A G E N D A
JAMES CITY COUNTY BOARD OF SUPERVISORS
WORK SESSION
County Government Center Board Room
101 Mounts Bay Road, Williamsburg, VA 23185
January 27, 2015
4:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. BOARD DISCUSSIONS

1. Joint Board of Supervisors and Planning Commission Work Session – Update on the 2009 Comprehensive Plan Review, Toward 2035: Leading the Way

D. CLOSED SESSION

E. ADJOURNMENT

1. **Adjourn until Regular Meeting at 6:30 p.m.**

AGENDA ITEM NO. C.1.

ITEM SUMMARY

DATE:	1/27/2015
TO:	The Board of Supervisors; Planning Commission
FROM:	Tammy M. Rosario, Prinicipal Planner; Paul D. Holt, Director of Planning
SUBJECT:	Joint Board of Supervisors and Planning Commission Work Session – Update on the 2009 Comprehensive Plan Review, Toward 2035: Leading the Way

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Joint Board of Supervisors and Planning Commission Work Session – Update on the 2009 Comprehensive Plan Review, Toward 2035: Leading the Way

ATTACHMENTS:

Description	Type
Memo	Cover Memo
Attachment 2	Exhibit
Attachment 3A_LU-0001-2014	Backup Material
Attachment 3B_LU-0002-2014	Backup Material
Attachment 3C_LU-0003-2014	Backup Material
Attachment 3D_LU-0004-2014	Backup Material
Attachment 3E_LU-0005-2014	Backup Material
Attachment 3F_LU-0006-2014	Backup Material
Attachment 3G_LU-0007-2014	Backup Material
Attachment 3H_LU-0009-2014	Backup Material
Attachment 3I_0010-2014	Backup Material
Attachment 3J_0011-2014	Backup Material

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	1/13/2015 - 4:00 PM
Board Secretary	Kinsman, Adam	Approved	1/15/2015 - 11:29 AM
Board Secretary	Fellows, Teresa	Approved	1/15/2015 - 12:04 PM
Publication Management	Colonna, Tina	Approved	1/15/2015 - 1:32 PM
Board Secretary	Fellows, Teresa	Approved	1/15/2015 - 1:44 PM
Board Secretary	Kinsman, Adam	Approved	1/20/2015 - 9:46 AM
Board Secretary	Fellows, Teresa	Approved	1/20/2015 - 11:43 AM

WORK SESSION

M E M O R A N D U M

DATE: January 27, 2015

TO: The Board of Supervisors
Planning Commission

FROM: Tammy Mayer Rosario, Principal Planner
Paul D. Holt, Director of Planning

SUBJECT: Joint Board of Supervisors and Planning Commission Work Session – Update on the 2009 Comprehensive Plan Review, *Toward 2035: Leading the Way*

In accordance with the methodology for the streamlined 2009 Comprehensive Plan review, *Toward 2035: Leading the Way,* four joint work sessions are planned at the following milestone points in the Plan's development to allow for discussion between the Planning Commission and the Board of Supervisors on the progress thus far and direction moving forward.

October 28, 2014	Planning Commission Work Group's (PCWG) Stage I review of the Comprehensive Plan revised text and goals, strategies, and actions (GSAs)
January 27, 2015	PCWG's Stage I review of the Transportation text and GSAs and Stage II review and recommendations on proposed changes to the Land Use Map
March 24, 2015	Stage III finalization of revisions to the draft Comprehensive Plan and Land Use Map
June 24, 2015	Planning Commission's consideration and recommendation of the plan to the Board of Supervisors for adoption in July/August

To facilitate the discussion, a brief summary of the PCWG's activities from November through January is provided below. Attachments and links with more detailed information are also provided for additional information.

Transportation

Links to the 2035 Comprehensive Plan Transportation section text and related materials which were considered by the PCWG are included at the end of this memorandum.

Summary of Changes:
The Transportation section was one of three sections to be considered as an area of focus for this Comprehensive Plan update. The section benefitted from new citizen input gathered through the Virginia Tech Citizen Survey, as well as the Community Workshops, Community Participation Team Forums, and other formats, and that has been reflected in the updated language. Staff also worked with partner agencies such as Williamsburg Area Transit Authority (WATA), Virginia Department of Transportation (VDOT) and Hampton Roads Transportation Planning Organization (HRTPO) to update portions of the text. Information from the 2012 James City County/Williamsburg/York County Transportation Study was integrated into the section and included as a formal appendix.

In addition to making changes throughout the document to reflect current VDOT code requirements, policies and terminology, staff added local examples to the Consideration of Transportation Issues section to illustrate various concepts. Information pertaining to the new transportation funding bill was added, and maps regarding functional classification, current and future levels of service, and current projects were updated or added. In

the Roadway Components section, staff updated facts and figures, blended in the HRTPO 2034 traffic projections, and used both the URS and HRTPO models to analyze where improvements would be needed. The Corridor Visions section was heavily edited to reflect current projects, the new analysis of where improvements are currently or projected to be needed, and the overall funding picture for improvements. In the Non-Roadway Components section, staff referenced the recently adopted bikeways and pedestrian plans and proposed a few revisions to recommended pedestrian facilities. WATA provided updated information for its section and staff pulled information from HRTPO and VDOT regarding new studies for Park and Ride facilities (replacing the TRAFFIX section) and rail service.

Changes to the GSAs included adding an action to prioritize roadway improvement projects. Citizen commentary received during the Comprehensive Plan update process would be used as a factor in the prioritization of all projects. Another action was added to determine guiding principles for access management and better utilize these principals in development case review and transportation projects. An action that references the Long-Range Public Transportation Plan was eliminated as it is incorporated into the regular Long-Range Transportation Plan and funding processes and actions calling for updating the bicycle and pedestrian plans were eliminated as these activities have already occurred.

Because this section is subject to VDOT review per the Code of Virginia, staff will be working cooperatively with VDOT throughout the process to ensure that it is consistent State transportation priorities and contains all required elements; however, final VDOT review is not expected until later in the process.

PCWG Feedback:
The PCWG met on November 6 and January 15 to review the Transportation text and associated goals, strategies, and actions. Representatives from both the Hampton Roads Transportation Planning Organization (HRTPO) and the Virginia Department of Transportation (VDOT) participated in the November 6 conversations and shared information on the James City County/Williamsburg Comprehensive Transportation Study and State Code requirements. The PCWG requested that staff add a "before" picture for the figure on complete streets, revise the language in the "Consideration of Transportation Issues" to better explain the connections between land use patterns and the transportation network, and revise the corridor visions for John Tyler Highway and Jamestown Road to clarify expectations about future development and specific transportation concerns on these roadways.

Based upon the feedback provided at the meetings, staff will revise the section and bring it back to the PCWG for final consideration.

Proposed Changes to the Land Use Map

Summary of Land Use Designation Change Applications:
As part of each Comprehensive Plan update process in James City County, landowners have the opportunity to submit an application to request a change in their Land Use designation and/or to request their properties be added to or removed from the Primary Service Area (PSA). Land Use designations assist in interpreting the intent of the Comprehensive Plan and are used along with land development standards specific to that designation when the Planning Commission and Board of Supervisors consider certain development proposals, such as rezonings and special use permits. Essentially, a Land Use designation denotes what is envisioned to be the most appropriate future use and can indicate a development intensity for a specific area or parcel. The PSA is where public services and utilities exist or are planned and serves as a boundary within which most growth is targeted to occur.

Earlier this year, staff sent out notifications and advertised the Land Use designation change process. Applications from landowners were accepted until April 30, 2014. Staff received a total of nine applications from landowners, one of which was subsequently withdrawn (LU-0008-2014). Staff also initiated two sets of changes which are of a housekeeping nature. Information about the applications was presented to the public at the Community Workshops in June and the public was invited to provide comments at the meeting and through other means after the meeting. Adjacent property owners were notified of the applications and invited to attend the meetings and/or contact staff for more information. In preparing the staff reports, staff gathered agency comments, worked with Kimley Horn and Associates on transportation information, compiled public comment, and formulated recommendations. Over a series of four meetings, the PCWG heard presentations from staff, applicants, and interested citizens on each case; received and discussed follow-up information on individual cases and broader issues such as Department of Environmental Quality (DEQ) permitting situation; and deliberated about the desired designations and Mixed Use or Economic Opportunity language for each case.

PCWG Feedback:
To facilitate review of these materials, a summary of the cases and PCWG's preliminary votes on all land use applications are presented on the attached voting sheet. Staff reports for individual cases have been updated to included PCWG votes and case-specific language. In several cases, the PCWG requested additional information, which was considered during the meetings on December 8 and 18. Links to the materials for those meetings are listed below.

Summary of Changes to Land Use Designation Descriptions and Development Standards
In addition to reviewing the designations of specific properties on the map, staff also reviewed the descriptions and development standards associated with the Land Use Map in general. As noted in the staff report for LU-0002-2014, staff developed a new designation for consideration, Rural Economy Support; however, the PCWG did not act on this designation as it deferred action on the associated case.

Other proposed changes included:

- The Conservation Area Land Use Designation is proposed to no longer be included. The Land Use Map reflects only the Resource Protection Area (RPA) defined by the January 1, 2004 RPA rule of the Chesapeake Bay Act and therefore does not necessarily reflect the current extent of the RPA area, which is now done through individual property verification processes. While the Conservation Area designation has in the past helped inform applicants about general areas that may have development constraints, it may also be seen to confuse the issue, since it does not reflect the current regulations. Striking this language from the Comprehensive Plan would not affect the regulations administered by the Engineering and Resource Protection (ERP) Division through the development process. Staff has added a sentence to the introductory text on page 1 that advises applicants to be aware of applicable agency regulations, such as those administered by ERP, and to consult the Environment section of the Comprehensive Plan and ERP for additional information on RPAs.

- The Park, Public, or Semi Public Open Space or Recreation Designation is proposed to be re-titled and generalized to allow this designation to be applied to appropriate areas without regard to the ownership status.

- The Historic and Archaeological Sites description is proposed to no longer be included. This description has been included in the text of this section for many years, but sites have not actually been shown on the map since 1991, when a small number of sites were shown (many fewer than are now known). Staff believes the information provided here is adequately addressed in the Community Character section. Staff has added a reference in the introductory text on page 1 that advises applicants

to refer to the Community Character section of the Comprehensive Plan and to consult with Planning Division for information on historic and archaeological resources.

- The James City County Enterprise Zone description is proposed to no longer be included. This is not an indication of any change in the importance of this Zone, but instead a recognition that in the last five years the Office of Economic Development (OED) has strategically altered the Zone to maximize its utility and in the process, the Zone is no longer contiguous but made up of many smaller areas that would be difficult to show on the map. Staff has added a sentence to the introductory text on page 1 that encourages applicants to refer to the Economic Development section and contact OED for more information on the Enterprise Zone. Text describing the Enterprise Zone will be transferred to the Economic Development section.

- The section formerly titled "Comprehensive Plan – Zoning Map Inconsistencies" is proposed to be retitled to "Relationship between the Comprehensive Plan and Zoning Map for Areas with Residential Designations" and to be revised. Staff's intent with the revisions is to provide more clarity, a more comprehensive lead-in to the specific area descriptions, and a stronger link to the Low and Moderate Density Residential Development Standards text. With respect to the specific area descriptions, staff has suggested consolidating the "Jamestown Road – Sandy Bay Road Area" and "TK Asian Antiquities and Adjacent Properties" sections due to their proximity and the similarity of the issues involved. Staff has included maps of each of these areas with the packet, per request of the PCWG.

- The Rural Lands Designation Description edits are suggested to coordinate with the work that has been done on Rural Economic Development Committee issues.

Links to the updated Land Use Map Descriptions and Development Standards and maps of areas with residential designations are provided below.

PCWG Feedback
The PCWG did not request any revisions regarding other proposed changes.

Conclusion

The Planning Commission Working Group has prepared a presentation to provide an update on its activities associated with the Comprehensive Plan review and to receive feedback from the Board of Supervisors. The Planning Commission Chair and several members will make the presentation and all members and staff will be available to participate in the discussion and to provide additional information.

TMR/PDH/nb
2009CompPlnRev-mem

Attachments and Links:
1. Transportation section links from the November 6 PCWG meeting - (Transportation Draft Text) (Table 1 - Traffic Projections) (Table 2 - HRTPO Forecasts) (Table 3 - Current Projects) (Appendix A - Regional Transportation Study) (Appendix B - 2013 Congestion Map) (Appendix C - Roadway Classification System) (I-64 Widening Map - Improvements)
2. Land Use Designation Change Application Voting Sheet
3. Updated staff reports for land use applications:

a. LU-0001-2014
b. LU-0002-2014
c. LU-0003-2014
d. LU-0004-2014
e. LU-0005-2014
f. LU-0006-2014
g. LU-0007-2014
h. LU-0009-2014
i. LU-0010-2014
j. LU-0011-2014

4. Additional information on land use applications considered by the PCWG:
   a. December 8 PCWG meeting materials – (Memorandum) (Attachment 2 - Taylor Farm Soils Map) (Attachment 3 - Jolly Pond waterline) (Attachment 4 - OED LU Comments) (Attachment 5 - BASF Industrial Site Comparison Map) (BASF Applicant Responses) (BASF Certificate) (BASF Remediation Status) (Development Considerations) (Hazelwood Farms Applicant Proposed Language) (Hazelwood Farms Conceptual) (Hazelwood Farms Conceptual Aerial) (Hazelwood Farms Language Redline Version) (PSA Background Info 120314)
   b. December 18 PCWG meeting materials - (Memorandum) (Taylor Letter) (BASF Power Lines Exhibit)
5. Land Use Designation Descriptions and Development Standards links from the December 8 PCWG meeting - (Attachment 6A - Map Descriptions and Development Standards) (Attachment 6B - Andersons Corner Area) (Attachment 6C - Mirror Lakes) (Attachment 6D - Strawberry Plains) (Attachment 6E - Greensprings Road) (Attachment 6F - Jamestown Road)

2035 COMPREHENSIVE PLAN LAND USE APPLICATIONS VOTING SHEET

Date: 1/15/15

Case Number/ Name	Tax Parcels	Owner Requested Changes	Staff Recommendation	Motion	PCWG								PCWG Feedback
					Elizabeth Friel	Heath Richardson	John wright	George Drummond	Robin Bledsoe	Chris Basic	Tim O'Connor	Rich Krapf	
LU-0001-2014, 7809 Croaker Rd.	13401000016D, 1340100015, 1340100013	Neighborhood Commercial	**Denial:** leave parcel Low Density Residential	**Approval:** change Massie property and two adjacent properties (7819 and 7901 Croaker Road) to Mixed Use.	Y	Y	Y	Y	Y	Y	Y	Y	Ensure notification of adjacent property owners and public hearing signage for the two additional properties. Include language in the designation description about commercial uses of a Neighborhood Commercial scale, combined entrance off of Croaker Rd., interconnections among the three properties, buffering to residential area and aesthetics due to the proximity to the library.
LU-0002-2014, 8491 Richmond Rd.	1210100032	Mixed Use; PSA Expansion	**Modified approval**: change parcel to Rural Economy Support and expand PSA to include entire parcel	**Deferral:** pending discussions between JCSA and the Virginia Department of Environmental Quality	Y	Y	Y	Y	Y	Y	N	Y	Request to further consider designating the property Economic Opportunity and for staff and the applicant to continue discussions. Also consider keeping option open as to whether the Rural Economy Support designation needs to be inside the PSA.
LU-0003-2014, 499 Jolly Pond Rd.	2240100007	Low Density Residential; PSA Expansion (portion of parcel)	**Denial**: leave parcel Rural Lands, outside PSA	**Approval:** expand PSA to include a portion of the property and change the designation to Low Density Residential	N	N	Y	Y	Y	Y	Y	N	
LU-0004-2014, 4450 Powhatan Pkwy.	3830100001	Moderate Density Residential	**Denial:** leave parcel Low Density Residential	**Denial:** leave parcel Low Density Residential	Y	Y	Y	Y	Y	Y	Y	Y	
LU-0005-2014, 133 Powhatan Springs Rd.	4620100009B	Limited Industrial	**Modified Approval**: change to Mixed Use as part of the Five Forks Mixed Use Area	**Modified Approval:** change to Mixed Use as part of the Five Forks Mixed Use Area	Y	Y	Y	Y	Y	Y	Y	Y	
LU-0006-2014, 9400 Barnes Rd.	0440100014, 0440100015, 0440100013, 0440100012, 0430100017, 044010009, 0440100008, 0440100003, 0440100002	Economic Opportunity, Community Commercial; PSA Expansion	**Modified Approval**: * change parcels south of interchange to Economic Opportunity; * leave 044010008, 044010009, and portion of 0430100017 Mixed Use; * change Low Density Residential portions of 0440100002, 044010003 and 0430100017 to Mixed Use; * bring entirety of 0430100017 into PSA	*Northern properties* - **Approval:** change all parcels to Mixed Use	Y	Y	Y	Y	Y	Y	Y	Y	Description language for this Mixed Use Area could include some residential for the southern properties up to a certain percentage of the overall development but it should be integrated into the rest of the site development as part of the master plan and should include a timing mechanism to balance residential and commercial/industrial development.
				Southern properties - **Approval:** change all properties to Economic Opportunity, **Deferral of the PSA expansion:** pending discussions between JCSA and the Virginia Department of Environmental Quality	N	Y	Y	Y	Y	Y	Y	Y	
LU-0007-2014, 8515 Pocahontas Trl. (Kingsmill and Woods Course)	5230100111, 5230100011A, 5230100011B	Low Density Residential	**Modified approval**: * change 8515 Pocahontas Trl. to Low Density Residential; * change 101 Busch Service Rd. to Park, Public or Semi-Public Open Space; * leave 8581 Pocahontas Trl. Limited Industrial	**Modified approval**: * change 8515 Pocahontas Trl. to Low Density Residential; * change 101 Busch Service Rd. to Park, Public or Semi-Public Open Space; * leave 8581 Pocahontas Trl. Limited Industrial	Y	Y	Y	Y	Y	Y	Abstain	Y	

2035 COMPREHENSIVE PLAN LAND USE APPLICATIONS VOTING SHEET

Date: 1/15/15

Case Number/ Name	Tax Parcels	Owner Requested Changes	Staff Recommendation	Motion	PCWG								PCWG Feedback
					Elizabeth Friel	Heath Richardson	John wright	George Drummond	Robin Bledsoe	Chris Basic	Tim O'Connor	Rich Krapf	
LU-0009-2014, 8961 Pocahontas Trl. (BASF Property)	5940100003, 5940100005, 5940100006	Mixed Use	**Denial**: leave parcels General Industry and Mixed Use	**Approval:** Change to Mixed Use and develop specific language for a new Mixed Use area	Y	Absent	Y	Y	Y	N	N	N	Mixed Use description should mirror the language for GreenMount Mixed Use Area. Want to still allow for industrial and office uses in addition to resort and related commercial. Permanent residential should not be a recommended use. Emphasize importance of environmental protections, shoreline stabilization and public access to waterways. Interested in including Colonial Penniman, LLC properties if designation is changed.
LU-0010-2014, Group 1 Housekeeping Items - Federal, State and County Land	1230100027, 3240100027, 2240100009	n/a (staff initiated)	**Approval**: change 3 parcels to be entirely Federal, State and County Land	**Approval:** change 3 parcels to be entirely Federal, State and County Land	Y	Absent	Absent	Absent	Y	Y	Y	Y	
LU-0011-2014, Group 2 Housekeeping Items - New Town Area	Ford's Colony Southport Properties, New Town WindsorMeade Properties	n/a (staff initiated)	**Approval**: * change Southport properties to Low Density Residential; * change WindsorMeade properties to Mixed Use	**Approval:** * change Southport properties to Low Density Residential; * change WindsorMeade properties to Mixed Use	Y	Absent	Absent	Absent	Y	Y	Y	Y	

LU-0001-2014
7809 Croaker Road

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

MEETING INFORMATION

Group: Planning Commission Working Group Date: November 20, 2014

SUMMARY FACTS

Applicant:	Gary Massie
Property Owner:	Gary Massie Trustee
Property Address(es):	7809 Croaker Road
Tax Map #:	1340100016D
Size:	2.42 acres
Current Land Use Designation(s):	Low Density Residential
Current Property Use (per applicant):	Undeveloped
Owner Proposed Land Use Designation:	Neighborhood Commercial
Owner Proposed Property Use:	LB zoning to include medical office, professional office, branch banks, day care centers, small restaurants
Owner Justification:	See attached letter
Zoning:	A-1, General Agricultural
Inside PSA:	Yes
Requesting Extension of PSA:	No
Water or Sewer Availability:	Available in front of the property
Watershed:	Ware Creek
Staff Contact:	Jason Purse Phone: 757-253-6689

BACKGROUND: The property is located across the street from the Croaker Library, one parcel over from where Rose Lane connects with Croaker Road. A similar land use designation change request application was reviewed in 2009. The Steering Committee recommended denial of the application, and the BOS ultimately decided to keep the property Low Density Residential.

AGENCY COMMENTS:

JCSA
JCSA notes that the parcel would have access to the 24" sewer main across Croaker Road, and could connect to the 12" water main in front of the property.

TRANSPORTATION IMPACTS:
Based on VDOT access management guidelines for a minor arterial roadway (Croaker Road), a new partial access entrance should be placed no less than 250 feet from the existing Croaker Road/Rose Lane/Croaker Library unsignalized intersection. Given current lot configuration, a full-service entrance (e.g. median cut and signal) does not appear to be feasible. The applicant would have to work with VDOT during the development plan stage to see if a waiver or an alternate design could be agreed upon. Otherwise the site would be served by just a right-in right-out. See Transportation Impact Evaluation for additional information.

Croaker Road (Richmond Road to Maxton Lane) is currently functioning at a LOS D. In 2034, this same section of road is anticipated to be at LOS E. Road widening plans for Croaker Road (from two to four lanes from Richmond Road to the library) are currently being designed and may necessitate an intersection reconfiguration with the Rose Lane/Croaker Road/Library entrance.

STAFF RECOMMENDATION:
Staff recommends that this parcel be kept as Low Density Residential.

RATIONALE:
The application has not changed since 2009, and very few conditions in the nearby community have changed since that initial application; therefore, the rationale for denial remains largely the same. The Croaker Road interchange Mixed Use area, roughly 1/5 of a mile further towards I-64 on Croaker Road, already has designations suitable for commercial use. In fact, much of the land designated Mixed Use already has B-1, General Business zoning. In the other direction, Norge Crossing, at the intersection of Croaker and Richmond Road also has significant B-1 zoned property. Furthermore, the newly created Economic Opportunity area includes land that will be using Croaker Road as an entry point to Mooretown Road extended. EO properties include lands directly adjacent to Croaker Road, as well as additional properties on Maxton Lane and Rochambeau Drive in the nearby vicinity.

