such as a hotel or multi-story office building at that location.

The parcel is naturally subdivided by a small amount of environmentally sensitive wetlands. Buffers are to be utilized to both protect these areas and feature them as a park for pedestrians, bikers and vehicles. On-street parking along the face of the in-line shops and/or pick-up/drop-off zones are to be incorporated to promote a pedestrian character, while also anticipate future accommodations for semi-autonomous self-parking vehicles.



Figure 1: Village Centre Diagrammatic Master Plan

Vehicular and Pedestrian Circulation

The heart of the Village Centre is organized around a collection of parking courts which are bounded by out-parcels on two sides, a series of in-line shops on a two other sides, and park land on the remaining. While planned for convenient access from the interstate, it is also connected to the Stonehouse residential development by a bike path and a pedestrian friendly boulevard.

Arrival by automobile is through a sequence of spaces designed to calm traffic and cede preference to the pedestrian. In anticipation of a future with autonomous or semi-autonomous (self-parking) vehicles, accommodations are proposed for vehicle drop-off and pick-up convenient to each shop or service. Parking is arranged in relatively small lots to complement residential scale architecture and includes parallel parking to promote pedestrian safety and an urban character. Charging stations for electric cars are to be distributed within the larger parking areas with adequate infrastructure to accommodate increased demand over time. Bike Racks are to be included at major services (e.g. restaurants) and public spaces to encourage the use of bicycles within the Village.

Streetscapes

Buildings will be oriented to the streets or a public park. Where parking must be behind or to the side of a building, a secondary entrance more convenient to vehicle access is acceptable, but will not eliminate the requirement of a major entrance addressing the street or park.

Architectural elements, businesses and services with street activities such as sidewalk-dining and balcony overlooks are strongly encouraged.



For free-standing buildings especially, buildings should be located on their respective sites so as to reinforce a pedestrian comfort and vitality. Specifically:

1. Parking should be located to the rear or side of each building. Shared parking between free-standing buildings is to be encouraged.
2. Sidewalks and pedestrian accommodations are to be provided to create obvious, safe and functional connections to the internal street sidewalks.

3. Street Trees and pedestrian scaled lighting are to be installed along internal roads that are complementary to those features located on in-line shops. Coordination of such elements with the owner of the in-line shops building is encouraged. Some latitude will be afforded in the approval process for such coordination.

Parking and Access

1. Parking shall be arranged in a collection of central parking courts and small parking enclaves. "On street" parking along the face of in-line shops, in combination with pick-up/drop-off areas adjacent to the entry elements is encouraged. Such areas, as well as the parking courts themselves, should be designed with an eye toward accommodating future semi-autonomous self-parking cars and include charging stations for electric vehicles.
2. Landscaping within these parking enclaves shall be minimized in favor of more effective landscaping at their perimeter for screening. Parking capacity shall be provided in accordance with the James City County Zoning Ordinance, the location and number to be confirmed as a part of the final site plan development.



Building Pattern and Form

General

1. In-line shops:

The general building form of the in-line shops is anticipated to be a relatively simple series of "boxes" with a parapeted, low-slope roof system. Each tenant space shall have at least one major architectural feature at each of its public entrances. Exterior finishes generally visible to the public shall be of the nature and quality that are consistent with the free-standing buildings, such as brick and siding. Facades on sides of the building that are not visible to public right-of-ways may deviate, but shall be well screened with landscaping and of a color and quality compatible with the rest of the building, such as painted, textured concrete block.



1.1. Entrances to the retail spaces shall have a village character, being more in scale with the pedestrian than the main building form, which is necessarily large. Store entrance elements shall have a consistency of architectural vocabulary, but vary enough to evoke the organic nature of a village. Sloped roofs, dormers, display windows and awnings are encouraged.

1.2. Special attention is to be paid to the spaces between the buildings and between the retail entrance elements, creating a sequence of pedestrian ways which link street-like walk-ways to the parking court and natural green spaces



2. Free-standing Buildings:

Free-standing buildings are generally anticipated to be single-user buildings which are to have a village or small-urban scale. Simple, unadorned building massing is not acceptable.

2.1. They should be predominantly slope-roofed and designed to be seen from all four sides. If the main entrance to the building faces to side parking area, a well landscaped, prominent sidewalk should connect that entrance to the internal street and sidewalk system.

2.2. Architecturally, they should emulate, complement or respond to the architecture of the in-line shops. While reference to corporate chain architecture is not prohibited, it must be customized to appear as part of a consistent development theme.

3. Building Elements:

The height of each building shall be limited by code and zoning ordinance as well as specific tenant requirements. Mechanical equipment shall be screened from view utilizing roof-top equipment or, if ground mounted, fencing and/or landscaping. Tenant entrance elements should exceed the height of the main building form.



Visual Character

1. Architectural Style:

These guidelines are not intended to require a specific architectural style. Rather, once chosen there should be a consistency of architectural style and character throughout the Village. The following visual design criteria are meant to be style-independent, although they clearly lend themselves to historic revival or contemporary-transitional styles.

2. Edge Definition and Screening:

Fences and walls shall be architecturally consistent with the building designs. Walls are to be made of a combination of materials, including brick, decorative cmu, siding, stone, and to a limited extent, stucco. Fences and privacy screens are to be made of wood pickets, pvc lumber, wrought iron, vinyl board on board fencing, or painted metal. Chain link fences are not permitted. Landscaping may be used in conjunction with fences and walls to better define edges or screen views and activities.



3. Scale and Articulation:

3.1. Scale is the relationship in size between buildings and the human form. Articulation is the way in which architectural elements are used to reduce the scale of the masses that compose the building form. Buildings shall be designed to appear smaller through the articulation of the overall massing and organizing it as a collection of smaller component masses. The use of architectural elements such as bays, balconies, porches, loggias and arcades add interest to building facades and aid in relating the scale of any building to human dimensions. Roofs may be articulated through the use of dormers, lanterns, monitors, widow's watches and other roof¬top elements. Each of these devices adds character and interest to the buildings of the development which, in turn, reinforces the village character intended by these guidelines.





3.2. There shall be an adequate variety of architectural elements along all facades to distinguish individual shops while remaining stylistically consistent within the entire development.

4. Building Elements:

4.1. Building Materials - General

4.1.1. Building walls: brick, stucco, clad wood, wood shingle, wood clapboard, wood board and batten, and fiber cement siding.

4.1.2. Exposed Foundation Walls: Brick or brick facing, or stucco finished poured concrete or concrete block.

4.1.3. Materials shall transition and terminate appropriately. If a material transition is desired, such transition shall occur at interior corners, not outside corners. Materials shall be utilized to express component massing and shall not be treated as surface decoration. No more than two wall materials may occur on any individual building.

4.1.4. Chimneys: brick, stucco, or tabby (coastal concrete)

4.1.5. Arcades and colonnades: brick, stucco, wood, poly-stone, fiberglass

4.1.6. Porches, columns: painted wood, cellular pvc, painted metal, poly-stone, fiberglass

4.1.7. Posts, spindles, balusters: painted wood, cellular pvc, painted metal, poly-stone, fiberglass
4.1.8. Stoops, exterior stairs: brick, wood, or steel
4.1.9. Decks: wood, composite lumber, or high quality synthetic wood decking
4.1.10. Awning and canopies: canvas-covered metal or wood structure

4.2. Roofs:

4.2.1. Recommended Materials:

- Roofs: Wood shingles, galvanized or painted metal seamed, copper, lead-coated copper, slate, synthetic slate, architectural grade asphalt or fiberglass shingle.
- Live Roofs: Live roofs are permissible, to be approved on a case-by-case basis and should be integral to the architectural character of the entire building.
- Gutters and downspouts: galvanized aluminum, painted metal, copper
- Flashing: copper, lead coated copper, galvanized aluminum

4.2.2. Roof Shapes:

- Buildings shall have a varied character of traditionally shaped roofs.
- Principal Roofs: Gabled, hipped, hipped gables, gabled hips or gambrel in a symmetrical fashion with a slope of 6:12 to 12:12.
- Secondary Roofs: Shed with minimum slope of 2:12.
- Roof Terraces: Permitted when accessible from an interior space or in the form of a special rooftop element.
- Flat Roofs: Permitted as a primary roof when interrupted with other sloped or parapeted roof elements. Permitted as a secondary roof when in the form of a special rooftop element or tower. Flat roofs generally are to have parapets, balustrades or railings.
- Parapets: Horizontal
- Dormers: Shed, Pitched or eyebrow
- Special roof-top elements: Symmetrically situated or aligned with the rhythm of structural bays and fenestration.
- Roof-top mechanical enclosures: Concealed from view by sloped roofs of the character described above.

