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July 20, 2006

Mr. John T.P. Horne
Development Manager
James City County
101-A Mounts Bay Road
Williamsburg, Virginia 23187

**RE: Request for Reduced Street Widths (Z-02-06/MP-03-06/SUP-19-06, Mason Park)
AES Project No. 9676-01**

Dear Mr. Horne:

In accordance with James City County's Reduced Street Widths Policy, and on behalf of our client HHHunt-Hampton Roads LLC, we request staff and Board of Supervisors support for reducing street widths within the proposed Mason Park subdivision from the normal 28' (curb to curb) to 22' (curb to curb), with an associated reduction in the right-of-way from 50' to 40'. A copy of the illustrative plan is attached for reference. We propose to address the eight requirements (shown in italics) of the Reduced Street Widths Policy Resolution as follows:

- 1) *At least one fire hydrant shall be provided every 400 feet on the road(s) subject to the reduced widths. No proposed road segments exceed 400' in length and a single fire hydrant located at the internal intersection provides coverage for all road segments.*
- 2) *For each lot which fronts on a road subject to reduced widths, the developer shall submit a letter stating that a minimum of three off-street parking spaces, exclusive of any garage or similar car shelter facility, shall be provided. A note to this effect shall be added to both the construction plans and record plat for the subdivision. All lots within the proposed subdivision front on reduced width streets and, as shown on the attached exhibit, provide off-street parking pad and driveway spaces sufficient to accommodate at least three vehicles. The requirement for construction plan and plat notes is acknowledged.*
- 3) *Front setbacks for all lots which front on a road subject to reduced widths shall increase to a minimum of 40 feet from the road right-of-way. However, this requirement shall not apply when design covenants, which are acceptable to the Director of Planning, indicating how the requirements of No.2 above will be met are recorded prior to, or concurrent with the final subdivision plat. However in no case shall the front setback be less than that required by the zoning ordinance. Design covenants will be provided prior to, or concurrent with the final subdivision plat.*

- 4) *The developer shall post signs in accordance with VDOT policy assuring that no on-street parking shall be allowed on the road(s) subject to reduced widths. **Required signs will be posted.***
- 5) *Roll top curb shall be used on all roads subject to reduced widths. **Roll top curb will be utilized.***
- 6) *A minimum three-foot sidewalk shall be provided on at least one side of all subdivision roads subject to reduced widths. **Sidewalks will be provided on one side of reduced width streets.***
- 7) *For each road where reduced widths are approved, trees shall be planted in accordance with the Streetscape Guideline Policy, as adopted by the Board of Supervisors. **Trees will be planted to meet or exceed guidelines.***
- 8) *No tree may be planted closer than 15 feet to the edge of pavement within 80 feet of any intersection on all roads with reduced widths. A note to this effect, combined with appropriate graphic delineations, shall be added to the record plat. **Request the Board of Supervisors exempt Mason Park from this requirement. From a public safety standpoint, our computer analysis shows sufficient pavement available at the intersection to support single movement turning of vehicles up to 45 feet in length. Minimum sight distance at the anticipated 20 mph speed limit is only 200' and can be achieved without the 15 foot clear zone (see attached exhibit). However well intentioned, we believe this requirement results in an unnecessary widening of the landscape at the intersection, creating an aesthetic discord in the normal rhythm of streetscape planting and defeating the purpose of reduced setbacks permitted under the cluster overlay.***

We hope staff and members of the Board of Supervisors will support this request and solicit VDOT approval. If you have any questions or concerns, feel free to contact me at any time.

Sincerely,

AES Consulting Engineers



Theodore R. Calver, LA, ASLA
Landscape Architect/Senior Planner

Attachments:

- 1-Sight Distance and Parking Exhibit
- 2-Vehicle Turning Exhibit