As Croaker Road needs to expand to four lanes to accommodate projected traffic demands in the area, staff believes the priority in this area is to preserve road and interchange capacity for development of the Croaker Road interchange Mixed Use area and EO development.

Additionally, this property is adjacent to Low Density Residential parcels on either side. A change to a Neighborhood Commercial designation would create a single commercial parcel in the middle of a much larger Low Density Residential area.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:
On December 18, 2014, the Planning Commission Working Group recommended the three properties (7809, 7819, and 7901 Croaker Road) to the west of Point O Woods Road on the north side of Croaker Road be designated Mixed Use, with a specific description of Neighborhood Commercial uses. They also recommended having language included that would require a shared entrance with adjoining properties and a buffer adjacent to the residential neighborhood to the rear of the new Mixed Use properties. The application was recommended for approval by a vote of 8-0.

On January 15, 2015, the Working Group recommended approval of the following specific description for the Croaker Mixed Use Area:

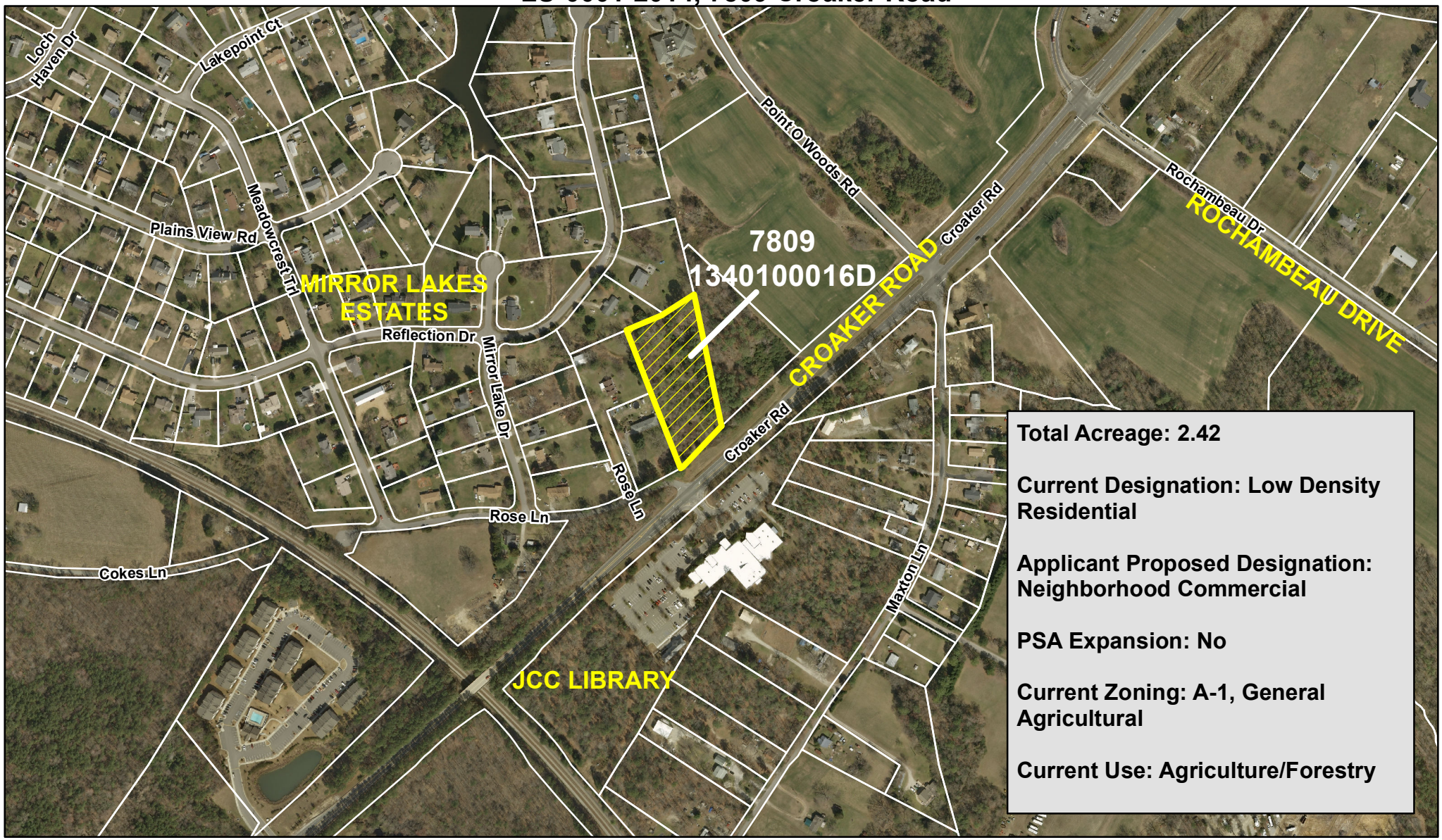
> *For the three properties to the west of Point O Woods Road and to the north of Croaker Road, suggested uses are those that meet the description and intensity of the Neighborhood Commercial designation (as found in Chart 3. Commercial/Industrial Designation Descriptions in the Land Use section), including medical offices, professional offices, branch banks, day care centers, and small restaurants. These three properties should be designed so they can share a single entrance onto Croaker Road, in a way that implements or incorporates best practices for*

access management. Particular attention should also be paid to adequately buffering potential development from the existing adjacent residential areas, and complementing the architecture of surrounding uses.

ATTACHMENTS:

1. Location Map
2. Existing Land Use Designation Map
3. PCWG Proposed Land Use Designation Map
4. Applicant justification letter
5. Public comment
6. Transportation impacts evaluation

LU-0001-2014, 7809 Croaker Road



Total Acreage: 2.42

Current Designation: Low Density Residential

Applicant Proposed Designation: Neighborhood Commercial

PSA Expansion: No

Current Zoning: A-1, General Agricultural

Current Use: Agriculture/Forestry

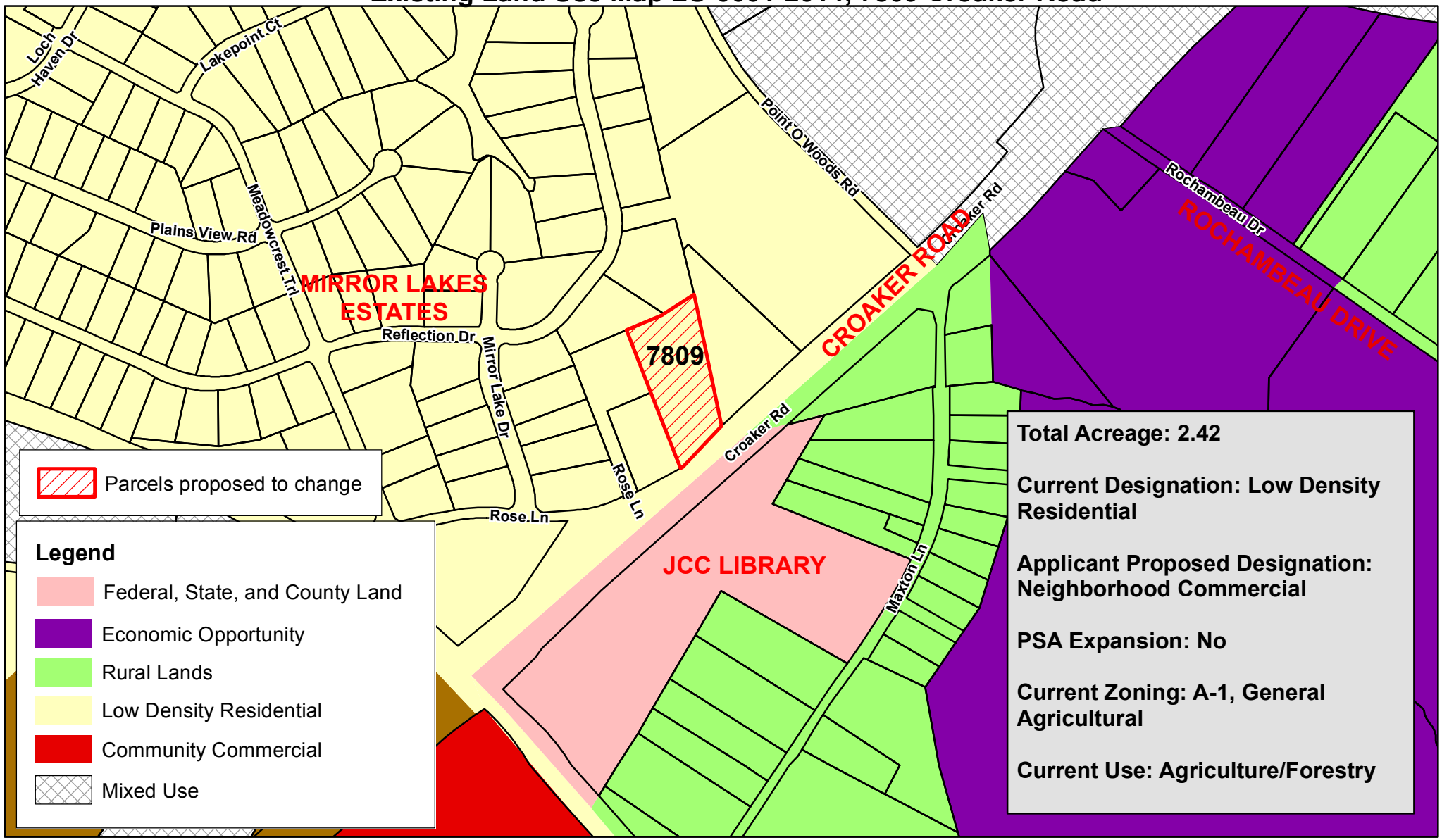
This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section.

1 inch = 477 feet

0 0.05 0.1 Miles

N

Existing Land Use Map LU-0001-2014, 7809 Croaker Road



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1 inch = 477 feet

0 0.05 0.1 Miles

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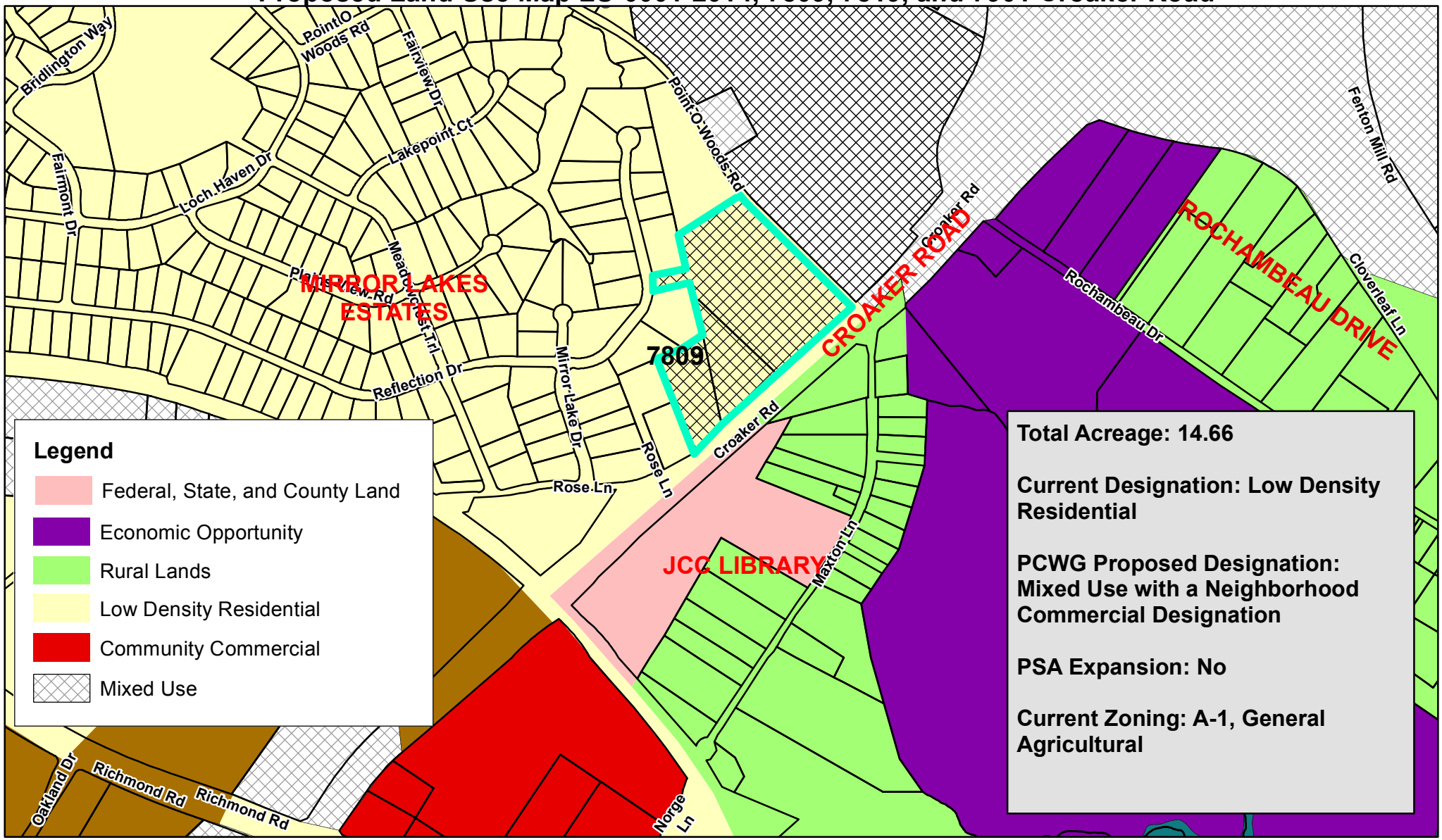
Proposed Land Use Map LU-0001-2014, 7809, 7819, and 7901 Croaker Road



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5b. Information to Accompany the Application

Reference: **7809 Croaker Road Land Use Map Change Application**
Request change of Land Use Designation from Low Density Residential to Neighborhood Commercial by Gary M. Massie Revocable Trust Parcel ID # 1340100016D

Granting the Land Use Designation requested in the above referenced application will allow the land to be proposed for rezoning as LB Zoning that would serve the neighborhoods that are accessed via Croaker Road. The uses would include neighborhood scale commercial, professional and office uses. These types of uses include the following:

- Individual medical office
- Professional office
- Branch Banks
- Day Care Center
- Small restaurants

Since the current zoning is A-1 any development on the parcel to the requested Land Use Designation would require rezoning. The subsequent rezoning would allow the planning staff, commissioners, and board to control the development of this parcel. These uses would serve as a good transition from the current residencies that border the North and East of the property and the ultimate development of the currently undeveloped property to the East.

The parcels configuration allows adequate room for a buffer between the adjoining residencies. The frontage along Croaker Road with immediate access to route 60 or I-64 allows for free flow of traffic without lowering the level of service.

5c. Information to Accompany the Application

Reference: 7809 Croaker Road Land Use Map Change Application
Request change of Land Use Designation from Low Density Residential to Neighborhood Commercial by Gary M. Massie Revocable Trust Parcel ID # 1340100016D

In regards to the above referenced application there are several reasons that the requested amendment to the Land Use Designation should be granted. These reasons are:

- This parcel is uniquely located fronting on a busy transportation corridor opposite a publicly owned facility and the rear and side yard are adjacent to an established single family neighborhood. The current designation "Low Density Residential" does not reflect the urban character of the traffic corridor on the front of the parcel. Croaker Road is a non limited access road which has a full four leaf clover interchange with I-64 within 1,000 feet of this parcel.

- Due to increasing traffic volumes and increased usage of the James City County library the current designation is inappropriate and could negatively impact public health and safety. Encouraging low density residential with children and slow turning traffic associated with residential land use is incompatible with the existing traffic pattern on Croaker Road. Public funds have been spent to acquire the necessary right of way to develop a four lane urban transportation corridor to link interstate-64 with the existing major east west commuter corridor, primary route 60.

- The requested change to Neighborhood Commercial is ideally suited for this unique parcel. Located within the PSA this parcel would serve surrounding neighborhoods and any impacts to adjoining parcels could be mitigated within the parcel. The small size 2.42 acres, fronting on a collector road, with public water and sewer available and having a flat terrain with little environmental sensitivity make this parcel an excellent candidate for designation as Neighborhood Commercial. Most importantly the Neighborhood Commercial designation would direct development opportunities towards a transitional use protecting the existing residential neighborhood and complimenting the James City County library.

- Reviewing Chart #3 in the 2009 Comprehensive plan which defines the desirable characteristics for Neighborhood Commercial and the parcel in this application this application meets the criteria outlined in the 2009 Comprehensive Plan.

    - Basic Description
        - This application is located within the PSA
        - This application would serve surrounding neighborhoods and have limited impact on nearby development.
        - This application is a small site
        - This application has direct access to a collector road, public water and public sewer
        - Topographically the site is well suited for development

- Recommended Intensity
  - This application will result in development well within the intensity designated for neighborhood commercial
  - This application will retain a small-scale neighborhood character
- Recommended Uses
  - This application is for uses that are recommended as Neighborhood Commercial such as:
    - Individual Medical Office
    - Branch Bank
    - Day Care Center
    - Small Restaurant
    - Professional Office
- Compatibility
  - This application will provide for a transitional use between the residencies located North and East of this application and the Croaker Road corridor to the South and the undeveloped land to the East.
  - This application will have a limited impact and since a subsequent rezoning would be required the planning staff, commission and board will control the development and be able to insure that impacts, if any, are adequately mitigated.
- Public Services
  - This application is within the PSA and there is adequate water and sewer available.
- Environmental Protection
  - This application does not impact any environmentally sensitive areas.
  - This application does not impact any historical or archeological resources.
- Transportation
  - This application will access Croaker Road without creating a loss of LOS.
  - This application will result in the need for a rezoning. The rezoning process will allow the planning staff, commission and board to reserve adequate right of way for the widening of Croaker Road and any bike lane or pedestrian paths that are a part of the improvements to Croaker Road.
- Streetscapes
  - This application will require a rezoning from A-1 to LB after the approval of the changed Land Use Designation. The rezoning process will allow the planning staff, commission and board to insure that the developed site retains the character of Croaker Road.

5d. Identify Wetlands, Resource Protection Areas, Flood Zones, Historic Resources, Prime agricultural soils, Endangered Species, or Species of Special Concern

Reference: **7809 Croaker Road Land Use Map Change Application**
Request change of Land Use Designation from Low Density Residential to Neighborhood Commercial by Gary M. Massie Revocable Trust Parcel ID # 1340100016D

In regards to the above referenced application there are several reasons that the requested amendment to the Land Use Designation should be granted. These reasons are:

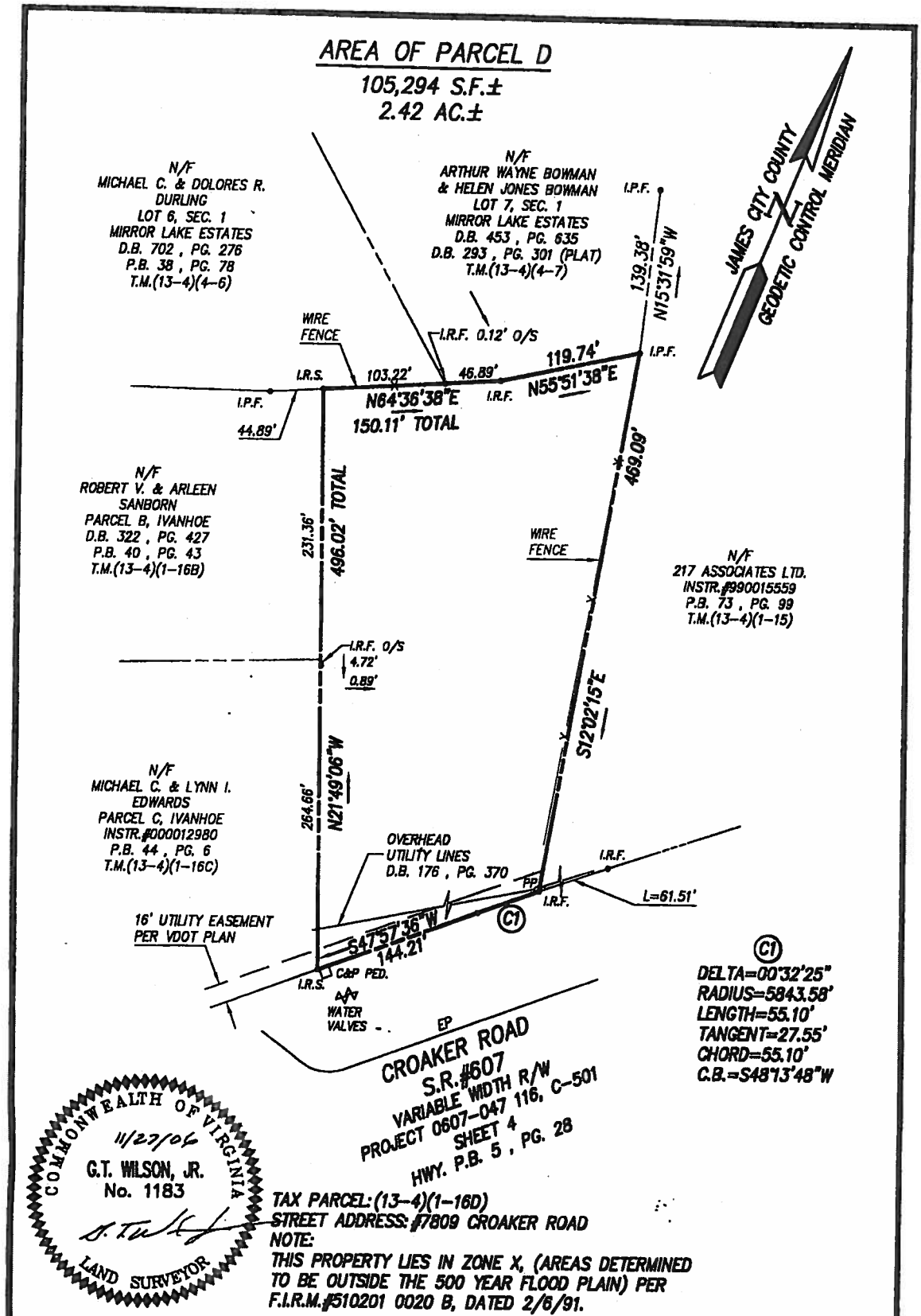
- This application does not contain any known wetlands.
- This application does not contain any known Resource Protection Areas.
- This application is not in a flood zone see the attached survey item 5a.
- This application does not contain any known historical resources.
- This application is wooded there are no prime agricultural soils.
- This application does not contain any known endangered species, or species of special concerns

6. Optional Information to Accompany Application

Reference: **7809 Croaker Road Land Use Map Change Application**
Request change of Land Use Designation from Low Density Residential to Neighborhood Commercial by Gary M. Massie Revocable Trust Parcel ID # 1340100016D

In regards to the above referenced application we are not offering any additional information at this time. Due to the current zoning of A-1 a rezoning will be required after the approval of this application. At the time of rezoning a conceptual design, LOS of roadways, specific trip generation rates, and basic description of surrounding roadways will be provided. The rezoning will allow planning staff, commission and board to control the development of the property after approval of this application.