4.3. Fenestration

4.3.1. Recommended Materials:

- Windows: wood, painted metal, vinyl, metal clad wood
- Bay windows: wood, metal clad wood, painted metal, with metal tops
- Doors: painted wood, metal clad wood, painted metal, fiberglass resin
- Garage doors: painted wood, metal with incorporated glazing, clad wood
- Shutters: wood, fiberglass resin
- Security doors and grilles: metal

4.3.2. Configuration:

- Windows: Rectangular with a minimum proportion of 1.5 vertical to 1 horizontal.

- Bay windows: rectangular or chamfered.
- Doors: rectangular with rectangular transoms, if used. Glazing within doors shall be consistent with window glazing.
- Garage doors: 16’ max. in width, articulated to appear as multiple doors where possible.
- Shutters: Operable or given the convincing appearance of being operable and sized to fully cover the opening.
- Security doors and grilles: metal
- Service Doors (rear facade only): Overhead coiling metal or folding metal.

Landscape and Open Space Standards

General Requirements

Landscaped open spaces, parking areas and pedestrian ways shall have emphasis placed on their edges either with buildings or plantings to create the effect of “outdoor rooms.” Walk-ways adjacent to buildings shall reinforce the sense of a public street. Walk-ways adjacent to open spaces shall be lined with trees to reinforce the edge of the open space.

Open Spaces and Pedestrian Ways



1. Pedestrian ways are to be planted with trees spaced at a consistent spacing, at a magnitude appropriate to their species (e.g. 40’ on center for Pin Oak). Shade/Canopy type trees are the preferred tree type for all formal open spaces; ornamental trees may be used to emphasize special open spaces and pedestrian ways. In all cases, species and planting sizes are to be selected to be in keeping with the scale of the space in which they will reside. Street-lights in public ways shall be spaced so-as not to conflict with tree plantings and be of a pedestrian scale and design, a maximum of 16' in height.



2. Developer shall provide for a multi-use trail and sidewalk along Barhamsville Road site boundary. The trail shall be 8’-0” to 10’-0” in width, minimum. Precise design and character of both is to be determined in coordination with any VDOT required improvements at Barahmsville Road.

Parking Areas

1. Parking shall be arranged in small parking enclaves. On-street parking is encouraged adjacent to the entry side of the buildings. Pick-up and Drop-off areas are also encouraged in anticipation of future semi-autonomous self-driving vehicle technology.



2. Landscaping within parking enclaves shall be minimized in favor of more effective landscaping at their perimeter for screening.
3. Parking layout is to be simple and logical. Fencing and landscape screening is to be utilized to effectively screen parking areas from adjacent properties and public right-of-ways. Lighting in parking areas shall be taller than the pedestrian oriented fixtures, providing a reasonable degree of ambient lighting for public safety.

Signage



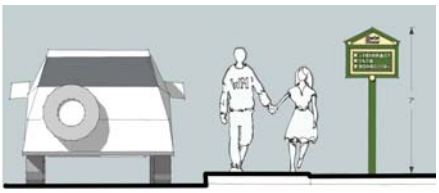
1. Signs are to be submitted as part of building design and park design submissions.
2. Monument signs are encouraged. Pedestrian oriented, architecturally detailed post-mounted signs (such as those in the Merchant Square district of Colonial Williamsburg) are also encouraged. Similarly detailed wall-mounted blade signs are encouraged. Simple pole-mounted signs are prohibited.
3. Building face signs must be coordinated with the architectural design of the building and sized to fit naturally into a sign band or other location anticipated in the building design. Roof mounted signs are prohibited.
4. Where allowed by ordinance, a secondary building face sign facing a public street is allowed, but must be sized and designed to coordinate with the building architecture.



5. All signs must conform with the James City County sign ordinances and be approved by James City County subsequent to approval by the developer.
6. There is to be a significant entrance feature, facing the Stonehouse residential development. The entrance feature should be aesthetically pleasing to the eye and incorporate similar lines, materials, colors and signage font as StoneHouse residential development located opposite of the entrance. The intent will be to create the appearance of being an extension of the neighborhood ambiance. However, while complementary it should be more pedestrian in scale and urban in character. A detailed landscape plan should



accompany the entrance design and may incorporate a monument sign complying with the James City County sign ordinances. Signage may be utilized to identify the development, major tenants, or both.



which should address environmentally sensitive areas, available infrastructure (roads, water, sewer, transit, etc.), community character and context, public facilities and adjacent land uses to include lands in adjacent jurisdictions. The intent of this designation is to include parcels with this designation in the PSA (where not already included) pending the outcome of the master planning efforts.

The master planning efforts may take the form of public-private or private-private partnerships; if public-private, the landowner(s) would need to make the majority of the investment. These area/corridor master planning efforts should phase development to be in step with, and provide for, adequate amounts or capacities of roads, water, sewer, transit, bicycle and pedestrian facilities, fire stations, police and general government services, parks and recreation facilities, schools and other facilities and service needs generated by the development. The master plan for the area should also demonstrate appropriate variation in uses, densities/intensities, pattern, and design such that new development is compatible with the existing character of surrounding areas. If an individual landowner in lands designated Economic Opportunity does not wish to participate in the master planning effort, such land shall be recognized and adequate buffers provided in the master plan to protect the current use of that land.

Development should be designed to encourage trips by alternative transportation modes and should be concentrated on portions of the site to avoid sensitive environmental features and respect viewsheds from historic and Community Character areas and corridors.

Economic Opportunity – Mooretown Road/Hill Pleasant Farm Area

For the Mooretown Road/Hill Pleasant Farm Area, the primary suggested uses include industrial, light industrial and office uses. Primary uses shall follow the recommendations for the general Economic Opportunity designation as described above. Development should refer to the commercial/industrial and residential development standards. Retail commercial uses should be limited in amount and type to support the primary uses. Mixed-cost housing, with a strong emphasis on affordable/workforce needs, may be permitted on up to 15% of developable land area. Housing shall only occur with (a) an area/corridor master plan to balance regional residential distribution, and (b) assurance that the residential units must be built concurrently or after the office/industrial component. High density residential may be permitted as a secondary use only with commitments to improved transit system infrastructure and programs (light rail, commuter rail, expanded bus transit, etc.); should transit not occur, high density residential uses are strongly discouraged. In addition, any residential density should be highest closest to transit access points, and should decrease as distance increases from those points. A portion of this area is included within the Norge Community Character Area. Additional information can be found in the Norge description in the Community Character section.

Economic Opportunity – Barhamsville Interchange Area

For the I-64 Exit 227 Interchange Area, the primary suggested uses include industrial, light industrial, office, medical/research, and/or tourist attraction uses. Primary uses shall follow the recommendations for the general Economic Opportunity designation described above. Development should refer to the commercial/industrial development standards. Retail commercial uses should be limited in amount and type to support the primary uses. As expressed in the general Economic Opportunity language, the master plan for this area should demonstrate appropriate variation in uses, densities/intensities, pattern, and design such that new development is compatible with the existing character of surrounding areas. In particular for this site, buffers, open space or other similar mechanisms should be used along the southern and western property lines in order to provide a transition to areas designated Rural Lands and Park, Public and Semi-Public Open Space. These parcels constitute a gateway into the County along I-64 and Route 30 which should be reflected in the development's architectural design, landscaping and buffering. Transportation is a key component of this Economic Opportunity (EO) area, with proximity to the interstate interchange as an important driver. The phasing and intensity of future

development should safeguard this important element by maintaining adequate levels of service at the interchange and surrounding roadways. The primary access for these EO parcels should be an internal access road that connects to Old Stage Road/Route 30. A secondary access onto Barnes Road could be considered depending on the type of development that is ultimately proposed, as well as a more thorough analysis of the adequacy and safety of Barnes Road to handle traffic both from the north and the south. Any residential uses should be subordinate to and in support of the primary economic development uses and only located on the periphery of the property in areas that are not suitable for economic development uses. In addition, the location and amount of any residential uses should be depicted as an integrated element of the larger master plan for the area, should be limited to the amount or percentage allowed in the Economic Opportunity Zoning District, and should not be developed prior to a significant portion of the primary economic development uses.

Open Space or Recreation

Large, undeveloped areas that are used for recreation, historical or cultural resources or open space are included in this category. These areas can also serve as buffers to historic sites and sensitive areas such as reservoirs, natural heritage resources, educational resources and areas for recreation and enjoyment.

Williamsburg-Jamestown Airport

The principal suggested uses for the developable land associated with the airport include aviation, with airport-related commercial and office development as clearly secondary uses. Land which is currently in use as a construction landfill and mulching operation may continue in its current or a similar use, in a limited manner consistent with State and local permits. Changes in the use of this portion of the site to an activity which is similar or less intense than the previous activity may be permitted provided that all local, State and Federal permits are obtained and that the development of these uses is clearly secondary to the existing and future airport operations. Manufacturing, commercial or industrial activities beyond the scope of what is described above are not suggested. The timing and intensity of development will be conditioned on the sufficient buffering and screening of adjacent property and the maintenance of an acceptable level of service for roads and other public services.

State, Federal and County Land

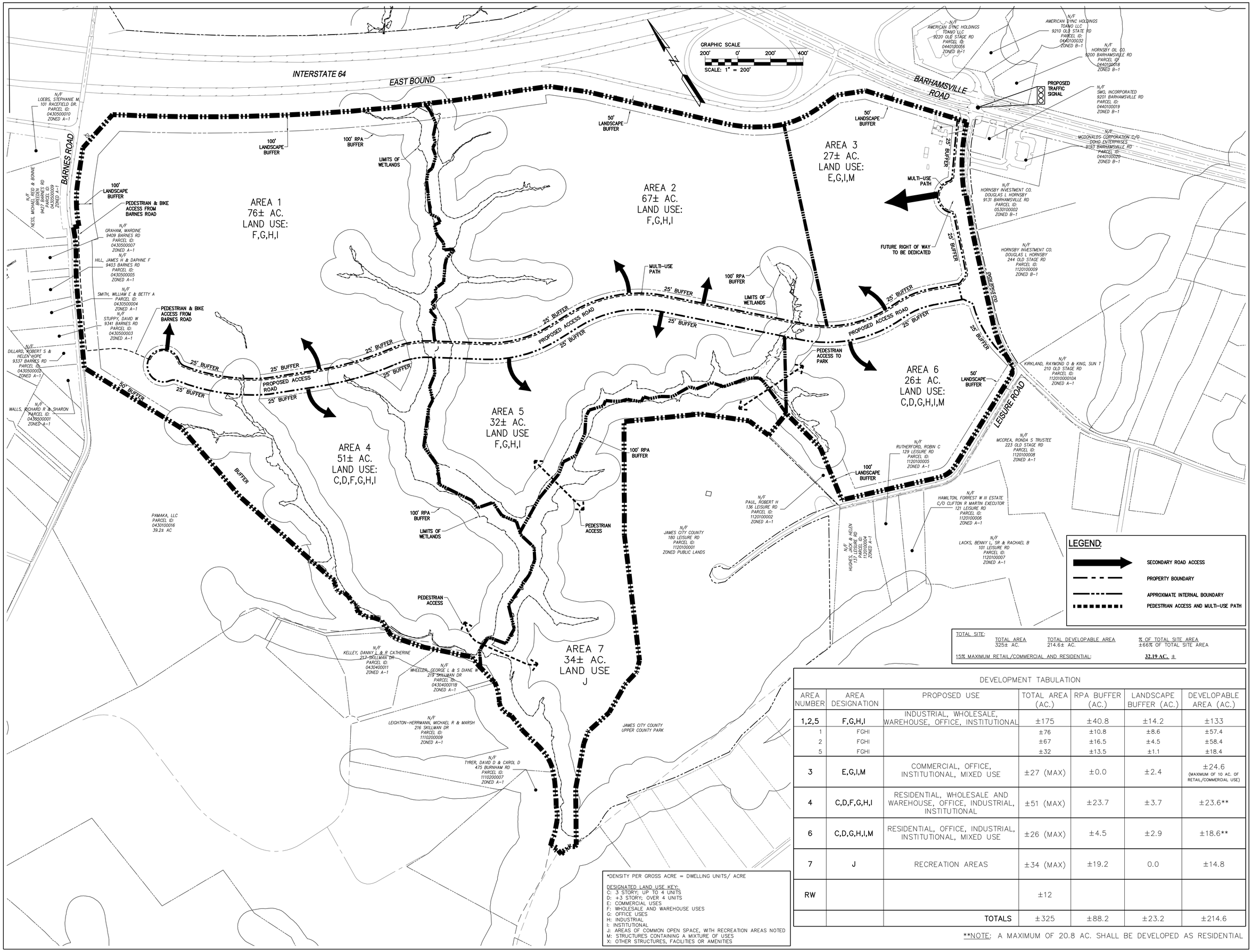
Publicly-owned lands included in this category are Eastern State Hospital, military installations, County offices and facilities and larger utility sites such as the Hampton Roads Sanitation District treatment plant. Development in these areas should follow applicable development standards listed in the charts. Following is language specific to Eastern State Hospital:

Eastern State Hospital

Currently owned by the Commonwealth of Virginia, Eastern State Hospital now occupies 540 acres of land bordered by Route 199 to its west, Longhill Connector along its north and east sides, and New Town to its south. If a portion of this site were to no longer be used as a public medical facility, its primary uses, intensity and Comprehensive Plan designation would need to be carefully considered. Particular consideration needs to be given to the transportation and environmental impacts of potential development. Any designation change should be based on coordination with adjacent localities, neighboring developments and other interested community groups (such as Crossroads).

Relationship between the Comprehensive Plan and Zoning Map for Areas with Residential Designations

The first Zoning Ordinance was approved in 1969, predating the first Comprehensive Plan which was adopted in 1975. The Comprehensive Plan Land Use Map was created with recognition and deliberation of adjacent land uses, traffic conditions, zoning and a variety of other considerations. The following information provides additional guidance on the Zoning Ordinance-Comprehensive Plan relationship.



TOTAL SITE:

TOTAL AREA	TOTAL DEVELOPABLE AREA	% OF TOTAL SITE AREA
325± AC.	214.6± AC.	±66% OF TOTAL SITE AREA

15% MAXIMUM RETAIL/COMMERCIAL AND RESIDENTIAL: **32.19 AC. ±**

DEVELOPMENT TABULATION

AREA NUMBER	AREA DESIGNATION	PROPOSED USE	TOTAL AREA (AC.)	RPA BUFFER (AC.)	LANDSCAPE BUFFER (AC.)	DEVELOPABLE AREA (AC.)
1,2,5	F,G,H,I	INDUSTRIAL, WHOLESALE, WAREHOUSE, OFFICE, INSTITUTIONAL	±175	±40.8	±14.2	±133
1	FGHI		±76	±10.8	±8.6	±57.4
2	FGHI		±67	±16.5	±4.5	±58.4
5	FGHI		±32	±13.5	±1.1	±18.4
3	E,G,I,M	COMMERCIAL, OFFICE, INSTITUTIONAL, MIXED USE	±27 (MAX)	±0.0	±2.4	±24.6 (MAXIMUM OF 10 AC. OF RETAIL/COMMERCIAL USE)
4	C,D,F,G,H,I	RESIDENTIAL, WHOLESALE AND WAREHOUSE, OFFICE, INDUSTRIAL, INSTITUTIONAL	±51 (MAX)	±23.7	±3.7	±23.6**
6	C,D,G,H,I,M	RESIDENTIAL, OFFICE, INDUSTRIAL, INSTITUTIONAL, MIXED USE	±26 (MAX)	±4.5	±2.9	±18.6**
7	J	RECREATION AREAS	±34 (MAX)	±19.2	0.0	±14.8
RW			±12			
		TOTALS	±325	±88.2	±23.2	±214.6