5a.



TAX PARCEL: (13-4)(1-16D)
STREET ADDRESS: #7809 CROAKER ROAD
NOTE:
THIS PROPERTY LIES IN ZONE X, (AREAS DETERMINED TO BE OUTSIDE THE 500 YEAR FLOOD PLAIN) PER F.I.R.M.#510201 0020 B, DATED 2/6/91.

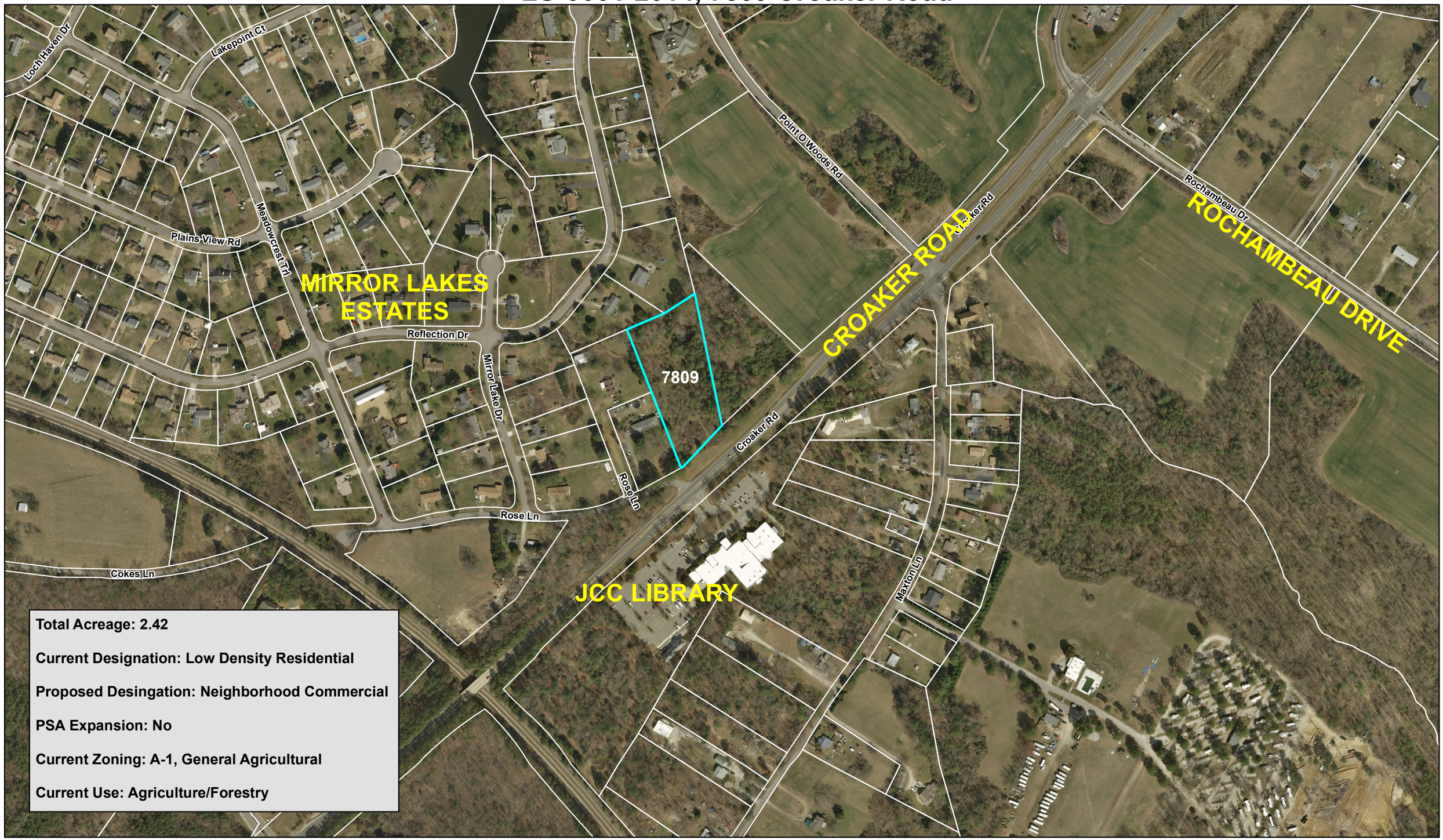
AES CONSULTING ENGINEERS
WILLIAMSBURG • RICHMOND • GLOUCESTER
5248 Olde Towne Road, Suite 1
Williamsburg, Virginia 23188
(757) 253-0040 Fax (757) 220-8994

PLAT OF SURVEY PARCEL D, IVANHOE
A PARCEL CONTAINING 2.42 ACRES±
FOR CONVEYANCE TO THE GARY M. MASSIE REVOCABLE TRUST

STONEHOUSE DISTRICT — JAMES CITY COUNTY — VIRGINIA

Scale: 1"=100'	Ref: NOTED	Date: 11/27/2006	Job No: 9807

LU-0001-2014, 7809 Croaker Road



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1 inch = 309 feet

0 0.05 0.1 Miles

N

Public Comment Summary
LU-0001-2014
7809 Croaker Road

This attachment provides verbatim public comments for the specified land use designation change application collected through Community Workshops, postcards, emails, the Comprehensive Plan hotline and online input surveys.

1. We need to keep this residential. There are at least 8 churches, 3 7-11s, 2 drug stores, 3 gas stations. The quality of life has been steadily declining. Property values have declined since the project on Croaker; 4-lane Croaker road planned - just too much road. (Community Workshop participant)

Transportation Impacts Evaluation
LU-0001-2014

The following transportation impacts summary was developed in conjunction with Kimley-Horn and Associates for a selected number of proposed land use designation applications. The summary is designed to help show current and projected roadway conditions, potential impacts to the transportation system with the change in land use designation, and improvements that may be needed to support future traffic volumes and sustain acceptable level of service (LOS) conditions if the property in question is developed.

I. Basic Description of Existing Transportation Conditions:

The subject parcel fronts Croaker Road across from the James City County Library and is located approximately 1,200 feet from the signalized intersection with Richmond Road to the south, and approximately 1,150 feet from the unsignalized intersection with Point O Woods/Maxton Lane, 1,900 feet from the signalized intersection with Rochambeau Drive, and 2,500 feet from the I-64 interchange on/off-ramps to the north. In this location, Croaker Road has just transitioned from a four-lane to a two-lane facility traveling from north to south. The immediately adjacent Croaker Road/Rose Lane/James City County Library entrance intersection is full movement, unsignalized, and approximately 150 feet to the south. It includes two through lanes, an exclusive southbound left-turn lane, and exclusive northbound left, and right-turn lanes for access into or out of the Library and the Point O Woods neighborhood.

II. Existing (2010) Conditions for Surrounding Roadways :

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Croaker Road (Richmond Road to Maxton Lane)	8,364	D
Croaker Road (Maxton Lane to Rochambeau Drive)	8,286	A-C
Richmond Road (Barhamsville Road to Croaker Road)	13,792	A-C
Richmond Road (Croaker Road to Centerville Road)	21,419	A-C
Rochambeau Drive (Richmond Road to Croaker Road)	7,164	D

III. Projected (2034) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Croaker Road (Richmond Road to Maxton Lane)	16,000	E
Croaker Road (Maxton Lane to Rochambeau Drive)	28,000	A-C
Richmond Road (Barhamsville Road to Croaker Road)	32,000	A-C
Richmond Road (Croaker Road to Centerville Road)	49,000	F
Rochambeau Drive (Richmond Road to Croaker Road)	11,000	E

IV. Future Improvements:

- Currently in the Six Year Improvement Program (SYIP):
  - Widening Croaker Road from 2 to 4 lanes from Richmond Road to the library.
  - Construct a multi-use path that parallels Croaker Road along the same segment as the proposed widening project stated above.

- Mooretown Road Corridor Study (an extended Mooretown Road could intersect Croaker Road in this vicinity (study is underway).

- In terms of other improvements, substantial modification of the Croaker/Rochambeau intersection is included in the Stonehouse development proffers.

V. Projected Trip Generation Scenarios (Scenarios 2-7 assume 20,000 square feet of building):

Scenario	Description	ITE Code	Percentage of Site	Projected Daily Weekday Trips
1	Single Housing Unit	210	100%	10
2	Medical Office	720	100%	720
3	Branch Bank	912	100%	2,960
4	Day Care	565	100%	1,408
5	Restaurant	932	100%	2,540
6	Professional Office	710	100%	220
7	Convenience Market	851	100%	2,040

VI. Projected Conditions for Surrounding Roadways with Land Use Designation Change:

- This item was not completed for this application.

VII. Potential Improvement Information with Land Use Designation Change:

- This item was not completed for this application.

VIII. Other Transportation Considerations:

- Based on the VDOT access management guidelines for a minor arterial roadway (Croaker Road), a new partial access entrance should be placed no less than 250 feet from the existing Croaker Road/Rose Lane/James City County Library unsignalized intersection.
- Due to intersection/access driveway spacing constraints, it is recommended to provide a driveway connection to Rose Lane or a roadway connection to the proposed mixed use development located north of the parcel.
- Collaborate with VDOT and JCC on potential widening and turn lane improvements for the Rose Lane approach at Croaker Road.
- Collaborate with VDOT on potential conceptual designs for realigning Rose Lane.

IX. References:

1. James City County/Williamsburg/York County Comprehensive Transportation Study

LU-0002-2014
8491 Richmond Road

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

MEETING INFORMATION

Group: Planning Commission Working Group

Date: November 20, 2014

SUMMARY FACTS

Applicant:	Beverly T. Hall
Property Owner:	Barbara T. McKown et als. (Taylor Estate)
Property Address(es):	8491 Richmond Road
Tax Map #:	1210100032
Size:	217.9 acres
Current Land Use Designation(s):	Mixed Use along a portion of the frontage along Richmond Road, Low Density Residential for the remainder of the property inside the Primary Service Area, and the rear two-thirds of the property is Rural Lands
Current Property Use (per applicant):	Agricultural production, private recreation
Owner Proposed Land Use Designation:	Mixed Use
Owner Proposed Property Use:	No specific proposal by the applicant at this time.
Owner Justification:	See attached
Zoning:	A small portion of the frontage is zoned B-1, General Business; a larger majority of the parcel is zoned A-1, General Agricultural
Inside PSA:	Partially inside (one-third of the property, along Richmond Road); Remaining two-thirds at rear of property is outside
Requesting Extension of PSA:	Yes – bring entire property into the PSA
Water or Sewer Availability:	Yes, but do not serve the property at this time
Watershed:	Diascund Creek
Staff Contact: Ellen Cook	Phone: (757) 253-6685

BACKGROUND:

The Taylor family has owned this property since 1951, and the property has been in continuous farm use during this time. Over the years, some lots were subdivided from this property for family members. The property includes wooded area, as well as area that is farmland under active cultivation (corn, soybeans, etc.).

The property is bordered on the west by rural land in agricultural and forestal use that is zoned A-1 and designated Rural Lands. To the south, a portion of the property borders the railroad line and agricultural and rural residential uses on properties that front Forge Road, while the other portion of the property borders on property inside the Primary Service Area that is designated Low Density Residential and General Industry. To the east is property that is designated Low Density Residential (Villages at Whitehall and an adjacent undeveloped property). To the north-east is the Anderson's Corner intersection which is zoned B-1 and designated Mixed Use (see designation language below). One quadrant of this intersection has an existing commercial use (gas station), a second has undeveloped land adjacent to the historic Whitehall Tavern property, and the third is currently undeveloped.

Considerable vacant properties designated mixed use are located nearby in the Stonehouse Mixed Use Area, and considerable amounts of land are currently zoned for commercial uses along Barhamsville Road and in Toano. With regard to the Stonehouse Mixed Use Designation area, the Stonehouse development has a Master Plan approved for about 4,000 dwelling units and 3.8 million square feet of non-residential overall, of which about 600,000 square feet has been constructed in Stonehouse Commerce Park. There are also a substantial number of acres in the Stonehouse Mixed Use area (aside from the Stonehouse itself) that are vacant. Also in the Upper County is the village of Toano, where the County has been encouraging redevelopment, as referenced in the Toano Community Character Area Design Guidelines. The Upper County has a significantly higher proportion of Mixed Use designation than the County overall (8.3% versus 4.8%), as well as the only area of the County currently designated Economic Opportunity.

In terms of past Comprehensive Plan activity, the Taylor farm parcel was submitted as an application in 2009 for the same Mixed Use designation/Inside the proposal as is described above. During this time, consideration was also given to changing this property to the new Economic Opportunity (EO) designation. The change in designation and PSA expansion were not approved in 2009.

AGENCY COMMENTS:

JCSA

There is an existing 20" HRSD force main at the intersection of Rochambeau Drive and Richmond Road which could provide sewer service. There is an existing 16" JCSA water main on the east side of Richmond Road (south of Rochambeau Road).

ERP

The County's general Chesapeake Bay Plan Act map shows that RPA exists along the water bodies at the northwest and southwest portions of the property. The majority of the PSA property is Prime Farmland and hydrologic unit code A/B soils. Prime farmland soils, as defined by the USDA, are those best suited for farming – to provide food, feed, forage, fiber and oilseed crops. These soils produce the highest yields with minimal input of effort and farming of these soils results in the least amount of damage to the environment

TRANSPORTATION IMPACTS:

While other portions of Richmond Road experience or are expected to experience capacity constraints in the future, the portions closest to the Taylor property currently operate with acceptable levels of service. Staff and Kimely Horn completed trip generation scenarios for the following four scenarios: existing designations, a change to Mixed Use for the area currently inside the PSA, a change to Mixed Use for the entire property, and a change to Economic Opportunity for the entire property. The trip generation was projected to be highest for a change to Mixed Use for the entire property (25,273 daily trips). (A trip generation scenario was not created for the new proposed Rural Economy Support ("RES") designation, but staff believes the trip generation would be less than the Mixed Use scenario.) As the highest generator, the trip generation for the change to Mixed Use was translated into the modeling software and used to calculate projected conditions for surrounding roadways. The modeling effort projects that future levels of service for the nearby portions of Richmond Road and Rochambeau Drive would operate at adequate levels of service. Kimley Horn has offered a list of

other transportation considerations, including considerations of future signalization and access management (driveway location and full versus partial movement).

STAFF RECOMMENDATION:

Staff recommends denial of a change in land use designation to Mixed Use. However, staff would recommend approval of a designation change to a newly created "Rural Economy Support" (RES) designation. As part of a change in designation to RES, staff recommends expanding the PSA to include the entire parcel.

Staff recommends the following language as a new designation description for RES:

Lands designated as Rural Economy Support are intended to provide a connection between the Rural Lands areas and centers of development in the PSA, serving as an approximate mid-point in the expected intensity of development between the two. Areas with this designation should be at an appropriate location to serve rural economic development or traditional agricultural/forestry uses, and should have access to appropriate infrastructure (collector or arterial road access, water/sewer). The primary recommended uses for this designation include agricultural and forestry uses (innovative or traditional), and commercial or light industrial uses that relate to the agricultural/forestry/rural use that is on the site (or in adjacent rural lands). Examples in this latter category could include wineries, restaurants, limited-scale food and beverage processing, limited scale agricultural product storage/distribution, outdoor or nature-based activities, and equestrian uses. Such uses should be more limited in scale or impact than uses that should more appropriately be located in an industrial/light industrial park. Residential uses are only recommended as clearly secondary uses, where they serve to support the larger goals of the designation, such as family subdivisions and caretaker residences. For all commercial, light industrial, or limited residential uses, any structures should be located on the property in a manner that complements, but limits the impacts on, the primary agricultural, forestry, or other rural use. Examples include avoiding or limiting impacts on prime soils, timber stands, or wildlife management areas. Structures should also be located in a manner that minimizes impacts to adjacent rural and residential uses.

RATIONALE:

Staff does not recommend a change to the Mixed Use Designation for the entire property for the following reasons:

1. As described in detail above, considerable vacant properties designated mixed use are located nearby, and redevelopment of the Toano area is encouraged as referenced in the Toano Community Character Area Design Guidelines. Staff recommends holding off on designating substantial new mixed use areas until development and redevelopment occurs, thereby prioritizing the County's infrastructure and service capacity for these areas.
2. Analysis done as part of the 2035 Comprehensive Plan estimated that the County had enough room within the PSA to accommodate future residential growth needs until at least 2033.

Staff recommends approval of a change to a new RES Designation and inclusion of the property in the PSA for the following reasons:

1. Based on a recently-completed analysis of the County's agricultural and forestry assets, much of the area previously identified as prime soil has been developed. About 30 parcels are still identified as viable for large-scale agriculture (greater than 50 acres of prime soil) with another 270 parcels viable for smaller-scale agriculture (between 10 and 49 acres of prime soil). The Taylor farm is one of the thirty parcels identified for viable for large-scale agriculture.
2. The new RES designation and a change of this property to the new designation support the Strategy for Rural Economic Development recently completed in conjunction with the Rural Economic Development Committee (REDC) of the Economic Development Authority (EDA).
3. For this particular parcel, the prime farmland soils are located closer to Richmond Road (including the area currently designated Low Density Residential), while areas further back on the site could be suitable for the commercial or light industrial uses discussed in the RES designation description.

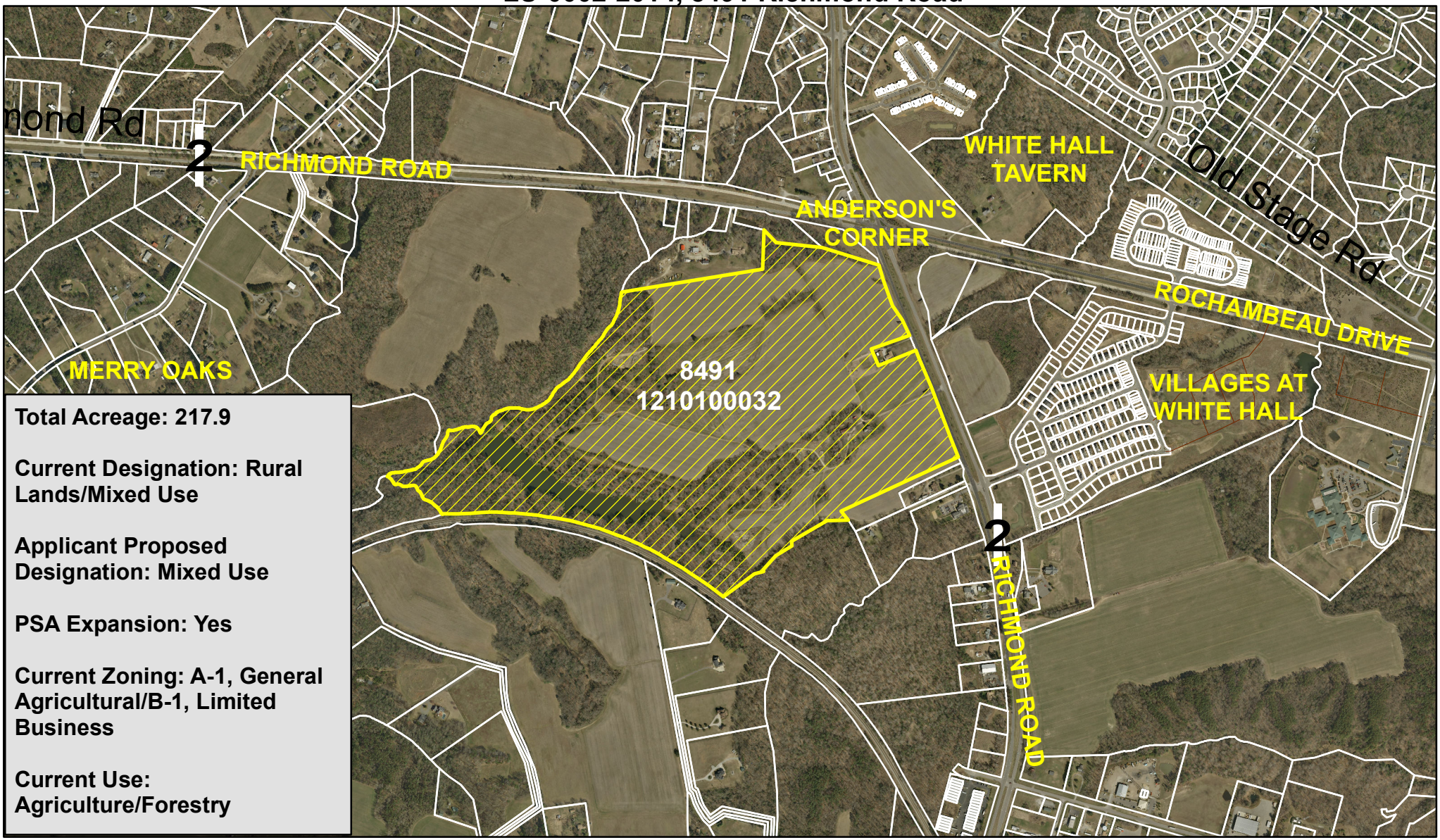
PLANNING COMMISSION WORKING GROUP RECOMMENDATION:

On December 18, 2014, the Planning Commission Working Group recommended deferral of this application until the Department of Environmental Quality (DEQ) water permit negotiations are finalized. The application was recommended for deferral by a vote of 7-1.