**NOTE: A MAXIMUM OF 20.8 AC. SHALL BE DEVELOPED AS RESIDENTIAL

*DENSITY PER GROSS ACRE = DWELLING UNITS/ ACRE

DESIGNATED LAND USE KEY:
C: 3 STORY; UP TO 4 UNITS
D: +3 STORY; OVER 4 UNITS
E: COMMERCIAL USES
F: WHOLESALE AND WAREHOUSE USES
G: OFFICE USES
H: INDUSTRIAL
I: INSTITUTIONAL
J: AREAS OF COMMON OPEN SPACE, WITH RECREATION AREAS NOTED
M: STRUCTURES CONTAINING A MIXTURE OF USES
X: OTHER STRUCTURES, FACILITIES OR AMENITIES

Rev.	Date	Description	Reviewed By

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MASTER PLAN FOR
REZONING OF SOUTHERN
HAZELWOOD FARMS
JAMES CITY COUNTY VIRGINIA
STONEHOUSE DISTRICT

Project Contacts:	JAG
Project Number:	W10325-01
Scale: 1"=200'	Date: 01/XX/17

Sheet Title:
MASTER PLAN FOR REZONING

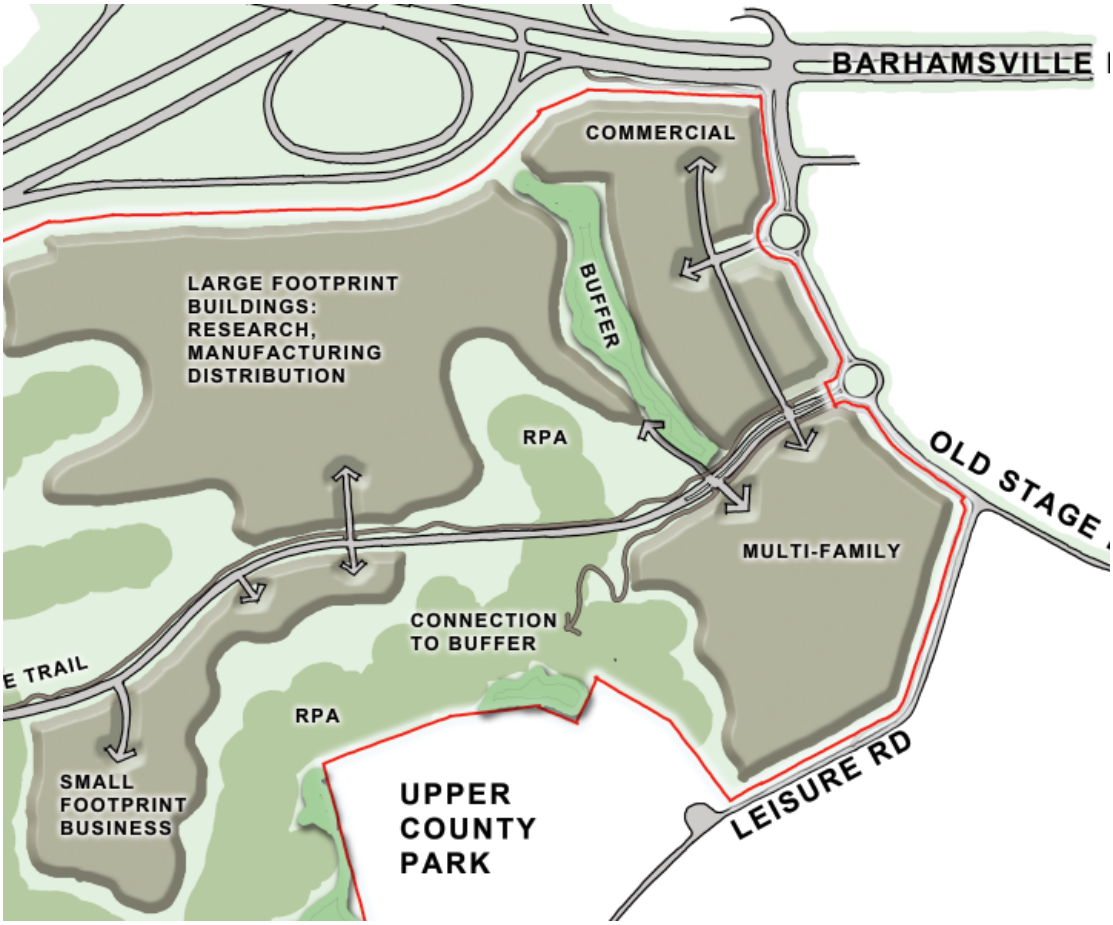
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Design Guidelines
for
StoneHouse Enterprise Centre

James City County, Virginia

Draft: October 28, 2018



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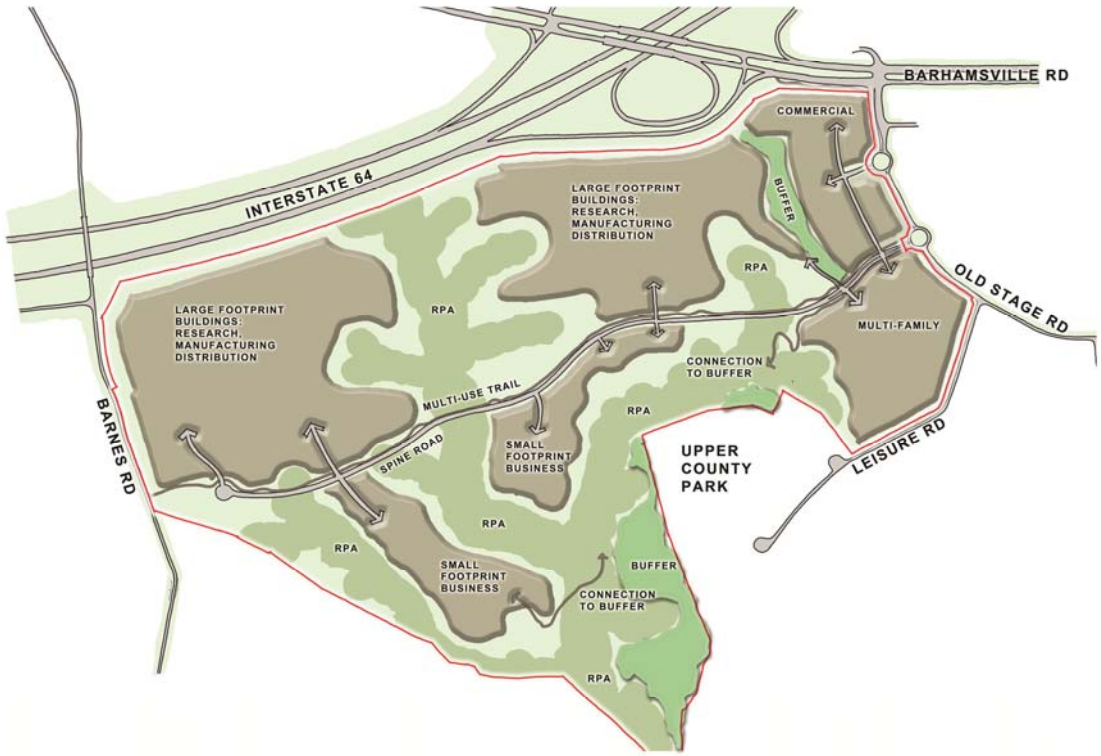
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Overview

The property is located in the Stonehouse district of James City County, Virginia, at the intersection of Interstate 64 and Barhamsville Road. It lies entirely to the west side of Barhamsville road and is subdivided by Interstate 64 into two major sections. These guidelines are concerned with the south section, heretofore referred to as the "Enterprise Centre."

The Enterprise Centre has easy access from the interstate for east-bound traffic and shares a major intersection with established off-interstate businesses (fast-food, fuel stations). It is bounded to its south and east by Old Stage Road, Leisure Road and the James City County Upper County Park. East of the intersection is the already master planned as the Stonehouse Industrial Park and other complementary zoned property. Thus the Enterprise Centre is proposed to be master planned as a mixed use development where a large portion is devoted to manufacturing and/or research facilities with large-footprint buildings and/or a single corporate office campus and/or warehousing & distribution centers. As transitional uses, portions of the Enterprise Centre will be devoted to commercial development (near the Barhamsville-Stage Road intersection) and multi-family (near Upper County Park).



Architecturally, the buildings on this parcel should read with a coherency, yet portray their distinct uses and invoke an appropriate sense of scale to their functions. Some buildings will be exceptionally large,

housing office, research, warehousing and/or manufacturing functions. Others will be of a residential character and scale, while others will require an automobile-friendly siting. These design guidelines are intended to promote standards of development for each of these functions such that all of the elements contribute to a coherent whole, without unduly burdening the large-footprint user with afunctional architectural embellishment.

These standards are intended to comply with the James City County Zoning Ordinance Division 17, "Economic Opportunity," generally, and sub-section 24-536.5, "Requirements for Improvements and Design," in particular. Wherein any discrepancies or ambiguities may occur, these guidelines shall not be interpreted to allow standards which are less restrictive than the Zoning Ordinance. These guidelines are also written to satisfy the conditions of Landscape Standards, in accordance with Section 24-98(3) of the Zoning Ordinance.

The Developer shall be responsible for administration of these Design Standards and shall engage a licensed Architect ("Review Architect") to interpret their application for all aspects of the project through a formal, documented review process. Selection of the Review Architect shall be at the sole discretion of the Developer. The responsibility for administration of the Design Standards may be assigned to another entity (such as a "property owners association") in the future, at the sole discretion of the Developer.

It is recognized by the Owner and agencies having jurisdiction that these guidelines are written with an overarching intent of establishing a standard of quality and consistency in the architecture and site development for the property. It is furthermore understood that actual development and detailed planning may occur in the less immediate future when real estate market trends, best practices of land planning and transportation technology have changed in ways that cannot be imagined or anticipated at this time. As such these guidelines may be re-visited in the future and may be appropriately amended to reflect such changes at the discretion of the developer, property owner or property owners association, with the review and approval of the James City County Planning Director.

Design submission procedures and forms shall be developed and formalized by the developer prior to submission to James City County for building permits or site plan approvals. At a minimum, those procedures shall include:

- Conceptual Review of proposed site development of a given parcel as well as any implied master plan adjustments.
- Conceptual Review of proposed exterior architectural development with rendered perspectives and/or elevations, consistent with footprints depicted on the site development plan and indicating grade adjustments with reasonable accuracy.
- Final building design and site plan submissions with proposed materials and colors at appropriate scale and detail.
- Final building material and color selections submitted and documented with samples of predominant materials
- Final landscape and hardscape selections submitted and documented with photographs of key elements, such as street furnishing (e.g. bike racks, street light posts, trash receptacles, benches, etc…)

General Description

The Enterprise Centre is a mixed use of residential, retail and business with an emphasis on large-footprint users for research, manufacturing and/or warehousing. This parcel location is ideal for arrival from the interstate by automobile. Thus, a portion of the site is to be organized to orient toward the traveler. It is also convenient for access to Hampton Roads, Richmond and technology rich areas to the north, west and south. Therefore the bulk of the site is organized around a generous spine road accessing the large-footprint building sites. Since much of the site is adjacent to James City County Upper County Park, a family friendly municipal facility, a portion is to be devoted to multi-family development. The combination of these uses creates a complete environment in which to live, work and play in a walk-able community.

The Enterprise Centre parcel is naturally subdivided by a small amount of environmentally sensitive wetlands. Buffers are to be utilized to both protect these areas and feature them for pedestrians, bikers and vehicles.

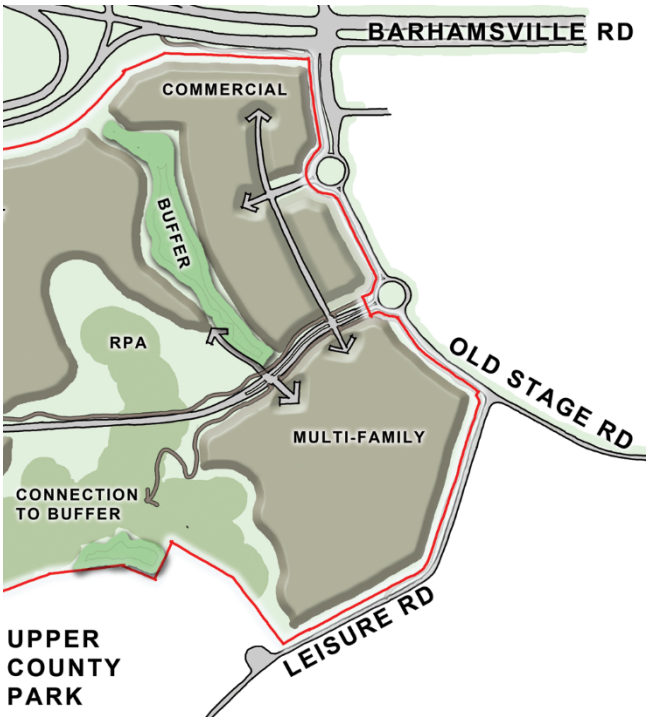
Vehicular Access and Pedestrian Circulation

The parcel is organized around a "spine road" that terminates at Old Stage Road. This main spine road will provide a safe and park-like entrance into and through the development, channeling both auto and truck/delivery vehicles to the large-user sites. A physically separated multi-use path is to be planned to provide both residents and workers a connection to the outdoors.



The spine road is to be designed and developed as a park-like boulevard that provides a safe and pleasant drive as a common experience connecting all of the parcels of the Enterprise Centre. The initial portion of the drive, extending from Old Stage Road, should have a landscaped median where separating the multi-family from commercial areas. Beyond this point, at least one side should be tree-lined separating vehicular traffic from a minimum 8'-0" to 10'-0" wide multi-use trail. Both sides should be neatly landscaped to the extent of active development.

The parcels fronting on Old Stage Road will be developed in a traditional planning pattern that allows for convenient access by automobile to and from the interstate. The portion closest to Barhamsville Road will be developed commercially, extending the existing commercial development pattern along Barhamsville Road. The portion furthest from Barhamsville Road will be developed as multi-family apartments or townhomes. Detailed development of this area will entail strong pedestrian/cycling connections to the spine road, the commercial area, Barhamsville Road, and Upper County Park.



The remaining portions of the site are interwoven with ravines and some wetlands. Development will work within grade limitations to the greatest extent practical, consistent with the property usage. Pedestrian connections through wetlands to areas contiguous with Upper County Park should be considered, providing both an effective buffer between the park and Enterprise Centre as well as a nature-rich amenity for both residents and workers.

A sidewalk system is to be constructed along Old Stage Road to connect the multi-family development to both the commercial parcel, the spine road, and Upper County Park.

Parking

Parking is to be arranged so as to maintain a park-like setting for the spine road with a comfortable degree of screening and, simultaneously, adequate view lines for a high degree of safety.

1. Parking for the multi-family parcel shall be distributed so as to be convenient to the living units and identifiable as private.
2. Parking for the commercial parcel shall be arranged in an easily navigable shared parking court, accessible to all of the the buildings along Old Stage and Barhamsville Roads. Additional small parking enclaves between commercial/retail buildings are also acceptable and may be integrated with drive-through window functions at the buildings.



3. Parking for the large-user sites is to be distributed to the degree practical, but always well screened from the spine road and Interstate. Special attention should be paid to “way-finding” signage and

security controls to enable visitors to find public entrances at large facilities. Security Gates must be located a minimum of 100' from the spine road.