ATTACHMENTS:

1. Location Map
2. Existing Land Use Map
3. Proposed Land Use Map
4. Applicant Justification Letter
5. Public comment
6. Transportation Evaluation Sheet

LU-0002-2014, 8491 Richmond Road



Total Acreage: 217.9

Current Designation: Rural Lands/Mixed Use

Applicant Proposed Designation: Mixed Use

PSA Expansion: Yes

Current Zoning: A-1, General Agricultural/B-1, Limited Business

Current Use: Agriculture/Forestry

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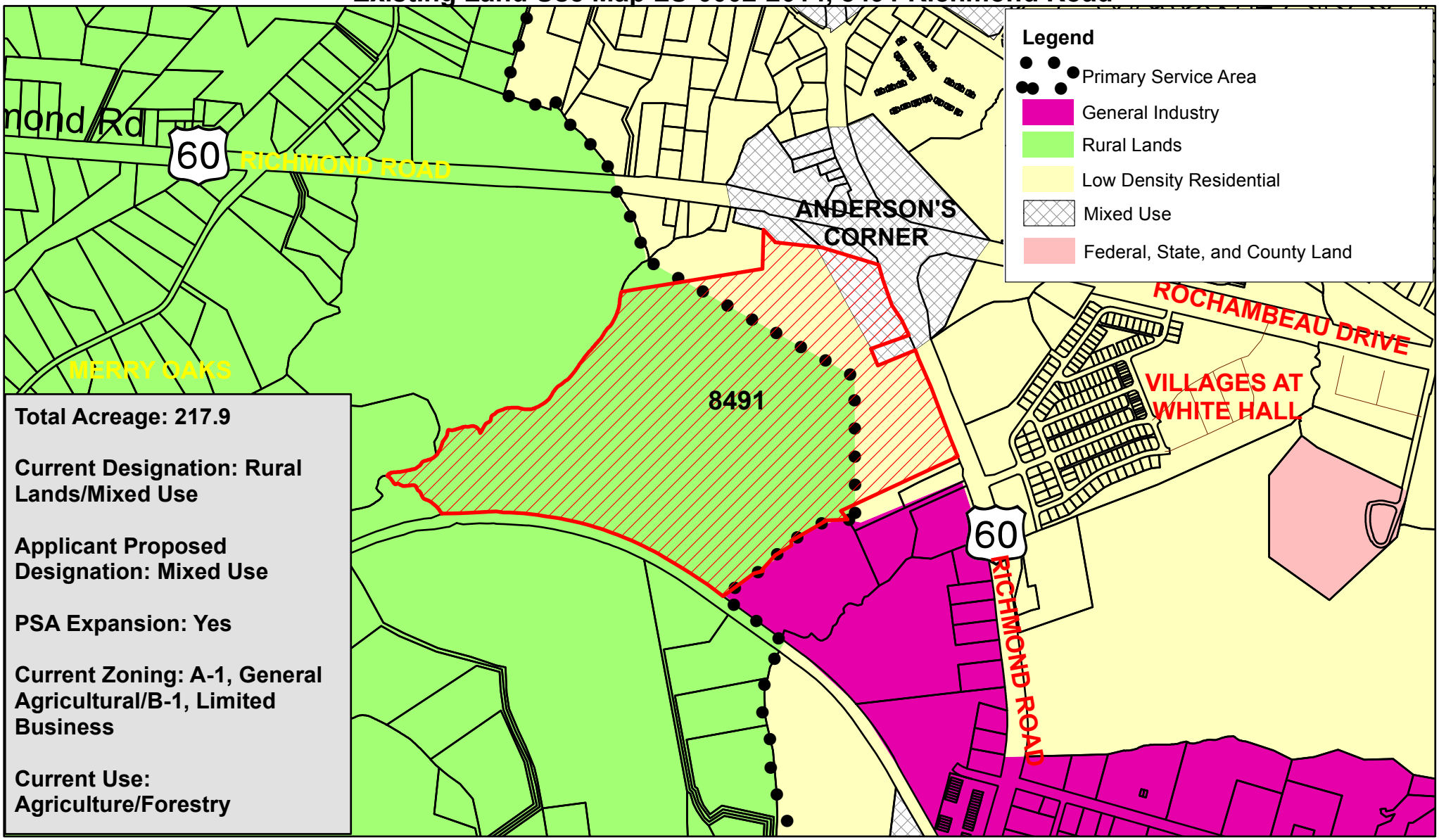
1 inch = 1,192 feet

0 0.15 0.3 Miles

N

Existing Land Use Map LU-0002-2014, 8491 Richmond Road



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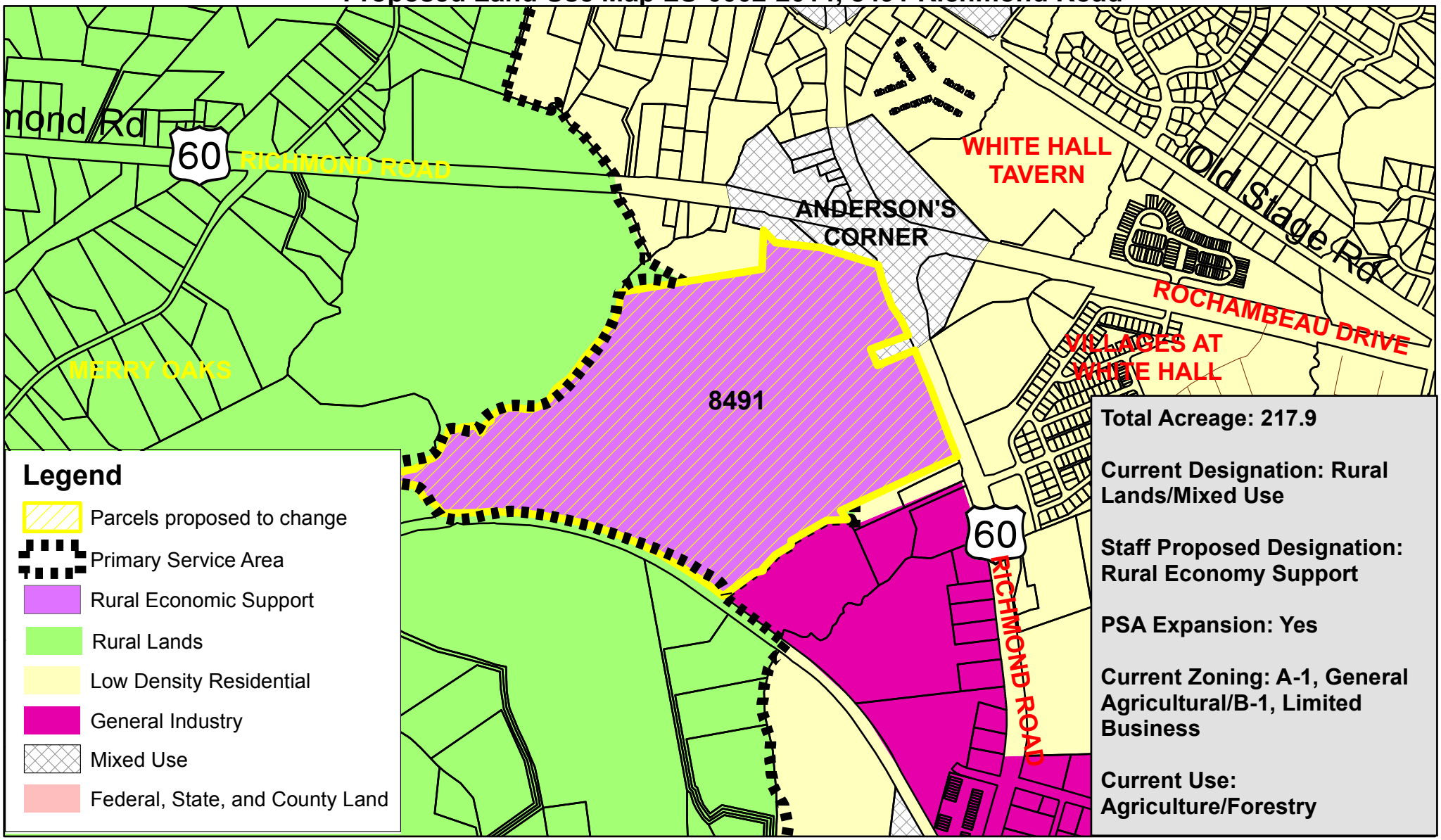
Proposed Land Use Map LU-0002-2014, 8491 Richmond Road



Total Acreage: 217.9

Current Designation: Rural Lands/Mixed Use

Staff Proposed Designation: Rural Economy Support

PSA Expansion: Yes

Current Zoning: A-1, General Agricultural/B-1, Limited Business

Current Use: Agriculture/Forestry

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0 0.15 0.3 Miles

N

The current land use designation is Mixed Use along a small portion of the frontage along Richmond Road; Low Density Residential for the remainder of the property inside the PSA and the rear two thirds of the property is Rural Land.

A small portion (6 acres) of the frontage is zoned B-1, General Business; the remaining 210 acres of the parcel is zoned A-1, General Agricultural. Public water and sewer are available, not served at this time. If you look at the current PSA map from Williamsburg to Toano the PSA is in a straight line until you get to this property.

if you take a look at the property you will see it is INCONSISTENT with all the surrounding properties! All the properties on each side Anderson's Corner Vet, Judy Taylor, Alan Owens, James Hall, Toano Contractors, Whitehall, and Ware's all are in the PSA and zoned business or mixed used. . I would call this spot zoning and INCONSISTENT.

The rationale in the past of Planning Commission used is that Anderson's Corner is one of the few remaining areas in the PSA with significant rural agricultural vistas. 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 traditional rural village surrounded by PERMANENTLY protected farm fields, I believe it too late!!!! Just look around you have from Toano west Greystone, Hankins Industrial Park, Toano Business Center, Nick's Lawn & Garden, Anderson's Corner Vet, Whitehall,Toano BP, Stonehouse Commerce Park and Michelle Pointe. The word PERMANENTLY means forever, to remain the same, without change, always, endures throughout so that means all my family can do is pay taxes. I have asked this many times, but who is going to farm this property in the next ten years? They are no large farms in JCC! At the present time we are leasing the farming rights to a farmer in New Kent who is in his sixties.

Please make this property at 8491 Richmond Road, Toano, CONSISTENT with the surround properties!!!!!

On behalf of the Taylor family we would greatly appreciate you putting all of this property into the PSA.

Thanks and if you need any other info or would like to discuss please give me a call

Beverly Taylor Hall

757-566-0829

Public Comment Summary
LU-0002-2014
8491 Richmond Road

This attachment provides verbatim public comments for the specified land use designation change application collected through Community Workshops, postcards, emails, the Comprehensive Plan hotline and online input surveys.

1. Increase PSA on all 3 L.U. applications. (Community Workshop)
2. To James City County Planning Dept. :

   We are responding to a notice we received from you dated May 16, 2014. It has come to our attention that an adjacent parcel of land located at 8491 Richmond Road is being considered for a zoning change and also for a realignment of the PSA area. This, no doubt will help James City County to reach its goals for the 2035 James City County Comprehensive Plan. In light of these developments we would like to have the same consideration given to our property which is located at 8399 Richmond Road, Williamsburg, Va. We own approximately 16 acres of wooded land and we share a common property boundary line. The shared boundary line is located on the south west corner of the property located at 8491 Richmond Road. We have owned this parcel of land for over 4 months and are at a lost as to why we are just receiving any notification of possible zoning and PSA changes. As we both know this would have an obvious impact on our property. I would hope that you will strongly consider changing our property's zoning and making PSA changes to reflect the changes made at 8491 Richmond Road. We would also like to express our support for the changes that the county, the property owners who are requesting the change, and those who want to see the Williamsburg area move forward into the future. If we can be of further support please don't hesitate to contact us. Your truly, *Anthony Jones – President of AAA Plumbing Co., Inc. P. O. Box 438 Lightfoot, Va., 23090 757-244-7664*
   (Staff note: this property is currently inside the PSA and designated General Industry.)
3. These are my thoughts on the GSAs for the 2014 comprehensive plan update. My comments will be on the area from Toano west to the Anderson corner area. This area is currently developing and most likely will continue to do so. My vision would be to tie the subdivisions into Toano via sidewalks and bike paths. On the East side of Toano this has already been done to great effect. This could help Toano become more economically robust. There are two historic properties in this area, Hickory Neck Church 1743 and White Hall Tavern 1805. There are two large tracks of land Hankins Farm and the Taylor Farm. Both most likely will develop over the next decade. Two smaller tracks the Ware and Branscome properties will do the same. I am not opposed to the rezoning request of the Taylor Farm to mixed use. I do think as this area continues to develop sensitivity to the historic sites and the rural heritage of this area should be reflected in the development standards. I think the Anderson corner area should also include Fenwick hills, and Michael point in the concepts of tying together the area via walking and biking. The speed limit should be reduced to 45 mph from the current 55 mph. *Bert Geddy, Toano. (Email)*
4. As stated in our submission to the CPT, the James City County Citizens' Coalition (J4C) believes that land use decisions should follow - not lead - the Comprehensive Plan process and should be made according to 2035 Plan guidelines, after community input has been received and assimilated. The J4C joins the Friends of Forge Road in Toano (FORT) in opposing this application (LU-0002-2014) requesting that 218 acres of currently designated Rural Lands, owned by the Taylor estate, be re-designated as Mixed Use and brought inside the Primary Service Area (PSA). As we have said before, the PSA remains one of the most effective growth control tools available to localities but to remain effective, its integrity must be maintained. The 2009 Comprehensive Plan says that the PSA is meant to direct growth to areas for which growth is planned and away from rural lands, and that ample room for growth remains within the PSA as

it is currently drawn, negating the need to expand it for some years. As noted in the staff's report on this application, there are a considerable number of vacant parcels nearby designated as Mixed Use, so additional inventory in Mixed Use does not seem a pressing need. Also noted in the report, this is one of only thirty (30) parcels remaining in the county suitable for larger-scale farming. Staff is recommending that this tract be designated Rural Economy Support (RES), a new Land Use category, and brought inside the PSA. Their report describes RES as "… intended to provide a connection between Rural Lands areas and centers of development inside the PSA." This wording itself seems to argue against bringing such transitional areas inside the PSA where they themselves will then become "centers of development". As described, an RES designation does not adequately protect these lands from devolving into just one more residential-retail development of which there is now an overabundance. Approving this application expands the PSA and further weakens the County's ability to maintain the controlled growth that county residents have supported in two consecutive Citizen Surveys. We ask that you deny this application. *J4C Statement to the PCWG (Email dated 11/20/14)*

5. STATEMENT BY LINDA RICE, PRESIDENT, FRIENDS OF FORGE ROAD AND TOANO (F.O.R.T.), NOVEMBER 20, 2014. PLANNING COMMISSION WORKING GROUP, LAND USE APPLICATION – LU-0002-2014, 8491 RICHMOND ROAD

Neighbors, living on or near Forge Road and in the Toano area share concerns for the future of this area's rural character. Accordingly, in 2006 we formed the Friends of Forge Road and Toano (F.O.R.T.), an association to inform the community at large about the importance of preserving these precious and limited resources. Specifically, we are opposed to the expansion of the PSA under Land Use Application, LU-0002-2014, 8491 Richmond Road. This application affects approximately 217 acres along Route 60 from Anderson's Corner to near the Anderson's Corner Veterinary Hospital. If the application is approved, this would extend the expansion of the PSA to cover these 217acres. Another application LU-0006-2014 – Hazelwood Properties also seeks to expand the PSA to include 131acres. This constitutes over 348 acres of land in the upper county.

Rural Economy Support.

The Planning staff has created a new Land Use designation – Rural Economy Support (RES) which has not been approved by the Planning Commission nor the BOS. Although the RES has many features which support the preservation of a rural economy, we are concerned that PSA expansion may occur without the acceptance of the RES. Further, we have concern about whether the residential development being restricted to family subdivisions (see RES language) could be strictly enforced. Additionally, there is no zoning category at this time that would meet this new land use designation. According to the 2009 JCC Comprehensive Plan, /the PSA concept encourages efficient uses of public facilities and services, avoids overburdening such facilities, …and increases public benefit per dollar spent. Such a change in the PSA for this property does not appear to meet these benefits. Realize that Forge road is already the home of three successful equine facilities which are not connected to the PSA.

Premature Expansion of the PSA.

The redrawing of the land use map for James City County officials comes at a critical time. According to a study by the Trust for Public Land and the Chesapeake Bay Commission, over the next 25 years sprawl will engulf an amount of land equal to the open space developed since Colonial times. The James City County, 2014 Development Potential Analysis, notes that within the Primary Service Area, there are 15,279 existing zoned parcels for residential units. This means that these parcels can be developed without further approvals. Further, the county already has many vacant shopping centers and 900 acres of undeveloped land included in an Economic Opportunity Zone on the former Hill Pleasant farm and several surrounding properties. In the 2009 Comp Plan report, staff projected sufficient land is appropriately zoned and or designated to meet commercial acreage for employment thru 2035. Certainly, these statistics

must make you realize that re-development and use of existing lands are better options than expansion of the PSA.

Integrity of the Rural Community.
Agricultural land and open space contribute in many ways to the community. Scenic views nurture our spirits. They help the environment by providing wildlife habitat, flood control, and ground water recharge. Ed McMahon, a JCC consultant on the use of rural lands, stated in May 2014 that scenic landscapes have quantifiable value. The Rural Economic Development Committee has identified 13 projects for potential rural economic development. We believe that these projects if given a chance could revitalize the surrounding areas of Toano, which are the last remnant of James City County farm life from the 19th and 20th centuries. These lands have been farmed by mule and plow and were also crisscrossed by soldiers fighting the Revolutionary and Civil Wars. When one drives in the area, you can still imagine these sights. This will likely change with PSA expansion.

2014 Citizens Survey.
In the 2014 James City County Citizen Survey, about 78 per cent of the respondents agreed that there should be restrictions on the amount of land that can be sold for residential and commercial development. Similarly, the College of William and Mary Environmental Science and Policy Research Group conducted a scientific phone survey in July 2002 of adults in Williamsburg, James City County, and York County, and found that strong majorities of Republicans (76%), Democrats (78%), and Independents (79%) agreed that development is occurring too quickly. These results demonstrate that FORT's opposition to LU-0002-2014 may even be supported by others, who have not spoken at the committee hearing.

Conclusion.
LU-0002-2014 is a major parcel, and the implication if it is approved is huge. We ask that you, as members of the Planning Commission Working Group join us and other members of the Community in opposing this land use application.
Linda Rice, Friends of Forge Road (Email dated 11/20/14)

Transportation Impacts Evaluation
LU-0002-2014

The following transportation impacts summary was developed in conjunction with Kimley-Horn and Associates for a selected number of proposed land use designation applications that could generate more than 5,000 new daily trips. The summary is designed to help show current and projected roadway conditions, potential impacts to the transportation system with the change in land use designation, and improvements that may be needed to support future traffic volumes and sustain acceptable level of service (LOS) conditions if the property in question is developed.

I. Basic Description of Existing Transportation Conditions:

The subject parcel of Taylor Farm fronts Richmond Road, which is a four-lane divided roadway within the area. There is one existing cross-over location along the parcel's frontage approximately 1,500 feet from the signalized intersection of Richmond Road and Rochambeau Drive (Anderson's Corner) to the north and approximately 900 feet from the unsignalized intersection of Richmond Road and Hickory Neck Boulevard to the south. The northern property line of the parcel is within 300 feet of Anderson's Corner. Currently, there are two partial access right-in/right-out driveways to a residence located approximately 1,000 feet and 1,100 feet, respectively from Anderson's Corner. The parcels on the northeast and southeast corners of the Anderson's Corner intersection will potentially be Mixed Use developments.

II. Existing (2010) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Richmond Road (New Kent CL to Route 30)	5,861	A-C
Richmond Road (Route 30 to Croaker Road)	13,792	A-C
Rochambeau Drive (Richmond Road to Ashington Way)	7,164	A-C
Rochambeau Drive (Ashington Way to Croaker Road)	7,164	D

III. Programmed Improvements:

- No items in this location.

IV. Projected Trip Generation Scenarios:

Scenario	Description	ITE Code	Percentage	Acreage	Density	Unit	Trips		
							Daily	AM	PM
1	Single Family Housing (2 DU per acre)	210	25%	41	81	DU	866	66	87
	Single Family Housing (0.33 DU per acre)	210	75%	122	40	DU	454	38	47
						Scenario 1 Total	**1,320**	**104**	**134**
2	Single Family Housing (10 DU per acre)	210	23%	37	373	DU	3,523	271	344
	Townhouse (10 DU per acre)	230	23%	37	373	DU	2,020	148	177
	Low Rise Apartment (10 DU per acre)	221	24%	39	389	DU	2,378	168	224
	Shopping Center	820	30%	49	423,403	SF	17,352	376	1,576
						Scenario 2 Total	**25,273**	**963**	**2,321**
3	Industrial Park (FAR = 0.15)	130	42%	69	450,846	SF	2,928	311	383
	Industrial Park (FAR = 0.15)	130	43%	69	450,846	SF	2,928	311	383
	Specialty Retail	826	5%	8	70,567	SF	3,057	463	355
	Townhouse (7 DU per acre)	230	10%	16	113	DU	718	58	67
						Scenario 3 Total	**9,631**	**1,143**	**1,188**
4	Specialty Retail	826	8%	12	105,851	SF	4,566	636	532
	Single Family Housing (0.33 DU per acre)	210	75%	122	40	DU	454	38	47
	Single Family Housing (10 DU per acre)	210	6%	9	94	DU	993	76	100
	Townhouse (10 DU per acre)	230	6%	9	94	DU	610	50	58
	Low Rise Apartment (10 DU per acre)	221	6%	10	97	DU	885	54	66
						Scenario 4 Total	**7,508**	**854**	**803**

Scenario 1 approximates existing designations, Scenario 2 approximates a change to a Mixed Use for the entire property, Scenario 3 approximates a change to Economic Opportunity for the entire property, and Scenario 4 approximates a change to Mixed Use for the area currently inside the Primary Service Area (PSA). **Scenario 2 is used in the modeling for projected conditions in section VI below.**

V. Projected (2040) Conditions for Surrounding Roadways with Land Use Designation Change:

Roadway Segment			2034 Baseline		2040 Baseline		2040 Future - LU 2		2040 Future - All	
Name	From	To	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Richmond Road	New Kent CL	Barhamsville Road	11,900	B	12,100	B	19,200	C	19,300	C
Richmond Road	Barhamsville Road	Croaker Road	17,500	C	16,800	C	17,500	C	17,600	C
Rochambeau Drive	Richmond Road	Ashington Way	8,600	A	8,500	A	10,700	B	11,000	B
Rochambeau Drive	Ashington Way	Croaker Road	10,900	B	10,600	B	11,000	B	10,700	B

- The 2034 Hampton Roads travel demand model was used to determine the effects of the changes to the land use developments on the transportation network.
- The 2034 Baseline scenario incorporated the 2034 socioeconomic data published by the Hampton Roads Transportation Planning Organization (HRTPO). While the 2040 Baseline scenario incorporated the 2040 socioeconomic data published by the HRTPO for the specific study area traffic analysis zone, the 2040 Future LU 2 scenario incorporates changes only to the study area traffic analysis zone's socioeconomic data to reflect the presence of the development. Lastly, the 2040 Future – All scenario incorporates all of the proposed land use developments.

- The Average Daily Traffic (ADT) volumes were obtained from the travel demand model after each land use scenario model run. The LOS was determined by the Kimley-Horn LOS Tool which uses the roadway classification, type of facility and ADT to determine LOS.

VI. Other Transportation Considerations:

- Perform a signal warrant analysis for the intersection of Richmond Road at the median crossover that aligns with the potential site access driveway.
- If a traffic signal is not warranted at the intersection of Richmond Road at the median crossover, it is recommended to improve this intersection to a full movement unsignalized intersection with exclusive left and right-turn lanes on Richmond Road.
- Based on the VDOT access management guidelines, a rural minor arterial with a speed limit of 55 mph can accommodate partial access (right-in/right-out) driveways at 425 foot spacing. For Richmond Road, three right-in/right-out driveways with left-turn crossover can be accommodated between Anderson's Corner and the median crossover and one right-in/right-out driveway can be placed between the median crossover and Hickory Neck Boulevard. However, these are minimum standards and all of the referenced site access driveways may not be needed.
- Exclusive turn lanes should be provided at the partial and full access driveways and intersections.
- Consider driveway spacing and alignment with the potential build out of the parcel directly across Richmond Road.