4. Parking for any small-user sites that may be accessed from the spine road must similarly provide effective screening. Security Gates are not allowed except on a case-by-case basis, based upon adequate analysis showing back-up onto the spine road will not occur.
5. Landscaping within these parking enclaves shall be minimized in favor of more effective landscaping at their perimeter for screening. Parking capacity shall be provided in accordance with the James City County Zoning Ordinance, the location and number to be confirmed as a part of the final site plan development.

Building Pattern and Form

General

There are four general categories that each building project will fall into:

1. Large-footprint (research, manufacturing, warehouse, etc…)
2. Small-footprint/Business Support (small offices, small storage, etc…)
3. Commercial/Retail Buildings
4. Multi-family Buildings

To promote an architectural consistency within the Enterprise Centre it is anticipated that all of the buildings will be designed with a contemporary architectural character, utilizing more commercial-like materials and fenestration. However, within that contemporary vocabulary, buildings are expected to strive to be responsive to a human pedestrian scale. Strategies for doing so will vary, depending on the building use. Thus, each category will be taken in turn:

Large-footprint Buildings

1. Large-footprint buildings are generally anticipated to be single-user buildings which are to have a large, industrial size. Simple, unadorned building massing is anticipated. However, user entrances, exits and loading docks represent opportunities for architectural development to address the human scale. While the unadorned mass of the building should be a dark tone and of a color hew that allows it to blend into the tree canopies, openings in the building should be an opportunity to interrupt that pattern, catching the eye with colorful or transparent elements that recede into or project from the main building envelope. Common considerations in the design of these elements include:

    1.1. The main public/visitor entrance should be more predominant than other more utilitarian or employee oriented entrances.
    1.2. While well-proportioned to the mass of the building, they should also be well proportioned to the pedestrian. Devices for accomplishing this may include canopies for rain protection, bris-soleil or trellis for sun protection and seat-walls or planters to guide pedestrian circulation to the appropriate arrival point.

1.3. Architectural styling of these elements should relate and/or respond to the predominant materials in the rest of the building. Thus it is anticipated they may be "industrial," "international/modern," "post-modern" or other more contemporary style in character. Historic and Classical Revival elements (such as a Greek Temple-front) are discouraged whereas a contemporary interpretation (e.g. of a classical portico) would be.



2. Edge Definition and Screening

2.1. Fences and walls shall be used for screening mechanical and utility systems in areas adjacent to public parking, public right-of way and/or facing the spine road architecturally consistent with the building designs. Walls are to be made of industrial or commercial quality materials found in the main building (such as concrete or metal panels). Landscaping may be used in conjunction with fences and walls to better define edges or screen views and activities.



3. Building Materials - General

3.1. Building walls: brick, metal panels, clad wood, wood clapboard, wood board and batten, and fiber cement siding. Stucco (including EIFS) may be used in limited amounts at key features. In no case may the portion of stucco exceed 20% of a façade.
3.2. Arcades and colonnades: brick, stucco, wood, poly-stone, fiberglass, structural steel (painted), and structural aluminum.
3.3. Porticos, porches and columns: painted wood, cellular pvc, painted metal, poly-stone, fiberglass, structural steel (painted), and structural aluminum.
3.4. Posts, spindles, balusters: pained wood, cellular pvc, painted metal, poly-stone, fiberglass, structural steel (painted), and structural aluminum.
3.5. Stoops, plazas, decks and exterior stairs: brick, concrete, stamped concrete
3.6. Awnings, bris soleils and canopies: canvas-covered metal, structural steel (painted), and structural aluminum

4. Roofs

4.1. Recommended Materials

4.1.1. Visible, Sloped Roofs: Wood shingles, metal panel, slate, synthetic slate, architectural grade asphalt or fiberglass shingle.

4.1.2. Live Roofs: Live roofs are permissible, to be approved on a case-by-case basis and should be integral to the architectural character of the entire building or concealed from view by parapets

4.1.3. Gutters and downspouts: galvanized aluminum, painted metal, copper

4.1.4. Exposed Flashing: copper, lead coated copper, galvanized aluminum

4.2. Roof Shapes

4.2.1. Large-footprint buildings are expected to have simple, economic overall building mass and roof forms with shallow slopes and/or parapets. However, some variation, especially at entrances and loading docks should be utilized to create interest, balance and visual cues for wayfinding. See "commercial/retail buildings" below for general guidance with respect to roof forms at these locations.

4.3. Fenestration

4.3.1. Windows, doors, louvers, etc… are opportunities to not only punctuate the façade, but establish rhythm, balance and organization to the building. It is anticipated that all fenestration will be steel or aluminum storefront or curtainwall, although use of other materials at the entrance elements of buildings will be allowed, if consistent with the design concept. See "commercial/retail buildings" below for guidance.

4.3.2. Note that metal panel siding color and transparency can also be thought of as elements of fenestration. For example, reducing the scale of a façade can be accomplished by horizontal bands of color depth along a façade.



Small-Footprint Business/Support Buildings

1. Small Footprint Business/Support buildings are generally anticipated to be multi-tenant office or warehousing buildings in support of or in proximity to the large-footprint users. Unlike the large-footprint buildings, they are anticipated to have more active facades and building massing. Simple, unadorned building massing is not acceptable.

1.1. They should be designed to be seen from the spine road.

1.2. Each building shall also a sidewalk connection to the spine road and/or the multi-use trail adjacent to the spine road.

1.3. Architecturally, they should relate to the large-footprint users, incorporating the use of more commercial grade materials and contemporary styling.



1.4. The height of each building shall be limited by code and zoning ordinance as well as specific tenant requirements. Mechanical equipment shall be screened from view utilizing roof-top equipment or, if ground mounted, fencing and/or landscaping. Tenant entrance elements should exceed the height of the main building form.

2. Edge Definition and Screening

2.1. Fences and walls shall be architecturally consistent with the building designs. Walls are to be made of a combination of materials, including concrete, brick, decorative cmu, siding, stone, and to a limited extent, stucco. Fences and privacy screens are to be made of wood pickets, pvc lumber, wrought iron, vinyl board on board fencing, or painted metal. Chain link fences are not permitted unless screened with landscaping. Landscaping may be used in conjunction with fences and walls to better define edges or screen views and activities.



3. Scale and Articulation

3.1. Scale is the relationship in size between buildings and the human form. Articulation is the way in which architectural elements are used to reduce the scale of the masses that compose the building form. Buildings shall be designed to appear smaller through the articulation of the overall massing and organizing it as a collection of smaller component masses. The use of architectural elements such as bays, balconies, porches, loggias and arcades add interest to building facades and aid in relating the scale of any building to human dimensions. Roofs may be articulated through the use of dormers, lanterns, monitors, widow's watches and other roof¬top elements. Each of these devices adds character and interest to the buildings of the development which, in turn, reinforces the village character intended by these guidelines.

3.2. There shall be an adequate variety of architectural elements along all facades to distinguish individual tenants while remaining stylistically consistent within the entire development.

4. Building Elements

4.1. Building Materials - General

4.1.1. Building walls: brick, concrete, metal panel, clad wood, wood shingle, wood clapboard, wood board and batten, and fiber cement siding. Stucco and/or EIFS is allowable on a limited basis only (less than 20% of a given façade)

4.1.2. Exposed Foundation Walls: Brick or brick facing, or stucco finished poured concrete or concrete block.

4.1.3. Materials shall transition and terminate appropriately. If a material transition is desired, such transition shall occur at interior corners, not outside corners. Materials shall be utilized to express component massing and shall not be treated as surface decoration. No more than two wall materials may occur on any individual building.

4.1.4. Arcades and colonnades: brick, stucco, wood, poly-stone, fiberglass, structural steel (painted), and structural aluminum.

4.1.5. Porches, columns: painted wood, cellular pvc, painted metal, poly-stone, fiberglass, structural steel (painted), and structural aluminum.