VII. References:

1. James City County/Williamsburg/York County Comprehensive Transportation Study

LU-0003-2014
499 Jolly Pond Road

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

MEETING INFORMATION

Group: Planning Commission Working Group Date: November 20, 2014

SUMMARY FACTS

Applicant:	Greg Davis, Kaufman and Canoles
Property Owner:	Colonial Heritage, LLC
Property Address(es):	499 Jolly Pond Road
Tax Map #:	2240100007
Size:	725.09 total acres 220 acres covered by this application
Current Land Use Designation(s):	Rural Lands
Current Property Use (per applicant):	Undeveloped, with SUP for 50-lot rural cluster
Owner Proposed Land Use Designation:	Low Density Residential
Owner Proposed Property Use:	Residential
Owner Justification:	See attached letter
Zoning:	220 acres requesting the designation change is A-1, General Agricultural
Inside PSA:	No
Requesting Extension of PSA:	Yes
Water or Sewer Availability:	Sewer would be brought in through existing Colonial Heritage service. Water would be available from the Jolly Pond Road school sites.
Watershed:	Yarmouth Creek
Staff Contact:	Jason Purse Phone: 757-253-6689

BACKGROUND:

The Board of Supervisors approved Z-0004-2002 and SUP-0021-2004, expanding the Colonial Heritage Master Plan area to include a 50-lot rural cluster on property zoned A-1, General Agriculture. At that time the BOS acknowledged and expected that 50 lots would be located outside the PSA, and that these lots would be served by a public community well

facility and private on-lot septic fields. The costs and challenges at that intensity of development were understood and accounted for.

During the 2009 Comprehensive Plan update process, the applicant requested a Land Use Designation change to incorporate the area of the 50-lot rural cluster into the Primary Service Area. This request was also accompanied by a rezoning application that would have further clustered the 50-lots onto a smaller area, and also added additional developable area (from the 220 acres requesting a change from Rural Lands to Low Density Residential) to be included in the Colonial Heritage Mixed Use development. This proposal would have allowed for increased density for Colonial Heritage, under the 2,000 unit cap, and would have resulted in more than 50 lots on this 220 acre area. The BOS ultimately did not expand the PSA or change the Land Use designation at that time. The 2009 rezoning application is still on file with Planning staff, as it was indefinitely deferred by the applicant at that time.

AGENCY COMMENTS:

Engineering and Resource Protection
ERP notes that although public sewer service could be seen as a benefit from the potential from nonpoint source pollution associated with failed or failing septic drainfield systems, increased lots/density would result in an increase from other forms of nonpoint source pollution such as impervious cover. The Engineering and Resource Protection Division is not supportive of any proposal which results in the need for mass clearing and grading of land bays within the defined land tract - especially within areas intended to be within the A-1 rural
cluster area or dedicated natural open spaces.

Any new development from this land use application within the PSA would be subject to the County's Special Stormwater Criteria (SSC). It would also be subject to the provisions of the readopted and revised Yarmouth Creek watershed management plan (October 2006) which would require 50 ft. intermittent stream and nontidal wetlands buffers as well as the variable width (up to 300 ft.) mainstem buffers.

The parcel is currently a portion of the previously approved special use permit application SUP-21-04 for 50 lots zoned A-1. Environmental conditions on this SUP included a 282 acre conservation easement for stormwater management purposes, master stormwater management plan requirements, building structure and limit of work separations (setbacks) from steep slopes, and separation (setbacks) from RPA.

The PSA exhibit map as supplied with the land use permit application is incorrect in that it states by legend and hatch pattern that the far west side of the land tract is "Existing Conservation Open Space (282 acres)". The ERP Division has not received a conservation easement plat or deed of easement for this parcel; however, as previously indicated it is intended to be dedicated by SUP-21-04 and the approved master stormwater management plan SWM-01-05.

JCSA
During the design phase, a water model and a water and sewer master plan shall be required.

TRANSPORTATION IMPACTS:
No transportation improvements are recommended based on this proposed land use application. Updated traffic information was not modeled for this application, as proposed changes did not trigger the need for further study. The Colonial Heritage proffers include improvements on Richmond Road and Centerville Road. In the 2035 Comprehensive Plan, Centerville Road, from Longhill Road to Richmond Road, is recommended to be kept at 2-lanes, but should be watched for potential need for widening.

Jolly Pond Road (Cranston's Mill Pond Road to Centerville Road) is currently functioning at a LOS A. In 2034, this section of road is anticipated to be functioning at LOS B.

See attached sheet entitled Transportation Impacts LU-0003-2014.

STAFF RECOMMENDATION:
Staff recommends denial of the change in Land Use designation to Low Density Residential and against bringing this property inside the Primary Service Area.

RATIONALE:
The Deer Lake portion of the property was approved for a 50-acre residential cluster under the current A-1 zoning. At the time of the special use permit review, the initial evaluation of the cluster development did not identify undue environmental impacts that would suggest that public water and sewer was a necessity on this site.

If the PSA boundary is extended and the property becomes eligible for sewer and water service with a Low Density Residential designation, with a possible density of up to four dwelling units per acre could allow for rezoning the property to permit more intensive development.

Furthermore, extension of the PSA boundary could set a precedent for similarly situated properties, weakening the effectiveness of the PSA boundary as a tool for managing growth. Boundary changes to the PSA should be conditioned upon significant changes in development trends and patterns, significant changes in County policy, and projected community needs. The 50-lot rural cluster does not represent a new development trend or pattern and does not meet a currently unmet County need.

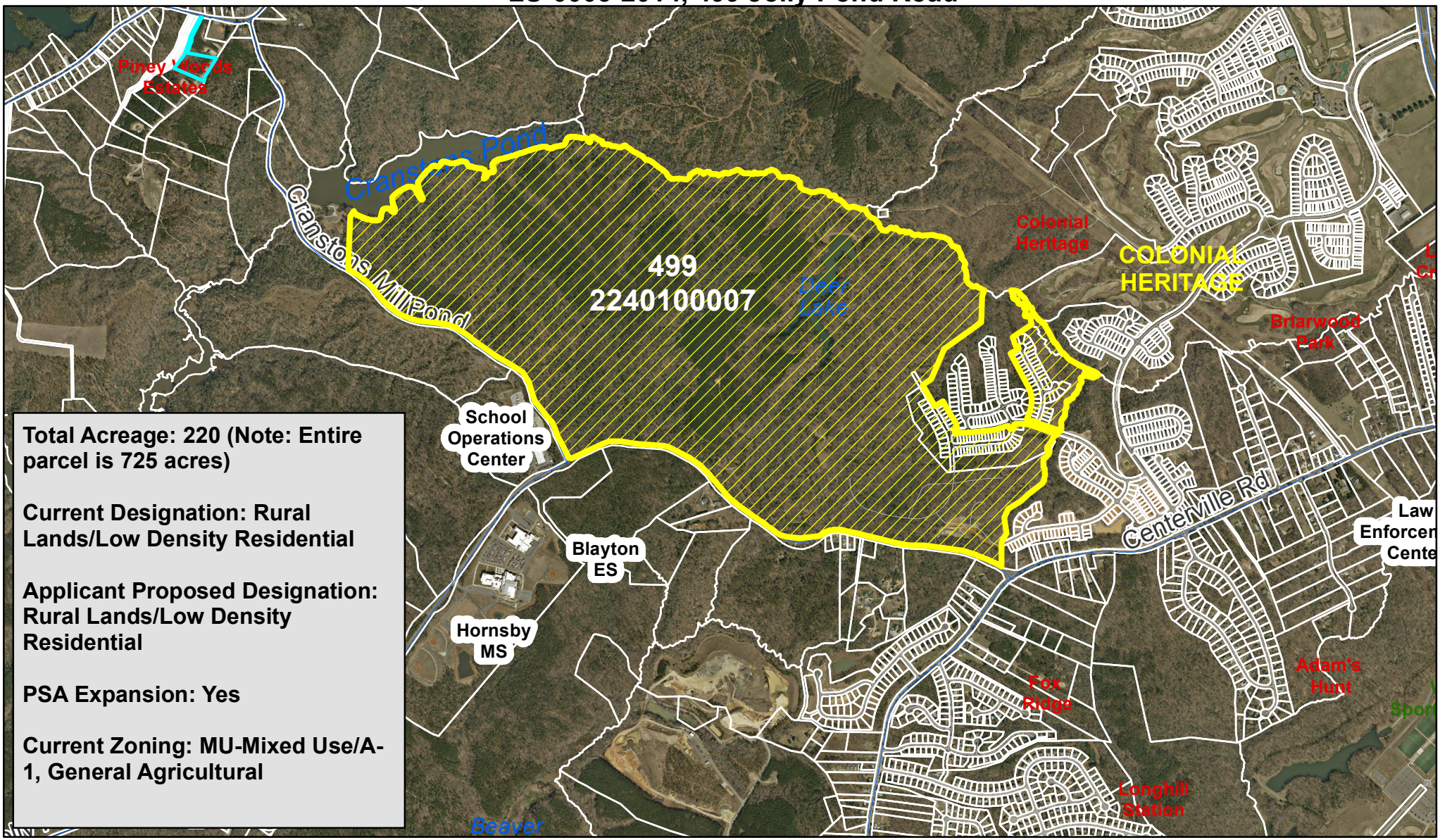
The central well requirement for major subdivisions outside the Primary Service Area has been an effective tool in the past, as it has represented a major deterrent to growth due to prohibitive costs. However, in recent years, a number of applications have come forward that propose central wells, including this 50-lot rural cluster. Allowing these subdivisions to connect to public water and sewer after they receive approval of a development with a central well, and removing this cost deterrent, may ultimately increase the amount of growth in rural lands.

As an alternative to this request to expand the PSA, the applicant was presented with the idea of requesting a waiver to the central well requirement, and they are currently investigating the feasibility. In one special circumstance in recent years, the director of the James City Service Authority consulted and received approval from the Board of Supervisors to allow a central well waiver for a development that provided exceptional design characteristics and provided for substantial environmental protection. This development provided 55% open space with a wildlife management plan, as well as a limit on the number of piers/docks to mitigate the impact on sensitive waterways (to name just a few of the benefits). Authority for allowing this waiver to the central well requirement can be found in section 19-59 of the Subdivision Ordinance.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:
On December 18, 2014, the Planning Commission Working Group recommended approval of the request to bring approximately 220 acres inside the Primary Service Area and be redesignated to Low Density Residential by a vote of 5-3.

ATTACHMENTS:
1. Location Map
2. Existing Land Use Designation Map
3. Proposed Land Use Designation Map
4. Applicant justification letter
5. Public comment
6. Transportation impacts evaluation

LU-0003-2014, 499 Jolly Pond Road



Total Acreage: 220 (Note: Entire parcel is 725 acres)

Current Designation: Rural Lands/Low Density Residential

Applicant Proposed Designation: Rural Lands/Low Density Residential

PSA Expansion: Yes

Current Zoning: MU-Mixed Use/A-1, General Agricultural

This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section.

1 inch = 1,788 feet

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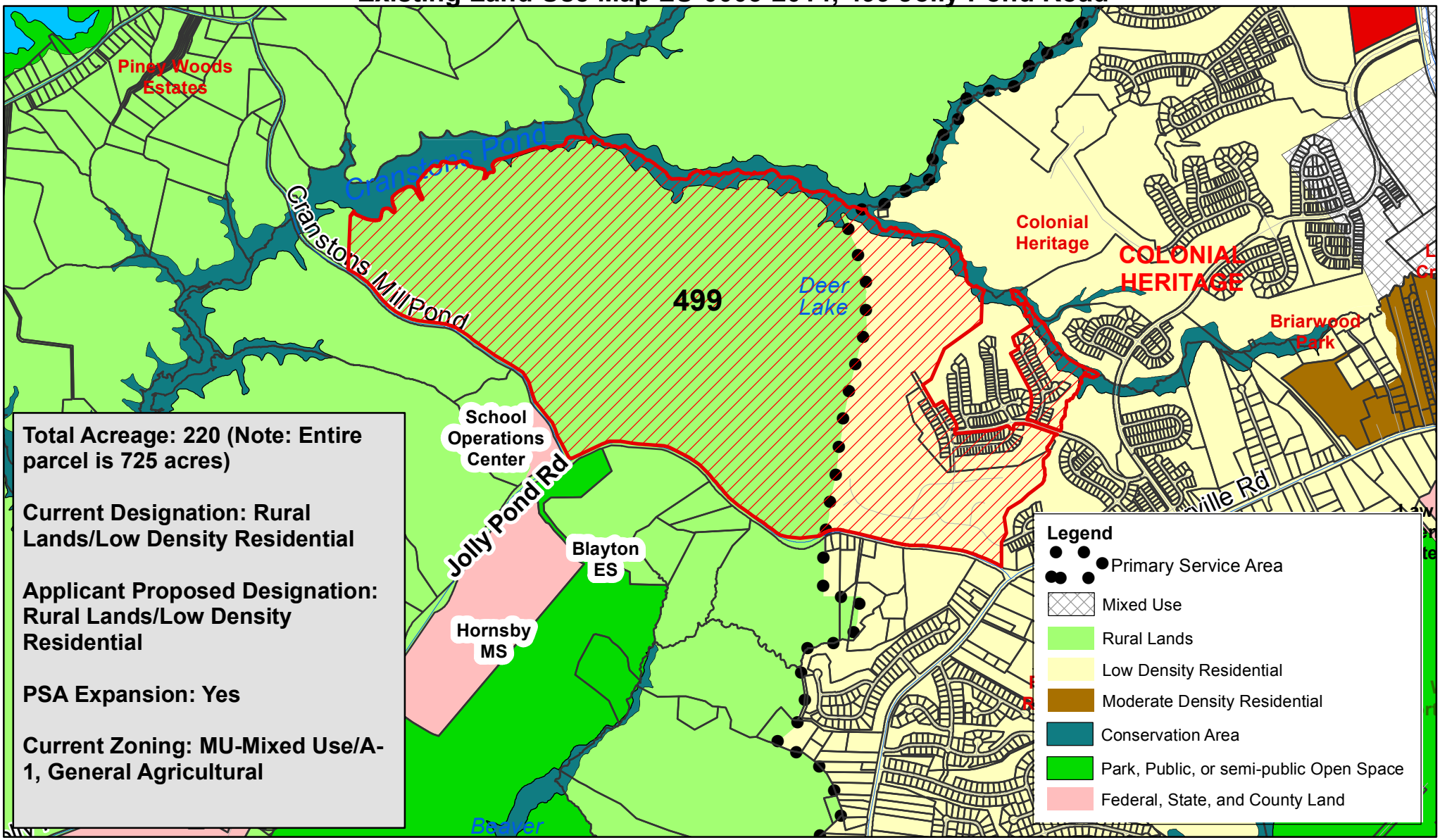
Existing Land Use Map LU-0003-2014, 499 Jolly Pond Road



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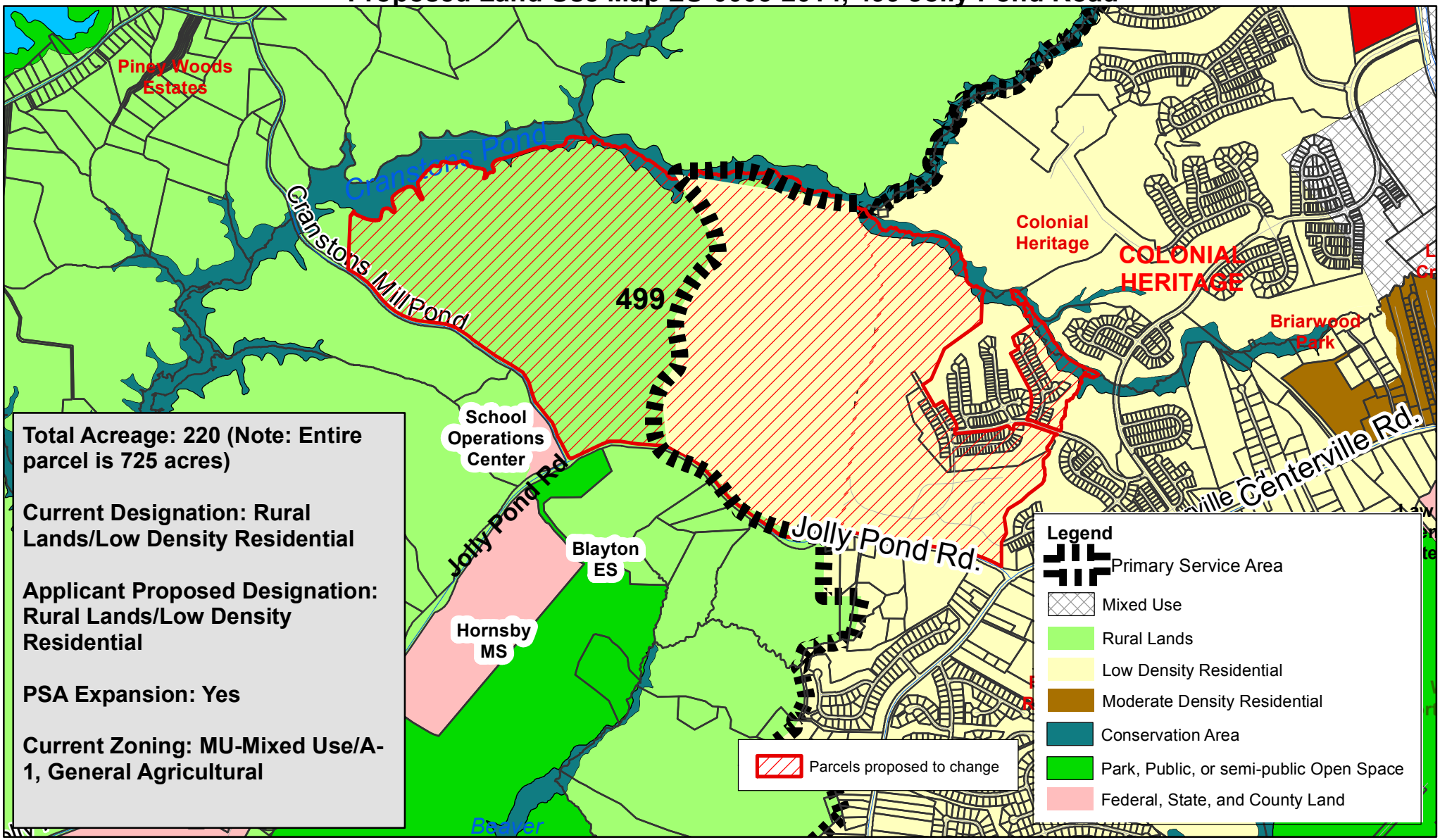
Proposed Land Use Map LU-0003-2014, 499 Jolly Pond Road



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0 0.225 0.45 Miles

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COLONIAL HERITAGE LLC - 499 Jolly Pond Road

APPLICATION NARRATIVE

Background

Colonial Heritage is a successful award-winning, age-restricted planned community with 2,000 homes planned and approved. The Colonial Heritage property spans over 1,508+/- acres, which are bisected by the boundary of the County's Primary Service Area (PSA line), with 1,006+/- acres currently located inside the PSA, and approximately 502+/- acres located outside the PSA. In 2004 Colonial Heritage placed a conservation easement on 282+/- acres located outside the PSA for the benefit of the County. Accordingly, as detailed on the enclosed exhibit, 220+/- acres remain outside the PSA and not subject to the conservation easement. These 220+/- acres are the subject of the current application.

In 2004, as part of an overall update to the Colonial Heritage master plan and zoning, the County approved Special Use Permit SUP 21-04 allowing an A-1 cluster on the subject 220+/- acres, to be developed as 50 lots around Deer Lake in accordance with County Code Section 24-214(c) permitting 1-acre minimum lots. Because this portion of the property is located immediately adjacent to but outside the PSA, these 50 lots would be served by individual septic systems and a private well system to be dedicated to the James City Service Authority (JCSA). These 50 lots are included within the overall 2,000 unit cap for the Colonial Heritage property, but would not be part of the age-restricted gated community.

Proposal

With a minor adjustment to the PSA line, the 50 lots approved for the subject property could be developed much more responsibly by allowing the lots to be connected to public water and sewer facilities, like the remaining 1,950 lots already approved to be served by public water and sewer in Colonial Heritage. To be clear, this application proposing a minor PSA line adjustment would not result in any new lots in the County, as the property remains subject to the 50 lot limit implemented by the A-1 cluster zoning and special use permit. The change would simply allow for more responsible development of the 50 lots and increased efficiency of public services in the County.

A public water main serving Blayton Elementary and Hornsby Middle School already exists along Jolly Pond Road where the entrance to the 50-lot development would be located. Additionally, public sewer service will be available to the subject property via the public sewer lines already extended within the Colonial Heritage development. Pursuant to the County Subdivision Ordinance, if public water is not extended to the subject property, a central well system for these 50 lots would be required to be constructed by Colonial Heritage LLC and turned over to JCSA for future operation and maintenance. (County Code Sec. 19-59(b)). However, the 2009 Comprehensive Plan clearly acknowledges that "the operation of a public water system to serve a subdivision of less than 100 lots is not cost-effective to operate", suggesting that such systems should be avoided when possible. (*Historic Past, Sustainable Future James City County 2009 Comprehensive Plan*, pg. 129).