4.1.6. Posts, spindles, balusters: pained wood, cellular pvc, painted metal, poly-stone, fiberglass

4.1.7. Stoops, exterior stairs: brick, wood, or steel

4.1.8. Decks: steel, concrete, wood, composite lumber, or high quality synthetic wood decking

4.1.9. Awning and canopies: canvas-covered metal or wood structure, structural steel (painted), and structural aluminum.

4.2. Roofs

4.2.1. Recommended Materials

5. Roofs: Metal Panel Wood shingles, galvanized or painted metal seamed, copper, lead-coated copper, slate, synthetic slate, architectural grade asphalt or fiberglass shingle.

6. Live Roofs: Live roofs are permissible, to be approved on a case-by-case basis and should be integral to the architectural character of the entire building or screened by parapet.

7. Gutters and downspouts: galvanized aluminum, painted metal, copper

8. Exposed Flashing: copper, lead coated copper, galvanized aluminum

4.2.2. Roof Shapes

- Buildings shall have a varied character of industrial and traditionally shaped roofs.
- Principal Roofs: Gabled, hipped, hipped gables, gabled hips or gambrel in a symmetrical fashion with a slope of 6:12 to 12:12. Alternatively, the principal roof may be lower slope or low-sloped and parapetted, if it is interrupted with secondary elements, similar to the large-footprint buildings.
- Parapets: Horizontal
- Dormers: Shed, Pitched or eyebrow
- Special roof-top elements: Symmetrically situated or aligned with the rhythm of structural bays and fenestration.
- Roof-top mechanical enclosures: Concealed from view by sloped roofs of the character described above.

4.3. Fenestration

4.3.1. Windows: steel or aluminum storefront, wood, painted metal, vinyl, metal clad wood

4.3.2. Bay windows: wood, metal clad wood, painted metal, with metal tops

4.3.3. Doors: painted wood, metal clad wood, painted metal, fiberglass resin

4.3.4. Garage doors: metal roll up, painted wood, metal with incorporated glazing, clad wood

4.3.5. Shutters: wood, fiberglass resin

4.3.6. Security doors and grilles: metal

Commercial/Retail Buildings

1. Commercial/Retail buildings are generally anticipated to be single-user buildings which are to have a village or small-urban scale. Simple, unadorned building massing is not acceptable.

1.1. They should be predominantly slope-roofed and designed to be seen from all four sides.
1.2. Where drive-through windows are incorporated, they should be located on the side of the building facing the public right-of-way.
1.3. Generally, it is anticipated the main entrance for each building will face the shared parking court. However, if the main entrance to the building faces to a side parking area, a well landscaped, prominent sidewalk should connect that entrance to the shared parking field.
1.4. Each commercial/retail building shall also have a sidewalk connection to a common sidewalk to be constructed along Old Stage Road.
1.5. Architecturally, they should relate to the hardscape and landscaping of the multi-family development and spine road. While reference to corporate chain architecture is not prohibited, it must be customized to appear as part of a consistent development theme.



2. The height of each building shall be limited by code and zoning ordinance as well as specific tenant requirements. Mechanical equipment shall be screened from view utilizing roof-top equipment or, if ground mounted, fencing and/or landscaping. Tenant entrance elements should exceed the height of the main building form.

3. Edge Definition and Screening

3.1. Fences and walls shall be architecturally consistent with the building designs. Walls are to be made of a combination of materials, including brick, decorative cmu, siding, stone, and to a limited extent, stucco. Fences and privacy screens are to be made of wood pickets, pvc lumber, wrought iron, vinyl board on board fencing, or painted metal. Chain link fences are not permitted. Landscaping may be used in conjunction with fences and walls to better define edges or screen views and activities.



4. Scale and Articulation

4.1. Scale is the relationship in size between buildings and the human form. Articulation is the way in which architectural elements are used to reduce the scale of the masses that compose the building form. Buildings shall be designed to appear smaller through the articulation of the overall massing and organizing it as a collection of smaller component masses. The use of architectural elements such as bays, balconies, porches, loggias and arcades add interest to building facades and aid in relating the scale of any building to human dimensions. Roofs may be articulated through the use of dormers, lanterns, monitors, widow's watches and other roof¬top elements. Each of these devices adds character and interest to the buildings of the development which, in turn, reinforces the village character intended by these guidelines.





4.2. There shall be an adequate variety of architectural elements along all facades to distinguish individual shops while remaining stylistically consistent within the entire development.

5. Building Elements

5.1. Building Materials - General

5.1.1. Building walls: brick, stucco, clad wood, wood shingle, wood clapboard, wood board and batten, and fiber cement siding.

5.1.2. Exposed Foundation Walls: Brick or brick facing, or stucco finished poured concrete or concrete block.

5.1.3. Materials shall transition and terminate appropriately. If a material transition is desired, such transition shall occur at interior corners, not outside corners. Materials shall be utilized to express component massing and shall not be treated as surface decoration. No more than two wall materials may occur on any individual building.

5.1.4. Chimneys: brick, stucco, or tabby (coastal concrete)

5.1.5. Arcades and colonnades: brick, stucco, wood, poly-stone, fiberglass

5.1.6. Porches, columns: painted wood, cellular pvc, painted metal, poly-stone, fiberglass

5.1.7. Posts, spindles, balusters: pained wood, cellular pvc, painted metal, poly-stone, fiberglass

5.1.8. Stoops, exterior stairs: brick, wood, or steel

5.1.9. Decks: wood, concrete, composite lumber, or high quality synthetic wood decking
5.1.10. Awning and canopies: canvas-covered metal or wood structure

5.2. Roofs

5.2.1. Recommended Materials

9. Roofs: Wood shingles, galvanized or painted metal seamed, copper, lead-coated copper, slate, synthetic slate, architectural grade asphalt or fiberglass shingle.
10. Live Roofs: Live roofs are permissible, to be approved on a case-by-case basis and should be integral to the architectural character of the entire building.
11. Gutters and downspouts: galvanized aluminum, painted metal, copper
12. Flashing: copper, lead coated copper, galvanized aluminum

5.2.2. Roof Shapes

- Buildings shall have a varied character of traditionally shaped roofs.
- Principal Roofs: Gabled, hipped, hipped gables, gabled hips or gambrel in a symmetrical fashion with a slope of 6:12 to 12:12.
- Secondary Roofs: Shed with minimum slope of 2:12.
- Flat Roofs: Permitted as a primary roof when interrupted with other sloped or parapeted roof elements. Permitted as a secondary roof when in the form of a special rooftop element or tower. Flat roofs generally are to have parapets, balustrades or railings.
- Parapets: Horizontal
- Dormers: Shed, Pitched or eyebrow
- Special roof-top elements: Symmetrically situated or aligned with the rhythm of structural bays and fenestration.
- Roof-top mechanical enclosures: Concealed from view by sloped roofs of the character described above.

5.3. Fenestration

5.3.1. Recommended Materials

- Windows: wood, painted metal, vinyl, metal clad wood
- Bay windows: wood, metal clad wood, painted metal, with metal tops
- Doors: painted wood, metal clad wood, painted metal, fiberglass resin
- Garage doors: painted wood, metal with incorporated glazing, clad wood
- Shutters: wood, fiberglass resin
- Security doors and grilles: metal

5.3.2. Configuration

- Windows: Rectangular with a minimum proportion of 1.5 vertical to 1 horizontal.
- Bay windows: rectangular or chamfered.
- Doors: rectangular with rectangular transoms, if used. Glazing within doors shall be consistent with window glazing.

- Garage doors: 16’ max. in width, articulated to appear as multiple doors where possible.
- Shutters: Operable or given the convincing appearance of being operable and sized to fully cover the opening.
- Security doors and grilles: metal
- Service Doors (rear facade only): Overhead coiling metal or folding metal.

Multi-Family Buildings

1. Multi-family buildings are generally anticipated to be either townhouse, rowhouse or multi-story flats. They are to have a contemporary small-urban scale. Simple, unadorned building massing is not acceptable. They should have a domestic character and designed to be seen from all four sides.

2. Mechanical equipment shall be screened from view utilizing roof-top equipment or, if ground mounted, fencing and/or landscaping. Tenant entrance elements should be prominent and scaled to the human form.

3. Support buildings and amenities shall have a public scale, but maintain a consistency of architectural detailing with the living unit building(s).