The 2009 Comprehensive Plan clearly states the goals of the PSA, and as detailed below, this application represents a justified modification to the PSA in conformance with the County's stated goals. (*Historic Past, Sustainable Future James City County 2009 Comprehensive Plan*, pg. 124):

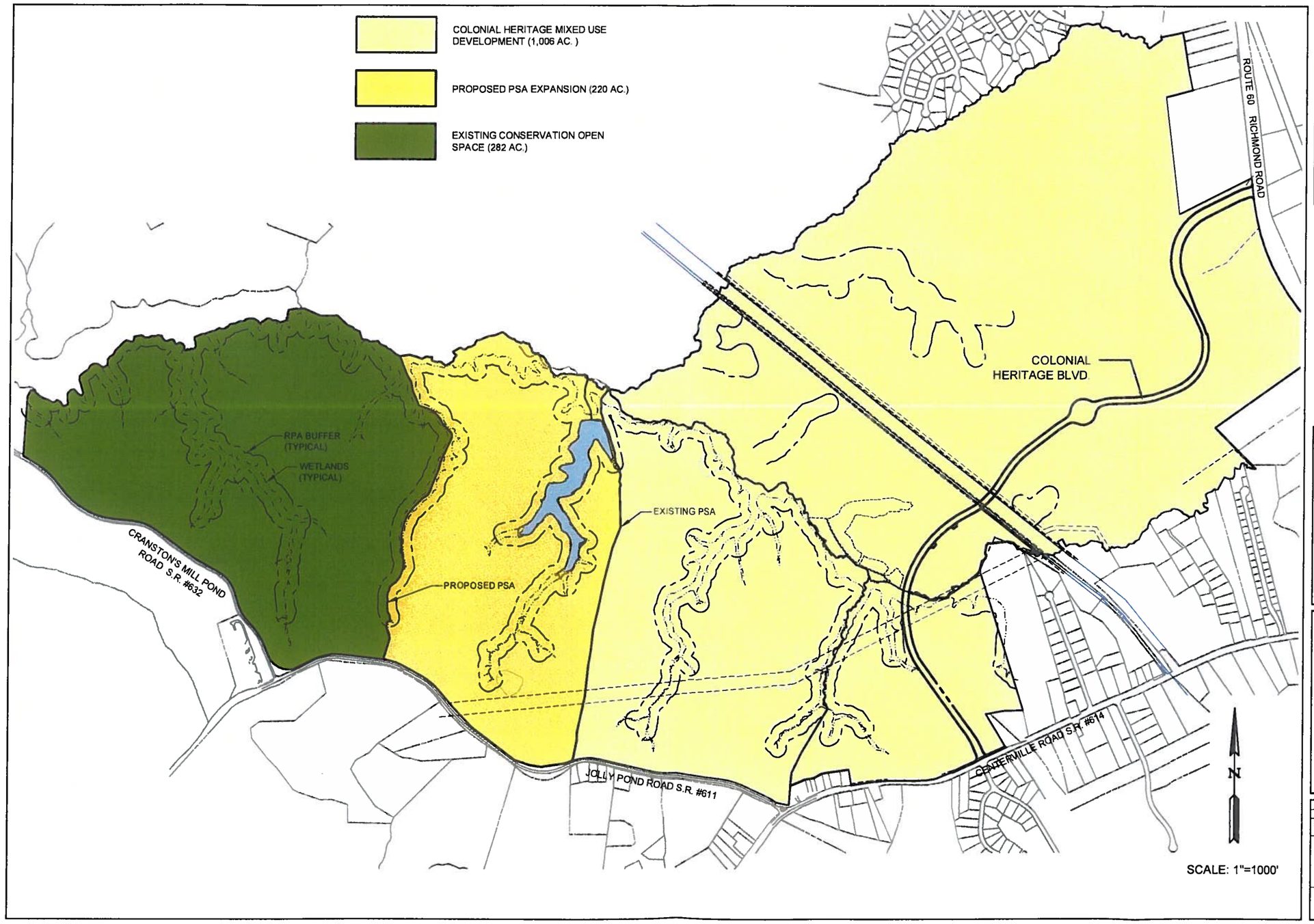
• ***Encourage efficient utilization of public facilities and services (water and sewer, roadways, schools, fire and police stations, libraries, etc.)***

-Response: The subject application presents a case where the arbitrariness of the PSA line in certain instances would actually hinder the "efficient utilization of public facilities and services" in direct conflict with this stated Comprehensive Plan goal. The Colonial Heritage property is a great example of a large and successful master planned community and the overall efficient use of public facilities afforded by planned communities. However, the 50 lot A-1 cluster to be developed on the outside fringe of the PSA is not efficient. The additional private well maintenance required by the County in this instance would be illogical given the proximity of public infrastructure.

• ***Help ensure such facilities and services are available where and when needed***
-Response: With almost 900 homes already built, the Colonial Heritage property is clearly recognized as a location in high demand in the County. However, if the PSA line remains in its current location, it is very likely that the subject property would be forced to consider developing with private utility facilities prior to the next Comprehensive Plan update in 2019, leaving the County to take over an unnecessary private well system, rather than anticipating this need and affording the opportunity to tie into the existing public water facilities along Jolly Pond Road and sewer facilities from the neighboring portion of this property.

• ***Minimize well and septic failures***
-Response: Clearly, this is one of the most applicable goals, as this application has the direct potential to eliminate 50 entitled lots on the edge of the current PSA from being served by individual septic systems. Avoiding septic tanks and drain fields on this property is especially important due to its location in the area of the sensitive Yarmouth Creek Watershed.

Based on the above information, we respectfully submit that adjustments to the PSA of the type requested are a prudent exercise of the County's Comprehensive Planning authority and implore you to positively consider the same.



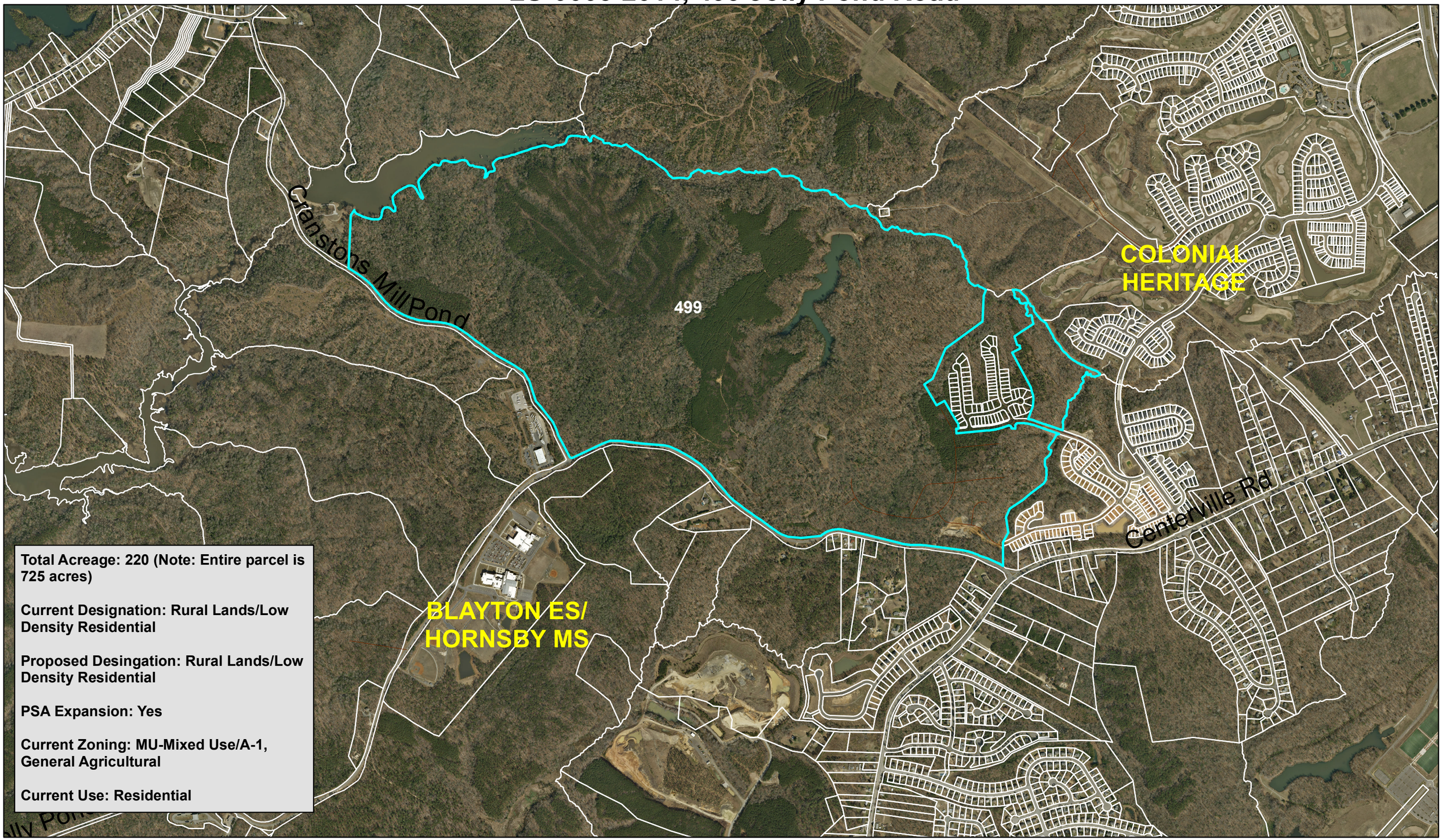
Revised By	Date	Description

AES CONSULTING ENGINEERS
Hampton Roads | Central Virginia | Middle Peninsula
5248 Olde Towne Road, Suite 1
Williamsburg, VA 23188
Phone: (757) 253-0040
Fax: (757) 220-8994
www.aes-vi.com

PSA EXHIBIT
COLONIAL HERITAGE AND DEER LAKE ESTATES
STONEHOUSE DISTRICT JAMES CITY COUNTY VIRGINIA

Project Contacts	TRB
Project Number	8881-03
Scale 1"= 1,000'	Date 4/21/14
Sheet Title EXHIBIT 1	
Sheet Number 1 of 1	

LU-0003-2014, 499 Jolly Pond Road



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Proposed Desingation: Rural Lands/Low Density Residential

PSA Expansion: Yes

Current Zoning: MU-Mixed Use/A-1, General Agricultural

Current Use: Residential

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0 0.225 0.45 Miles

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Public Comment Summary
LU-0003-2014
499 Jolly Pond Road

This attachment provides verbatim public comments for the specified land use designation change application collected through Community Workshops, postcards, emails, the Comprehensive Plan hotline and online input surveys.

1. Increase PSA on all 3 L.U. applications. (Community Workshop)
2. If no new units proposed, seems to make sense. (Community Workshop)
3. The Colonial Heritage Community is a wonderful asset to our county. I would support any update to the comprehensive plan that would result in environmentally friendly development of already approved lots. (Virtual Community Workshop)
4. PSA relocation should be highly considered (Virtual Community Workshop)
5. Colonial Heritage is a great development. I would support any updates to the comp plan that further promote the Colonial Heritage development. (Virtual Community Workshop)
6. It is my understanding that the units affected by this proposal are already approved and this application would not increase the number of units approved in the County. If that is true, then I think it makes sense to allow connection of these units to public water and sewer to be more environmentally friendly. (Virtual Community Workshop)
7. The James City County Citizens' Coalition (J4C) joins staff in opposing this application (LU-0003-2014) wherein Colonial Heritage seeks to extend public water and sewer to this Rural Lands parcel by bringing it inside the Primary Service Area (PSA). This tract was approved in 2004 for the development of 50 homes in an A-1 Rural Cluster, using private septic systems and a community well. This application seeks redesignation to low-density residential, permitting more intense development. As previously stated, the PSA remains one of the most effective growth control tools available to localities. The 2009 Comprehensive Plan states that the PSA, as it is currently drawn, offers enough room for growth that expanding it will not be needed for some years. Previous expansions were made for reasons of public health, welfare or safety. That is not the case here. Colonial Heritage knew this parcel was outside the PSA when it purchased the property, and it was valued accordingly. The JCSA notes in its comment letter that connection of this parcel may require additional infrastructure upgrades, even if development remains limited to the approved 50 homes. Engineering and Resources notes that even the lot density approved by the A-1 cluster will result in increased pollution from added impervious cover and the loss of wooded and vegetative ground cover. Both of these concern J4C and county residents. Of further concern is the fact that a 282-acre conservation easement, approved as part of the 2004 SUP, has reportedly never been executed. Approving this application expands the PSA and further weakens the County's ability to maintain the orderly growth desired by its citizens. Maintaining that control will result in greater overall benefit to the county than the potential failure of a few properly installed and maintained private utility systems. We ask that you deny this application. (J4C Statement for the PCWG – *Email dated 11/20/14*)

Transportation Impacts Evaluation
LU-0003-2014

The following transportation impacts summary was developed in conjunction with Kimley-Horn and Associates for a selected number of proposed land use designation applications. The summary is designed to help show current and projected roadway conditions, potential impacts to the transportation system with the change in land use designation, and improvements that may be needed to support future traffic volumes and sustain acceptable level of service (LOS) conditions if the property in question is developed.

I. Basic Description of Existing Transportation Conditions:

The subject parcel fronts Jolly Pond Road and a portion of Cranston's Mill Pond Road. The parcel is located approximately 200 feet from the unsignalized intersection of Centerville Road and Jolly Pond Road and extends to Cranston's Mill Pond Road. The unsignalized intersection of Centerville Road and Jolly Pond Road features an exclusive northbound left-turn lane, an exclusive southbound right-turn lane, and exclusive right and left-turn lanes on the eastbound approach. Both Jolly Pond Road and Cranston's Mill Pond Road are two-lane undivided rural roadways. The entrance driveway for the development, if constructed as proposed in the past rural cluster SUP, would be approximately 2,500 feet west of the intersection with Centerville Road and Jolly Pond Road. The parcel is adjacent to the larger Colonial Heritage development to the northeast. Colonial Heritage fronts Richmond Road and Centerville Road as well as has major access points along these roadways.

II. Existing (2010) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1][2]	Level of Service (LOS)[2][4]
Jolly Pond Road (Cranston's Mill Pond Road to Centerville Road)	1,200	A[4]
Cranston's Mill Pond Road (Jolly Pond Road to Chickahominy Road)	520	A[4]
Centerville Road (News Road to Longhill Road)	7,414	A-C
Centerville Road (Longhill Road to Richmond Road)	9,095	A-C

III. Projected (2034) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[2][3]	Level of Service (LOS)[2][4]
Jolly Pond Road (Cranston's Mill Pond Road to Centerville Road)	3,300	B[4]
Cranston's Mill Pond Road (Jolly Pond Road to Chickahominy Road)	3,500	B[4]
Centerville Road (John Tyler Highway to Jolly Pond Road)	17,000	A-C
Centerville Road (Richmond Road to Longhill Road)	17,000	A-C

IV. Future Improvements:

- No items in this location included in the Six Year Improvement Program or Long Range Transportation Plan.
- In the James City County 2035 Comprehensive Plan, Centerville Road, from Longhill Road to Richmond Road, is recommended to be kept at 2-lanes, but should be watched for potential need for widening.

- The Colonial Heritage proffers include improvements on Richmond Road and Centerville Road.

V. Projected Trip Generation Scenarios:

- According to the application, the applicant does not seek additional units beyond the 50 already approved in this location. Previous documentation indicated that these units have the potential to generate 480 daily trips, 38 AM peak hour trips, and 51 PM peak hour trips on the roadway network based on ITE trip generation rates.

VI. Projected Conditions for Surrounding Roadways with Land Use Designation Change:

- This item was not completed for this application.

VII. Potential Improvement Information with Land Use Designation Change:

- This item was not completed for this application.

VIII. Other Transportation Considerations:

- It is recommended to provide adequate turn lanes for the proposed development entrances (e.g., exclusive right-turn lane along westbound Jolly Pond Road).
- The intersection of Centerville Road and Jolly Pond Road was recently upgraded. A traffic signal warrant analyses completed in 2010 as a part of the construction of the new Middle School and Elementary School located along Jolly Pond Road. The analysis recommended that a traffic signal should be installed at this intersection to accommodate increased traffic volumes and enhance the safety of school related traffic operations. However, VDOT concluded that the existing and/or anticipated traffic volumes at the intersection did not adequately meet warrants for a traffic signal. Although, the trip generation of this development is relatively small, additional volume at the intersection would increase the need for a traffic signal. It is also noted that VDOT has conducted a more recent signal warrant analysis of the intersection and is in conversations with Williamsburg James City County Schools and the County on their most recent findings.

IX. References:

1. Virginia Department of Transportation 2010 Annual Average Daily Traffic Volume Estimates
2. James City County/Williamsburg/York County Comprehensive Transportation Study
3. VDOT Hampton Roads 2034 Travel Demand Model
4. Kimley-Horn and Associates LOS Tool

LU-0004-2014
4450 Powhatan Parkway

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

MEETING INFORMATION

Group:	Planning Commission Working Group	Date:	November 20, 2014
	Joint Work Session		January 27, 2015

SUMMARY FACTS

Applicant:	Mr. Stephen Romeo, Vanasse Hangen Brustlin, Inc.
Property Owner:	Powhatan Land Enterprises, L.L.C.
Property Address(es):	4450 Powhatan Parkway
Tax Map #:	3830100001
Size:	35.6 acres
Current Land Use Designation(s):	Low Density Residential
Current Property Use (per applicant):	Vacant
Owner Proposed Land Use Designation:	Moderate Density Residential
Owner Proposed Property Use:	Residential development that could be either for-sale or for-rent.
Owner Justification:	Property has access to public water and sewer and would be infill development interior to an existing residential neighborhood.
Zoning:	R-8, Rural Residential
Inside PSA:	Yes
Requesting Extension of PSA:	No
Water or Sewer Availability:	Existing public (JCSA) sewer and water mains available on the site.
Watershed:	Powhatan Creek

Staff Contact: Leanne Pollock, Senior Planner II Phone: 253-6876

BACKGROUND:

4450 Powhatan Parkway is located at the back of the existing Powhatan Secondary neighborhood and adjacent to the Hospice Support Care of Williamsburg. The property owner has not request a change to the Land Use designation in the past; however, there have been multiple requests for special use permits and rezonings on the property. In 1999, the site was approved for construction of the Williamsburg Christian Academy, but the school ended up relocating to another site

in the County. A master plan and rezoning was submitted in 2004 and again in 2005 to develop the property as rental condominiums at a gross density of 2.49 dwelling units per acre. This application was eventually withdrawn as a result of a staff recommendation of denial. In 2007, the owner submitted a proposal for condominium units at a density of 1.92 dwelling units per acre. This application was also withdrawn as a result of a staff recommendation of denial. These recommendations were based on a finding of inconsistency with the standards of the Cluster Overlay district that was in effect at that time. That ordinance outlined criteria that needed to be met in order to qualify for the necessary requested density bonuses. There was also significant public opposition to the project. Since that time, the Cluster Overlay district has been revised to provide a point system for obtaining bonus density and revise how density is calculated based on environmental features present on the site. The owner has not resubmitted an application since the ordinance amendments were adopted.

AGENCY COMMENTS:

Engineering and Resource Protection:

Engineering and Resource Protection noted that the property is located in the Powhatan Creek watershed and is subject to the key goals and strategies of the adopted Powhatan Creek Watershed Management Plan. The subwatershed is currently classified as "sensitive" but in the absence of extraordinary watershed management efforts, could shift into the "impacted" classification within the next ten years. The parcel contains high quality wetlands in RPA, the potential for Virginia least trillium habitat, excellent/good stream quality conditions, in-tact forest areas and non-RPA wetlands. Many of these sensitive areas are included in an existing approximately 5.2-acre conservation easement along the boundary with Ford's Colony; however, 50-foot non-RPA and intermittent streams buffers would be necessary around the non-RPA wetlands that are not located in the existing conservation easement.

TRANSPORTATION IMPACTS:

The potential transportation impacts of changing from Low Density Residential to Moderate Density Residential were not large enough to have a potential impact on the model and therefore were not modeled. The property in this application takes access off of Powhatan Parkway through the Berkeley section of Powhatan Secondary and shares an entrance road with Hospice of Williamsburg. Powhatan Parkway is a wide, straight road and was originally designed to accommodate the trips that would have been generated by the Williamsburg Christian Academy so is seen to have surplus capacity to accommodate additional housing developments. However, it is important to note that Powhatan Parkway is still a residential street lined with single-family housing on both sides. Jester's Lane was studied in the past as part of the 2007 rezoning application as an alternate access to the proposed development, but was found to be inadequate in terms of pavement width and available right-of-way.

Other transportation considerations are off-site and include evaluating warrants for turn lanes and other improvements at the intersections of Old News Road and Powhatan Parkway, Old News Road and News Road, and News Road with the entrances to Rite Aid and Monticello Marketplace. These are detailed further in attachment 2.

STAFF RECOMMENDATION: Denial

RATIONALE:

1. Previous rezoning applications for the parcel included proposed densities between 1.5 and 3 dwelling units per acre. Based on more recent meetings with the property owner and potential developers, this is still in line with their overall vision for the property. Low Density Residential recommends densities up to 4 dwelling units per acre, which is more consistent with the applicant's vision than Moderate Density Residential, which recommends between 4 and 12 dwelling units per acre. The Low Density Residential density range is also more consistent with the existing surrounding neighborhood (between 1.9 and 2.8 dwelling units per acre) with which this property will share access.

2. The property includes a number of environmentally sensitive areas and an existing conservation easement that limit developable area and street layout on the site. Based on prior experience and environmental constraints, it does not appear feasible that the parcel could be developed at a higher Moderated Density Residential intensity.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:

On December 18, 2014, the Planning Commission Working Group voted 8-0 to recommend denial of the applicant's requested change and voted to keep 4450 Powhatan Parkway designated as Low Density Residential.

ATTACHMENTS:

1. Location Map
2. Existing Land Use Map
3. Applicant Proposed Land Use Map
4. Transportation Impacts Evaluation

LU-0004-2014, 4450 Powhatan Parkway

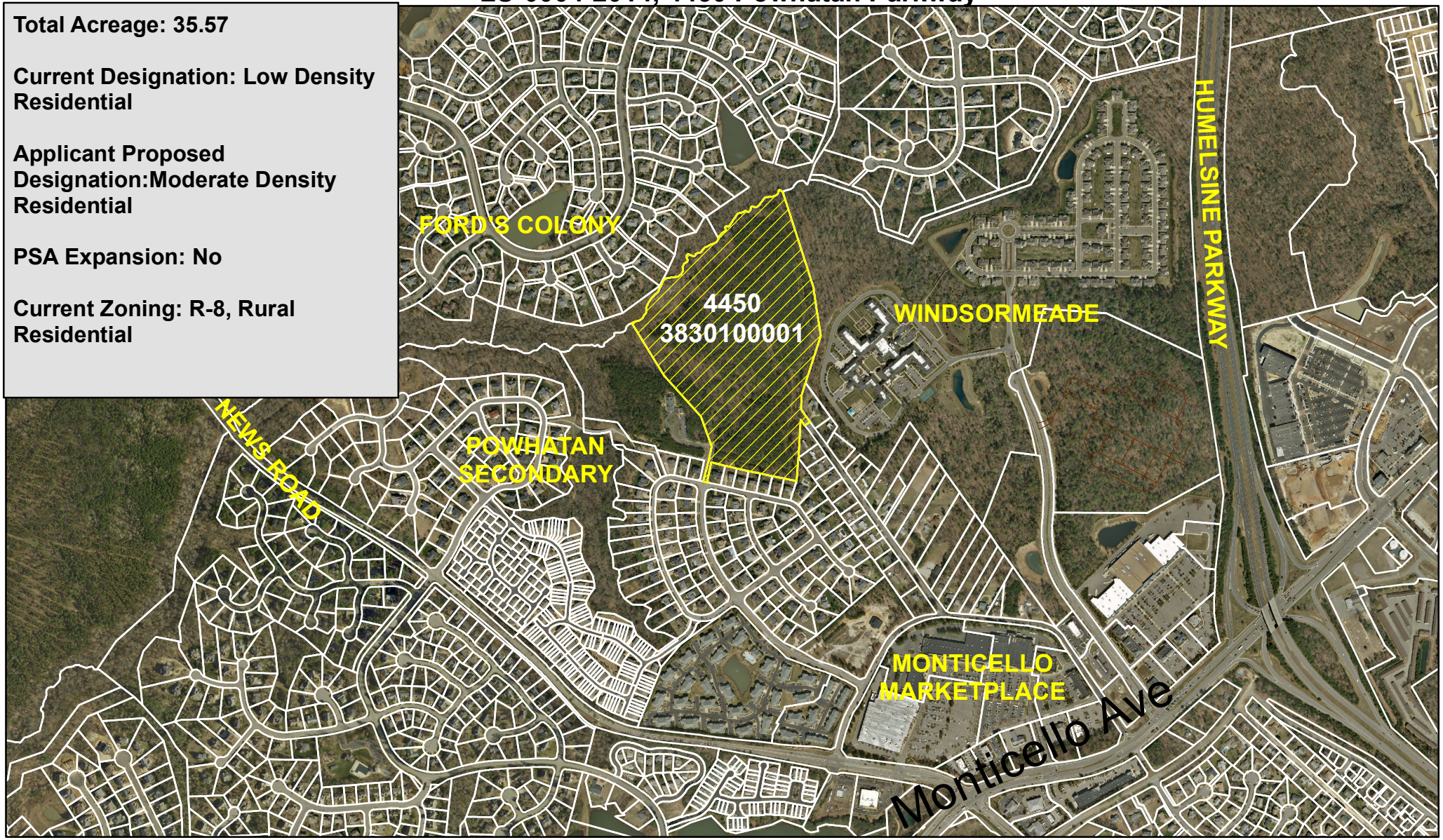
Total Acreage: 35.57

Current Designation: Low Density Residential

Applicant Proposed Designation:Moderate Density Residential

PSA Expansion: No

Current Zoning: R-8, Rural Residential



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1 inch = 949 feet

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N

Existing Land Use Map LU-0004-2014, 4450 Powhatan Parkway

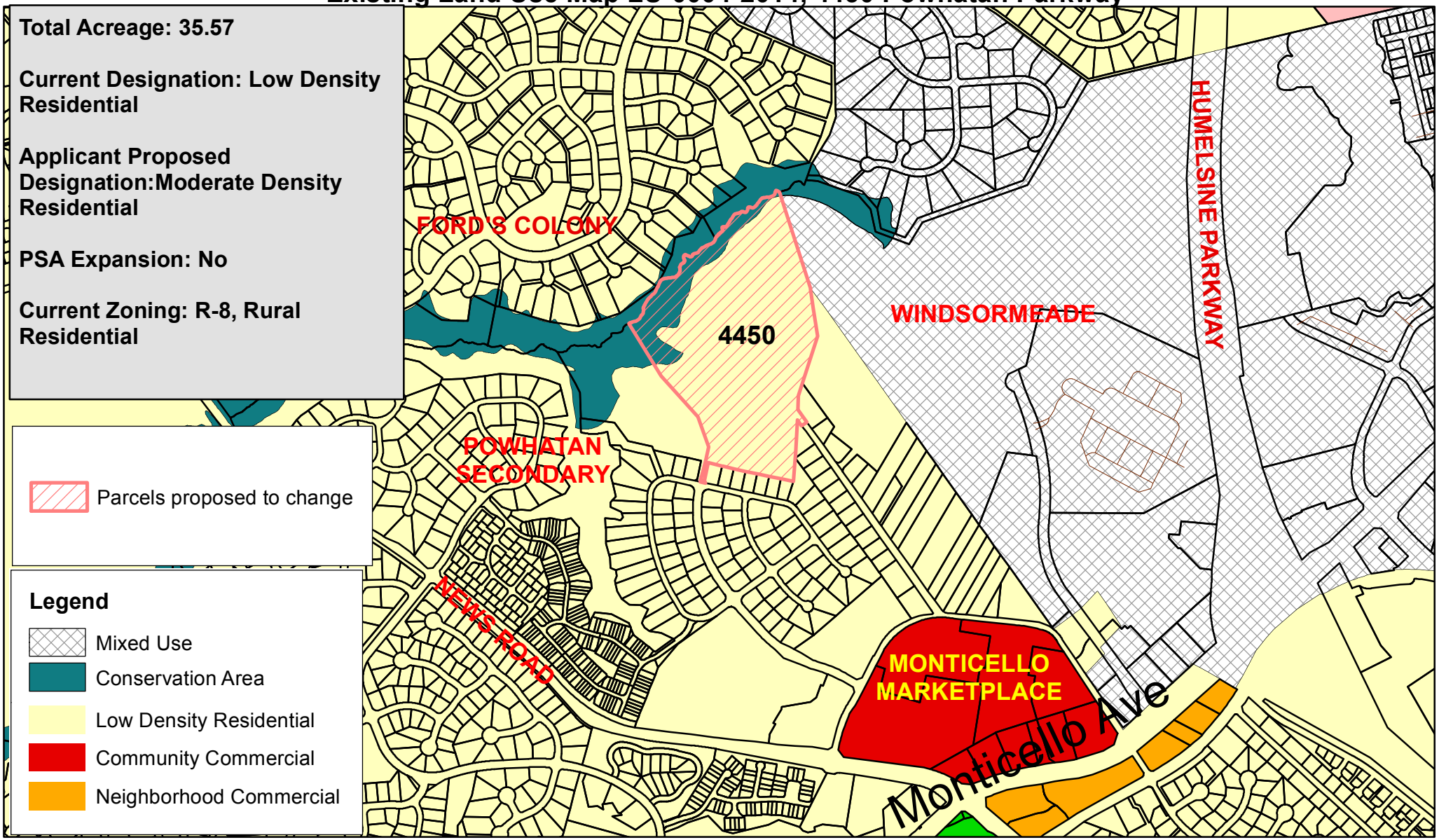
Total Acreage: 35.57

Current Designation: Low Density Residential

Applicant Proposed Designation:Moderate Density Residential

PSA Expansion: No

Current Zoning: R-8, Rural Residential



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0 0.1 0.2 Miles

N

Proposed Land Use Map LU-0004-2014, 4450 Powhatan Parkway

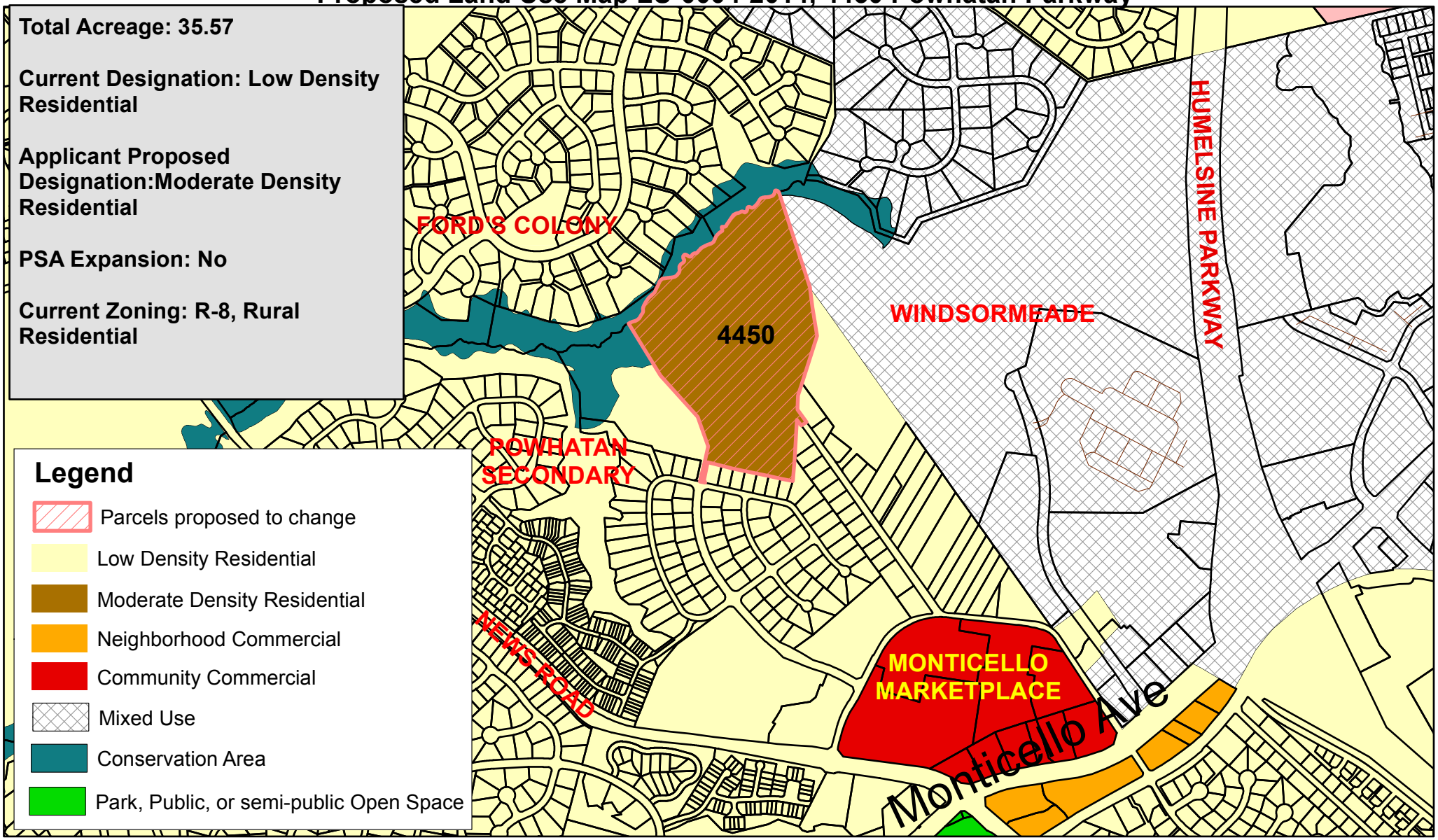
Total Acreage: 35.57

Current Designation: Low Density Residential

Applicant Proposed Designation:Moderate Density Residential

PSA Expansion: No

Current Zoning: R-8, Rural Residential



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Transportation Impacts Evaluation
LU-0004-2014

The following transportation impacts summary was developed in conjunction with Kimley-Horn and Associates for a selected number of proposed land use designation applications. The summary is designed to help show current and projected roadway conditions, potential impacts to the transportation system with the change in land use designation, and improvements that may be needed to support future traffic volumes and sustain acceptable level of service (LOS) conditions if the property in question is developed.

I. Basic Description of Existing Transportation Conditions:

The subject parcel is located within the Powhatan Secondary subdivision. Entrances to the Powhatan Secondary subdivision are provided along Powhatan Parkway which is a two-lane undivided road that intersects with Old News Road across from the Monticello Marketplace commercial center. An entrance to the subject parcel road would be provided along Powhatan Parkway, approximately 2,000 feet from the unsignalized intersection of Old News Road. Old News Road forms a loop around the Monticello Marketplace shopping center connecting to News Road at an unsignalized full movement intersection and Monticello Avenue at a right-in/right-out only partial access driveway.

II. Existing (2010) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)(1)	Level of Service (LOS)(1)(3)
Old News Road (News Road to Monticello Avenue)	2,659	A(3)
News Road (Powhatan Secondary to Monticello Avenue)	7,908	C(3)
News Road (Monticello Avenue to Ironbound Road)	10,495	B(3)
Monticello Avenue (Centerville Road to News Road)	11,395	A-C
Monticello Avenue (News Road to Route 199)	41,348	F

III. Projected (2034) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)(1)(2)	Level of Service (LOS)(1)(3)
Old News Road (News Road to Monticello Avenue)	-	-
News Road (Powhatan Secondary to Monticello Avenue)	10,300	E(3)
News Road (Monticello Avenue to Ironbound Road)	14,900	B(3)
Monticello Avenue (Centerville Road to News Road)	12,000	A-C
Monticello Ave. (News Road to Route 199)	45,000	F

IV. Future Improvements:

- There is a project in the Six Year Improvement Program to make some improvements to Monticello Avenue in this vicinity including adding turn lanes at the intersection of Monticello Avenue and News Road. These improvements are funded and scheduled to begin shortly. The projected 2034 LOS does not reflect the presence of these improvements, which are anticipated to improve the operation of Monticello Avenue.

V. Projected Trip Generation Scenarios:

Scenario	Description	ITE Code	Percentage	Acreage	Density	Unit	Trips		
							Daily	AM	PM
1	Townhouse	230	100%	24	70	DU	472	39	45
						Scenario 1 Total	**472**	**39**	**45**
2	Low Rise Apartment (7 DU per acre)	221	100%	24	168	DU	1,248	85	107
						Scenario 2 Total	**1,248**	**85**	**107**

- Scenario 1 approximates the existing Low Density Residential designation
- Scenario 2 approximates a Moderate Density Residential designation.

VI. Projected Conditions for Surrounding Roadways with Land Use Designation Change:

- This item was not completed for this application. Trip generation was determined to be too low to have a measurable impact on the Hampton Roads travel demand model.

VII. Potential Improvement Information with Land Use Designation Change:

- This item was not completed for this application.

VIII. Other Transportation Considerations:

- Provide an entrance to the development via Powhatan Parkway.
- Construct exclusive turn lanes on Old News Road for turning movements onto Powhatan Parkway.
- Construct an exclusive right-turn lane on Powhatan Parkway.
- Reconfigure geometry of the southbound approach at Old News Road and News Road to include an exclusive right-turn lane
- Consider reconfiguring the intersection of the Target Entrance/Rite Aid into a right-in/right-out with left-turn crossovers for the minor streets

IX. References:

1. James City County/Williamsburg/York County Comprehensive Transportation Study
2. VDOT Hampton Roads 2034 Travel Demand Model
3. Kimley-Horn and Associates LOS Tool

LU-0005-2014
133 Powhatan Springs Road

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

MEETING INFORMATION

Group: Planning Commission Working Group Date: November 20, 2014

SUMMARY FACTS

Applicant:	Mark Kaisand
Property Owner:	Powhatan Springs, LLC
Property Address(es):	133 Powhatan Springs Road
Tax Map #:	4620100009B
Size:	2.112 acres
Current Land Use Designation(s):	Low Density Residential
Current Property Use (per applicant):	Light Industrial (Contractor's office/warehouse)
Owner Proposed Land Use Designation:	Limited Industrial
Owner Proposed Property Use:	Light Industrial (Contractor's office/warehouse)/Commercial
Owner Justification:	Historical use of the property has been a legally non-conforming contractor's office. Existing buildings could house additional warehousing uses without additional impact to adjacent property owners.
Zoning:	R-8, Rural Residential
Inside PSA:	Yes
Requesting Extension of PSA:	No
Water or Sewer Availability:	Already serves the site
Watershed:	Powhatan Creek
Staff Contact:	Jason Purse Phone: 757-253-6689

BACKGROUND: The property has been utilized for over thirty years in a variety of uses including equipment sales and rentals and most recently as a base of operation for STAT Services. STAT Services is an emergency service that helps repair and clean up water damage, smoke and fire damage, and mold remediation. There are two legally non-conforming uses onsite; a contractor's office/warehouse and outdoor storage associated with those businesses. STAT

Services applied for, and received approval of, a special use permit in 2007 for two 6,000 sq. ft. buildings for business, governmental, and professional offices. The nonconforming status of the outdoor storage use on the site remained in effect, and the office buildings became additional uses on the site. The owner constructed the buildings to house the contractor's office and because of the design would be able to house additional contractor warehouse requests, but that use is not allowed in the R-8 zoning district. The applicant is seeking a land use designation change in hopes of ultimately receiving approval of a rezoning that would allow additional contractors to use the site. No new infrastructure would be necessary, and no additional buildings are proposed.

AGENCY COMMENTS:
No comments at this time.

TRANSPORTATION IMPACTS:
The site has existing structures totaling 12,000 square feet of office/contractor's office and storage. The estimated daily weekday trip generation is 132 trips and the change in designation is not expected to significantly alter these trip generation characteristics. No improvement items have been included in the Six Year Improvement Program, Long Range Transportation Plan, or 2035 Comprehensive Plan.

Ironbound Road (John Tyler Highway to Monticello Avenue) is currently operating at a level of service A-C, but is anticipated to drop to a LOS D in 2034.

See attached sheet entitled Transportation Impacts Evaluation LU-0005-2014.

STAFF RECOMMENDATION:
Staff recommends adding this parcel to the Five Forks Mixed Use area, and including language allowing a scaled back limited industrial development, consistent with the uses that are currently found onsite. Expansion of the facilities to more intense industrial or traffic generating commercial/retail uses is not recommended. Staff recommends the following language be included in the Five Forks Mixed Use description:

For the parcel located at 133 Powhatan Springs Road, historical uses have included a contractor's office/warehouse. Similar small-scale, low-intensity Limited Industrial uses that are consistent in terms of scale and impact to the contractor's office/warehouse and those that can adequately mitigate impacts to adjacent low density residential areas may be appropriate. Expansion of the facilities to more intense industrial or commercial/retail uses is not recommended.

RATIONALE:
Staff found the SUP proposal to be an improvement over the recent uses of this site and a positive improvement to the surrounding residential area which provided some public benefits, including stormwater management, removal of underground storage tanks, better protection of surrounding properties, and improved community appearance. Since the historic use of the site has generally been more intensive than residential development, the neighborhood has come to expect some level of commercial activity. Limiting the mixed use language to uses consistent with contractor's offices/warehouses will help limit the potential impact on adjacent low density residential areas.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:
On December 18, 2014, the Planning Commission Working Group recommended the property be redesignated to Mixed Use, with primary uses of Limited Industry uses similar to those currently existing onsite. The recommendation also included language about limiting the commercial/retail uses onsite to keep in character with the existing adjacent residential scale of Powhatan Springs Road. The application was recommended for approval by a vote of 8-0.

On January 15, 2015, the Working Group recommended approval of the following specific description to be added to the existing Five Forks Mixed Use Area Language:

> *For the parcel located at 133 Powhatan Springs Road, historical uses have included a contractor's office/warehouse. Similar small-scale, low-intensity Limited Industrial uses that are consistent in terms of scale and impact to the contractor's office/warehouse and those that can adequately mitigate impacts to adjacent low*

density residential areas may be appropriate. Expansion of the facilities to more intense industrial or commercial/retail uses is not recommended.

ATTACHMENTS:

1. Location Map
2. Existing Land Use Designation Map
3. Proposed Land Use Designation Map
4. Transportation Impacts Evaluation

LU-0005-2014, 133 Powhatan Springs Road

Total Acreage: 2.11

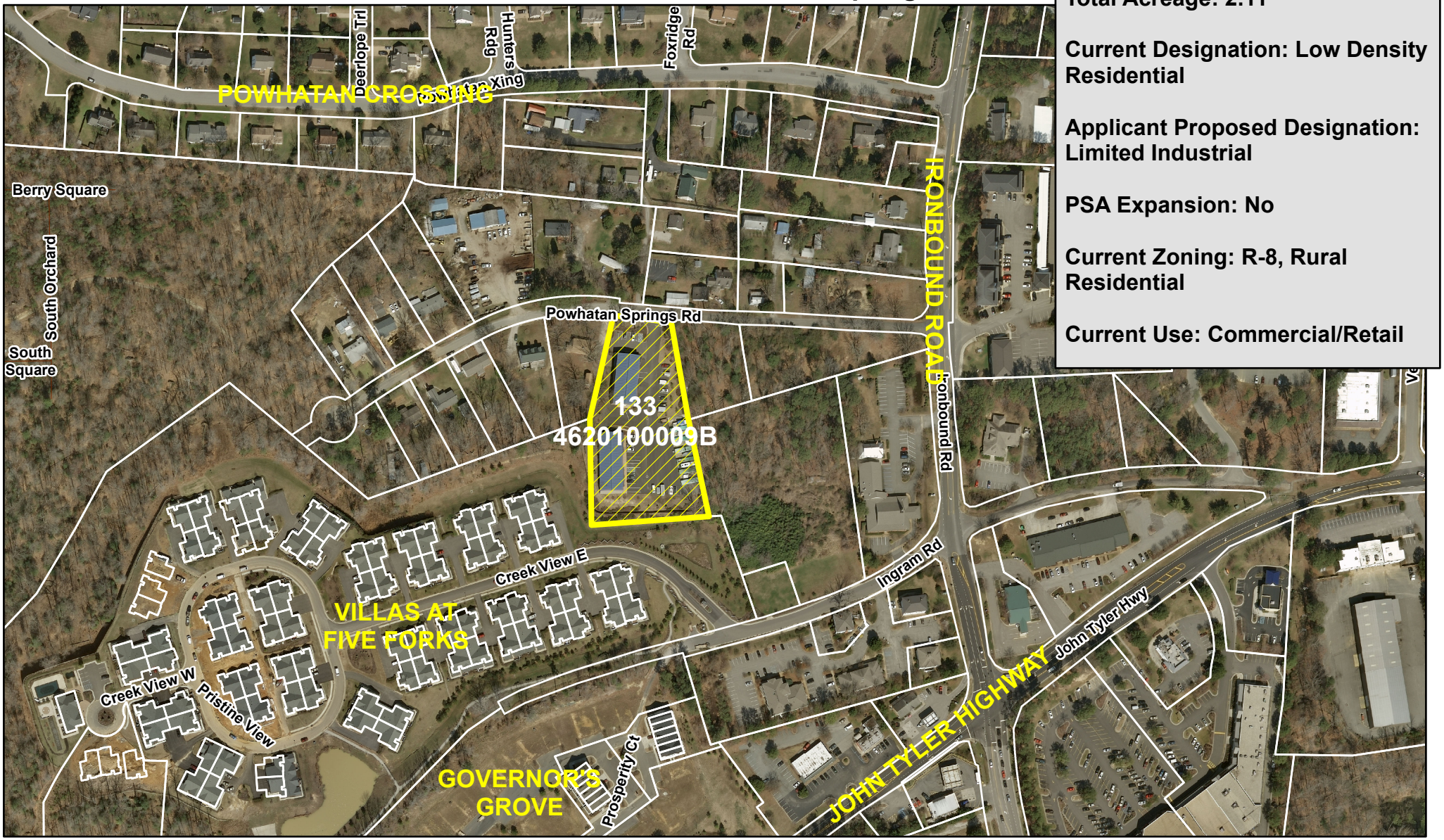
Current Designation: Low Density Residential