4. Edge Definition and Screening

4.1. Fences and walls shall be architecturally consistent with the building designs. Walls are to be made of a combination of materials, including brick, decorative cmu, siding, stone, and to a limited extent, stucco. Fences and privacy screens are to be made of wood pickets, pvc lumber, wrought iron, vinyl board on board fencing, or painted metal. Chain link fences are not permitted. Landscaping may be used in conjunction with fences and walls to better define edges or screen views and activities.



5. Scale and Articulation

5.1. Scale is the relationship in size between buildings and the human form. Articulation is the way in which architectural elements are used to reduce the scale of the masses that compose the building form. Buildings shall be designed to appear smaller through the articulation of the overall massing and organizing it as a collection of smaller component masses. The use of architectural elements such as bays, balconies, porches, loggias and arcades add interest to building facades and aid in relating the scale of any building to human dimensions. Roofs may be articulated through the use of dormers, lanterns, monitors, widow’s watches and other roof¬top elements. Each of these devices adds character and interest to the



buildings of the development which, in turn, reinforces the village character intended by these guidelines.

5.2. There shall be an adequate variety of architectural elements along all facades to distinguish individual units while remaining stylistically consistent within the entire development.

6. Building Elements

6.1. Building Materials - General

6.1.1. Building walls: metal panel, brick, stucco (EIFS), clad wood, wood shingle, wood clapboard, wood board and batten, and fiber cement siding.

6.1.2. Exposed Foundation Walls: Brick or brick facing, or stucco finished poured concrete or concrete block.

6.1.3. Materials shall transition and terminate appropriately. If a material transition is desired, such transition shall occur at interior corners, not outside corners. Materials shall be utilized to express component massing and shall not be treated as surface decoration. No more than two wall materials may occur on any individual building.

6.1.4. Chimneys: brick, stucco, or tabby (coastal concrete)

6.1.5. Arcades and colonnades: brick, stucco, wood, poly-stone, fiberglass, painted structural steel and structural aluminum

6.1.6. Porticos, porches, columns: painted wood, cellular pvc, painted metal, poly-stone, fiberglass, painted structural steel and structural aluminum

6.1.7. Posts, spindles, balusters: pained wood, cellular pvc, painted metal, poly-stone, fiberglass, , painted structural steel and structural aluminum

6.1.8. Stoops, exterior stairs: brick, wood, or steel

6.1.9. Decks: wood, concrete, composite lumber, or high quality synthetic wood decking, concrete, steel

6.1.10. Awning and canopies: canvas-covered metal or wood structure, painted structural steel and structural aluminum

6.2. Roofs

6.2.1. Recommended Materials

- Roofs: Wood shingles, galvanized or painted metal seamed, copper, lead-coated copper, slate, synthetic slate, architectural grade asphalt or fiberglass shingle.
- Live Roofs: Live roofs are permissible, to be approved on a case-by-case basis and should be integral to the architectural character of the entire building.
- Gutters and downspouts: galvanized aluminum, painted metal, copper
- Flashing: copper, lead coated copper, galvanized aluminum

6.2.2. Roof Shapes

- Buildings shall have a varied character of traditionally shaped roofs.
- Principal Roofs: Gabled, hipped, hipped gables, gabled hips or gambrel in a symmetrical fashion with a slope of 6:12 to 12:12.
- Secondary Roofs: Shed with minimum slope of 2:12.

- Flat Roofs: Permitted as a primary roof when interrupted with other sloped or parapeted roof elements. Permitted as a secondary roof when in the form of a special rooftop element or tower. Flat roofs generally are to have parapets, balustrades or railings.
- Parapets: Horizontal
- Dormers: Shed, Pitched or eyebrow
- Special roof-top elements: Symmetrically situated or aligned with the rhythm of structural bays and fenestration.
- Roof-top mechanical enclosures: Concealed from view by sloped roofs of the character described above.

6.3. Fenestration

6.3.1. Recommended Materials

- Windows: wood, painted metal, aluminum, vinyl, metal clad wood
- Bay windows: wood, painted metal, aluminum, metal clad wood, painted metal, with metal tops
- Doors: painted wood, metal clad wood, painted metal, fiberglass resin
- Garage doors: painted wood, metal with incorporated glazing, clad wood
- Shutters: wood, fiberglass resin
- Security doors and grilles: metal

6.3.2. Configuration

- Windows: Rectangular with a minimum proportion of 1.5 vertical to 1 horizontal.
- Bay windows: rectangular or chamfered.
- Doors: rectangular with rectangular transoms, if used. Glazing within doors shall be consistent with window glazing.
- Garage doors: 16’ max. in width, articulated to appear as multiple doors where possible.
- Shutters: Operable or given the convincing appearance of being operable and sized to fully cover the opening.
- Security doors and grilles: metal
- Service Doors (rear facade only): Overhead coiling metal or folding metal.

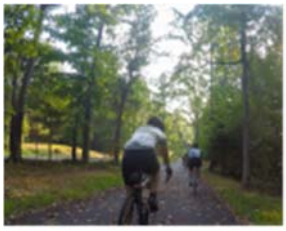
Landscape and Open Space Standards

General Requirements

Landscaped open spaces, parking areas and pedestrian ways shall have emphasis placed on their edges either with buildings or plantings to create the effect of "outdoor rooms." Walk-ways adjacent to buildings shall reinforce the sense of a public street. Walk-ways adjacent to open spaces shall be lined with trees to reinforce the edge of the open space.

The following apply generally to all areas, except where specifically identified.

Open Spaces and Pedestrian Ways



Pedestrian ways are to be planted with trees spaced a maximum of 40' o.c. Shade/Canopy type trees are the preferred tree type for all formal open spaces; ornamental trees may be used to emphasize special open spaces and pedestrian ways. In all cases, species and planting sizes are to be selected to be in keeping with the scale of the space in which they will reside. Street-lights shall be provided in public ways and along the muli-use trail and sidewalk system and shall be spaced so-as not to conflict with tree plantings and be of a pedestrian scale and design, a maximum of 16' in height.

Parking Areas

1. Parking shall be arranged in simple, rational parking enclaves.
2. Landscaping within parking enclaves shall be minimized in favor of more effective landscaping at their perimeter for screening.
3. Parking layout is to be simple and logical. Fencing and landscape screening is to be utilized to effectively screen parking areas from adjacent properties, public right-of-ways and the spine road. Lighting in parking areas shall be taller than the pedestrian oriented fixtures, providing a reasonable degree of ambient lighting for public safety.



4. Parking layout for large users (such as warehouses, manufacturing facilities, distribution centers, etc..) should be organized for functional efficiency of the large vehicles or large number of vehicles they may have to accommodate. Consideration should be given for separate visitor parking and effective natural screening of loading dock and employee parking areas.

Signage



1. Signs are to be submitted as part of building design and park design submissions.
2. Monument signs are encouraged. Pedestrian oriented, architecturally detailed signs are also encouraged. Similarly detailed wall-mounted blade signs are encouraged. Simple pole-mounted signs are prohibited.



3. Building face signs must be coordinated with the architectural design of the building and sized to fit naturally into a sign band or other location anticipated in the building design. Roof mounted signs are prohibited.
4. Where allowed by ordinance, a secondary building face sign facing a public street is allowed, but must be sized and designed to coordinate with the building architecture.
5. Large single users (such as warehouses, manufacturing facilities, distribution centers, etc..) are encouraged to size building face signage appropriate to the distance at which they will be viewed, consistent with the James City County sign ordinance, designed tastefully as an architectural element in and of itself.
6. Large single users and the multifamily developer are encouraged to provide directional signage for both vehicular and pedestrian way-finding. Such signage may include logos and should be in keeping with the particular developer's architectural theme.
7. All signs must conform with the James City County sign ordinances and be approved by James City County subsequent to approval by the developer.



8. It is anticipated there will be significant entrance elements with tasteful monument signage at the two entrances to the property. These design elements may but need not relate to the Village entrance element, but should be consistent with each other in material and character. Monument signs shall comply with the James City County zoning ordinance, should identify the development, and may include names of major businesses within.