Applicant Proposed Designation: Limited Industrial

PSA Expansion: No

Current Zoning: R-8, Rural Residential

Current Use: Commercial/Retail



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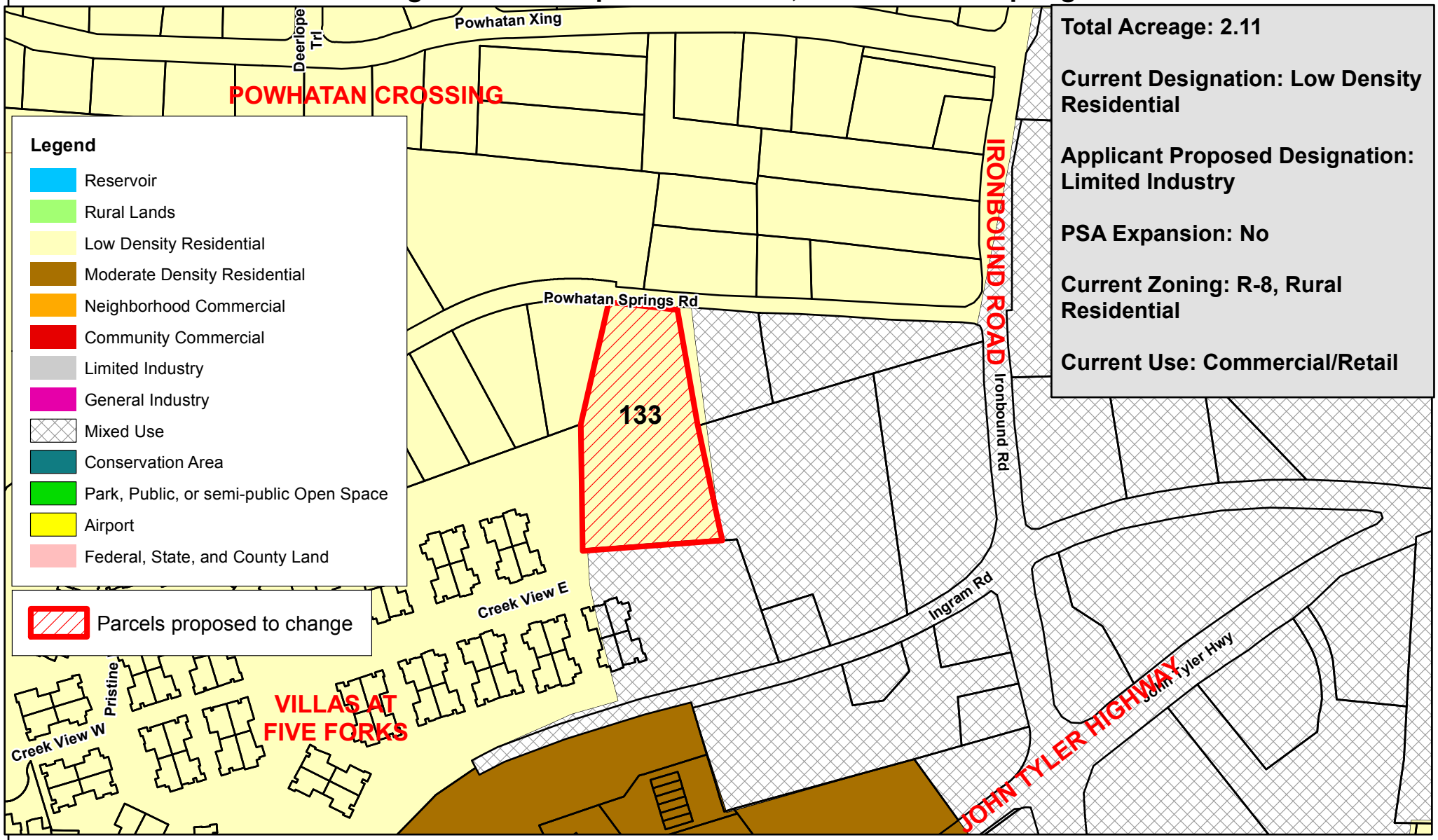
1 inch = 298 feet

0 0.0375 0.075 Miles

N

Existing Land Use Map LU-0005-2014, 133 Powhatan Springs Road



Total Acreage: 2.11

Current Designation: Low Density Residential

Applicant Proposed Designation: Limited Industry

PSA Expansion: No

Current Zoning: R-8, Rural Residential

Current Use: Commercial/Retail

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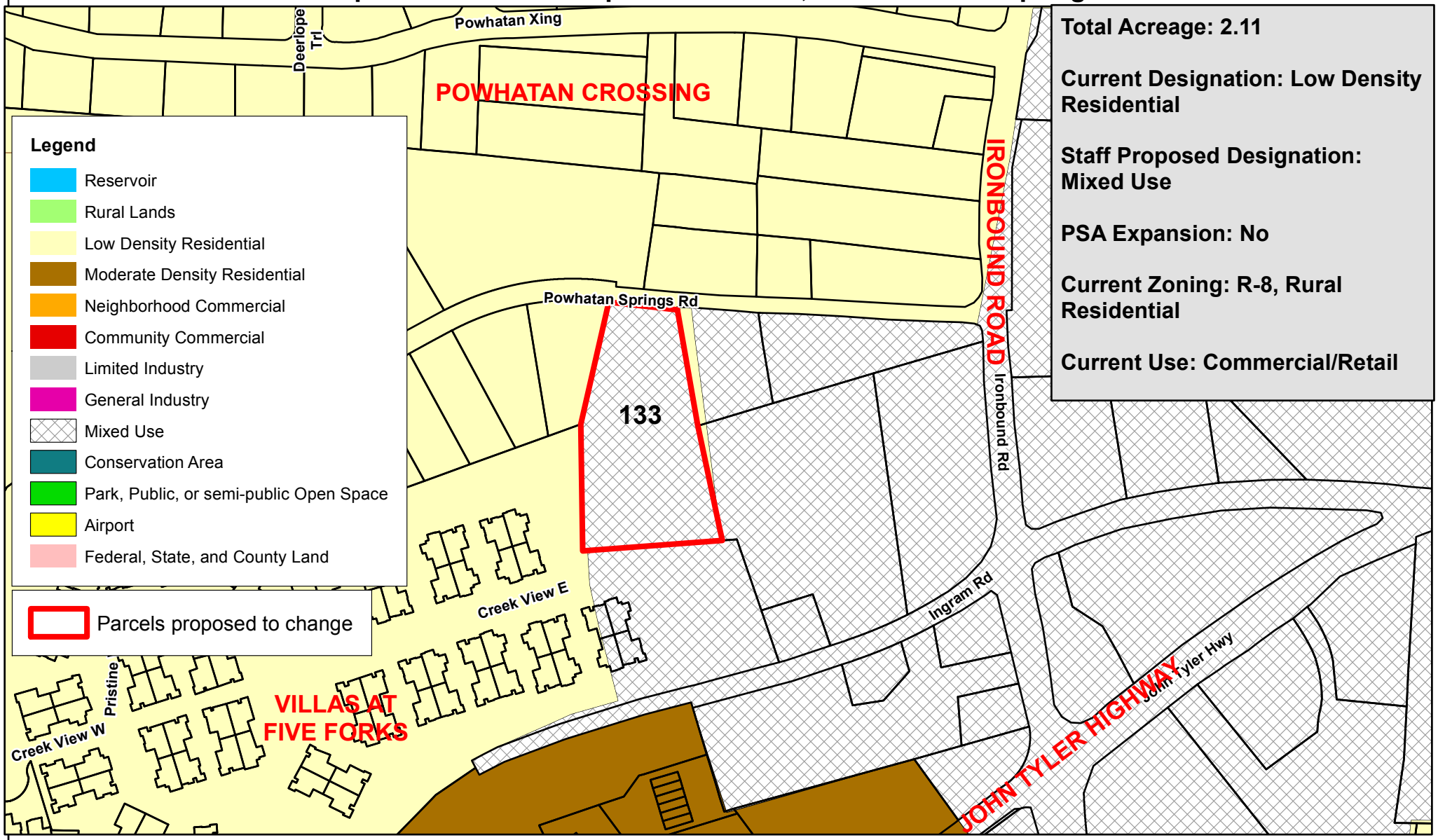
Proposed Land Use Map LU-0005-2014, 133 Powhatan Springs Road



Total Acreage: 2.11

Current Designation: Low Density Residential

Staff Proposed Designation: Mixed Use

PSA Expansion: No

Current Zoning: R-8, Rural Residential

Current Use: Commercial/Retail

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Transportation Impacts Evaluation
LU-0005-2014

The following transportation impacts summary was developed in conjunction with Kimley-Horn and Associates for a selected number of proposed land use designation applications. The summary is designed to help show current and projected roadway conditions, potential impacts to the transportation system with the change in land use designation, and improvements that may be needed to support future traffic volumes and sustain acceptable level of service (LOS) conditions if the property in question is developed.

I. Basic Description of Existing Transportation Conditions:

The subject parcel fronts Powhatan Springs Road, a two-lane undivided subdivision street, with an existing access driveway approximately 600 feet from the unsignalized intersection at Ironbound Road. The access driveway intersects with Powhatan Springs Road and provides full movement into and out of the parcel. Ironbound Road transitions from a two-lane undivided roadway north of Powhatan Crossing to a three-lane undivided roadway with two-way left-turn lanes (TWLTL) for a segment that extends to the unsignalized intersection at Powhatan Springs Road, which is located approximately 850 feet north of the signalized intersection of Ironbound Road and John Tyler Highway.

II. Existing (2010) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Ironbound Road (John Tyler Highway to Monticello Avenue)	9,675	A-C

III. Projected (2034) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Ironbound Road (John Tyler Highway to Monticello Avenue)	18,000	D

IV. Future Improvements:

- No items included in the Six Year Improvement Program, Long Range Transportation Plan, or 2009 Comprehensive Plan.

V. Projected Trip Generation Scenarios:

- The site has existing structures totaling 12,000 square feet of office/contractor's office and storage. The estimated daily weekday trip generation is 132 trips and the change in designation is not expected to significantly alter these trip generation characteristics.

VI. Projected Conditions for Surrounding Roadways with Land Use Designation Change (year):

- This item was not completed for this application.

VII. Potential Improvement Information with Land Use Designation Change:

- This item was not completed for this application.

VIII. Other Transportation Considerations:

- Potentially construct or add an exclusive turn lane for the eastbound approach of Powhatan Springs at Ironbound Road.

IX. References:

1. James City County/Williamsburg/York County Comprehensive Transportation Study

LU-0006-2014
9400 Barnes Road

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

MEETING INFORMATION

Group: Planning Commission Working Group Date: November 20, 2014

SUMMARY FACTS

Applicant: Debbie Drudge

Property Owner: Hazelwood Farms, LLC

Address	Tax Map ID	Size (acres)	Inside PSA	Current Zoning	Current Designation	Applicant Proposed Designation*
(None)	0440100014	1.6	Yes	B-1	Mixed Use	Economic Opportunity
301 Old Stage Road	0440100015	2	Yes	B-1	Mixed Use	Economic Opportunity
275 Old Stage Road	0440100013	66	Yes	B-1	Mixed Use	Economic Opportunity
(None)	0440100012	78.8	Yes	B-1	Mixed Use	Economic Opportunity
9400 Barnes Road	0430100017	Total legal acreage: 183 Approx. 131 (south of I-64) Approx. 52 (north of I-64)	No (south of I-64)/ Yes (north of I-64)	A-1 (south of I-64)/ B-1 (north of I-64)	Rural Lands (south of I-64)/ Mixed Use and Low Density Residential (north of I-64)	Economic Opportunity (south of I-64)/ Community Commercial (north of I-64)
9505 Old Stage Road	0440100009	20	Yes	B-1	Mixed Use	Community Commercial
9517 Old Stage Road	0440100008	1	Yes	B-1	Mixed Use	Community Commercial
9689 Old Stage Road	0440100003	2.3	Yes	B-1	Low Density Residential	Community Commercial
9701 Old Stage Road	0440100002	2.8	Yes	B-1	Low Density Residential	Community Commercial

* The original Land Use Application form requested a change of just 9400 Barnes Road to Mixed Use; the request was subsequently amended by the applicant to include all of the properties listed above, as well as the Economic Opportunity and Community Commercial designations.

Current Property Use (per applicant): Private recreation (rented to a hunt club), agriculture, residences

Owner Proposed Property Use: See attached

Owner Justification: See attached

Requesting Extension of PSA:	Yes – bring entirety of 9400 Barnes Road into the PSA
Water or Sewer Availability:	No (see discussion below)
Watershed:	Diascund Creek
Staff Contact: Ellen Cook, Senior Planner II	Phone: (757) 253-6685

BACKGROUND

This land has been in the Hazelwood family for many generations and its farm, Stage Road Farm, is one of two farms in the County recognized by the Virginia Department of Agricultural and Consumer Services (VDACS) as a Virginia Century Farm. The parcels around the interchange represent just a portion of the land that used to be owned by the Hazelwoods in this area of the County. Over the years, parcels were subdivided for family members and other purposes. Parcels under consideration include wooded areas, as well as areas that are farmland under active cultivation (corn, soybeans, wheat and other crops). Based on a recently-completed analysis of the County's agricultural and forestry assets, much of the area previously identified as prime soil has been developed. About 30 parcels are still identified as viable for large-scale agriculture (greater than 50 acres of prime soil) with another 270 parcels viable for smaller-scale agriculture (between 10 and 49 acres of prime soil). A portion of the property south of I-64 is one of the thirty parcels identified as viable for large-scale agriculture, while a portion of the property north of I-64 is one of the parcels identified as being viable for smaller-scale agriculture. In addition, the contiguous acreage of forestland both north and south of I-64 makes these areas very viable for forestry operations and/or wildlife habitat.

Regarding the parcels south of I-64, the property is bordered on the west by rural residential and older established residential developments that are zoned A-1 and designated Rural Lands. To the south, the property borders the James City County Upper County Park zoned PL, Public Lands and designated Park, Public or Semi-Public Open Space, and other parcels that are zoned A-1 and designated Rural Lands. To the east are parcels zoned B-1 and designated Mixed Use. Tax Map IDs 0440100013 and 0440100015 front on Old Stage Road, and Tax ID 0430100017 fronts on Barnes Road. While the two remaining parcels (0440100012 and 0440100014) do not have direct road frontage for the purposes of access they do front on I-64. Regarding the parcels north of I-64, the property is bordered on the west by rural residential lots that are zoned A-1 and designated Rural Lands. To the north, the property borders the Stonehouse development and future Moss Creek Commerce Park zoned Mixed Use and Planned Unit Development, respectively, and designated Mixed Use and Low Density Residential. All parcels north of I-64 have frontage on Old Stage Road.

Considerable vacant properties designated Mixed Use and Economic Opportunity are located nearby and at the Croaker interchange area, and considerable amounts of land are currently zoned for commercial uses along Barhamsville Road and in Toano. The Stonehouse development has a master plan approved for about 3.8 million square feet of non-residential overall, of which about 600,000 square feet has been constructed in Stonehouse Commerce Park. The Moss Creek Commerce Park development has a master plan approved for about 82,000 square feet that includes bank, convenience store with fueling, retail and other uses. There are also a substantial number of acres in the Stonehouse Mixed Use area (aside from the Stonehouse and Moss Creek parcels) and Anderson's Corner Mixed Use area that are vacant. Also in the Upper County is the village of Toano, where the County has been encouraging redevelopment, as referenced in the Toano Community Character Area Design Guidelines. The other I-64 interchange in the Upper County, the Croaker Interchange, is designated Mixed Use and Economic Opportunity in three of its quadrants. It includes a master plan approved for 254 acres of future light industrial and retail (rezoned as the Old Dominion Winery/Hankins) and approximately 130 acres of undeveloped (or lightly developed, in the case of Outdoor World Campground) mixed use land in the northwest quadrant. In the southwest quadrant is the Hill Pleasant Farm Area Economic Opportunity area which consists of approximately 900 acres. The Upper County has a significantly higher proportion of Mixed Use designation than the County overall (8.3% versus 4.8%), as well as the only area of the County currently designated Economic Opportunity.

In terms of past Comprehensive Plan activity, the Hazelwood Farms parcels were the subject of a staff initiated application in 2009 which changed the two properties to entirely Mixed Use inside the PSA (Tax Map IDs 0440100012 and 0440100013) which were thought to be the more developable, and the southern portion of the parcel at 9400 Barnes Road (Tax Map ID 0430100017), which was thought to the less developable and separated by an RPA feature, to entirely

Rural Lands and outside the PSA. There were no changes to the properties north of the interchange. During this time, consideration was given to changing the two Mixed Use properties to the new Economic Opportunity (EO) designation, but it was ultimately not approved by the Board of Supervisors.

AGENCY COMMENTS:

JCSA

Water and sewer utilities are not immediately available and will require substantial infrastructure improvements to bring those utilities to the subject parcels.

For the parcels north of I-64, the nearest existing sewer is in the Stonehouse development, approximately 2,300 feet down Fieldstone Parkway from the Route 30/Fieldstone Parkway intersection. The nearest existing water (an 8" JCSA water main) is also in the Stonehouse development, approximately 700 feet down Fieldstone Parkway.

For the parcels south of I-64, the nearest existing sewer force main is approximately 3,400 feet to the south of the Route 30/Old Stage intersection at the Route 30/La Grange Parkway intersection. The nearest existing water main is approximately 3,300 feet to the south of the Route 30/Old Stage intersection at the corner of Route 30 and Cocos Path (Michelle Point development). In terms of service to the parcel at 9400 Barnes Road (Tax Map ID 0430100017), for both water and sewer, the mains would either have to be brought across the two adjacent parcels (Tax Map IDs 0440100013 and 0440100014), or via the interstate right-of-way.

The applicant has indicated that both the water and sewer lines might be need to be run under the interstate in order to meet fire department flow requirements and share one regional sewer lift station, respectively.

Engineering and Resource Protection

The portion of the parcel north of I-64 is entirely wooded and has an RPA feature that follows the eastern property line, then proceeds north-west across the site.

The portion of the parcel south of I-64 is entirely wooded, and is roughly triangular, with two long sides both having steep ravines, streams, and resource protection areas (RPA) associated with them. Toward the southern end of the property, there is a narrow area of buildable land between the two ravines. Slopes on the buildable acreage are mostly in the five to fifteen percent range.

TRANSPORTATION IMPACTS:

Most road segments in the vicinity of the Hazelwood properties currently operate at acceptable levels of service, with the exception of Old Stage Road from the New Kent County Line to Barnes Road. Staff and Kimley Horn completed trip generation scenarios based on the original land use application, reflected in the following two scenarios: existing designations and a change in designation to Mixed Use with a commercial focus (akin to the existing designation description for the neighboring properties). It is important to note that these scenarios only include the acreage of 9400 Barnes Road (Tax Map ID 0430100017). The trip generation was projected to be higher for the Mixed Use scenario (15,612 daily trips). As the higher generator, the change to Mixed Use was translated into the modeling software and used to calculate projected conditions for surrounding roadways. The modeling effort projects 2040 future levels of service for a number of the surrounding roadway segments to be deficient (see section V). There are a number of improvements proffered by other developments for road segments in this area including signalization at the Moss Creek Commerce Park entrance and four other signals on Route 30 which have been proffered by Stonehouse. The applicant has provided a conceptual diagram that indicates a potential additional two signals (at Old Stage Road and approximately 800 feet ease of Fieldstone Parkway on Old Stage Road), as well as possible entrances and road alignments within the property (see Attachment 4). Kimley Horn has offered a list of other transportation considerations, including considerations of future access points, internal connectivity, signalization, and other potential road improvements.

ECONOMIC DEVELOPMENT:

Since the last Comprehensive Plan, County Administration and the Office of Economic Development have identified these parcels as having strategic significance for economic development with potential for one or more significant economic development prospects that would capitalize on this location along I-64 and at an interchange.

STAFF RECOMMENDATION:

A. Staff recommends approval of changing the designation for the area south of the interchange (Tax Map IDs 0440100012, 0440100013, 0440100014, 0440100015 and approximately 131 acre portion of 0430100017) from Rural Lands and Mixed Use to Economic Opportunity. As a part of this action, staff recommends approval of bringing the approximately 131 acre portion of 0430100017 inside the Primary Service Area.

Staff recommends including the following language as a new area description in EO:

> *Economic Opportunity – I-64 Exit 227 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 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. Residential is not a recommended use for this EO area.*

B. Staff does not recommend approval of changing the designation for the area north of the interchange (Tax Map IDs 0440100002, 0440100003, 0440100008, 0440100009, and approximately 52 acre portion of 0430100017) from Mixed Use and Low Density Residential to Community Commercial. However, staff does recommend retaining the Mixed Use designation on Tax Map IDs 0440100008 and 0440100009, and changing the designation of 0440100002, 0440100003 and portion of 0430100017 from Low Density Residential to Mixed Use.

Staff recommends revised the existing Stonehouse Mixed Use language as follows:

> ~~For lands within the vicinity of the Barhamsville Interchange, t~~*T*he principal suggested uses for the Stonehouse Mixed Use area are light industrial and office/business park. Commercial uses should be clearly secondary in nature. Commercial development should be limited in scale, comprise a small percentage of the land area of the overall *mixed use area* ~~development~~, 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" commercial fashion, but rather should be internally oriented with limited and shared access to Route 30.
>
> With regard to the Stonehouse Planned Use Development, ~~F~~future development ~~for all of the Mixed Use interchange quadrants~~ should be developed in accordance with a binding master plan~~, where possible,~~ which maintains the appropriate mixture of principal and secondary uses. ~~The binding master plan shall address how the future development and/or redevelopment of adjacent parcels would be integrated into the overall plan of development for the Mixed Use area.~~ *For the area between I-64 and Old Stage Road, residential is not a recommended use.*
>
> 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.

RATIONALE:

A. Regarding changing the designation for the area south of the interchange (Tax Map IDs 0440100012, 0440100013, 0440100014, 0440100013 and approximately 131 acre portion of 0430100017) from Rural Lands and Mixed Use to Economic Opportunity, and bringing the 131 acre portion of 0430100017 inside the PSA:

1. These parcels represent a large, undeveloped, contiguous area under common ownership which presents an opportunity for one or more significant economic development prospects. These prospects are envisioned to be industrial, light industrial, office or regional attractions, not commercial or residential uses.
2. These parcels have approximately one mile of interstate road frontage. A change to EO would facilitate attraction of a variety of businesses/land uses to this location and to the County which require close proximity to interstate access and/or good visibility from the interstate. GSA 4.7/4.7.4 states "encourage commercial and industrial uses to develop in compact nodes in well-defined locations inside the PSA by: emphasizing the economic potential of interstate interchanges, especially industrial potential, by encouraging mixed use development and promoting industry and offices as the primary uses for interstate interchange land."
3. The language regarding buffering and variation in development intensity addresses proximity of these parcels to Rural Lands.
4. The language regarding access denotes that primary access to and from all of these parcels would be from the east (Old Stage Road), thereby lessening the impact on Barnes Road. The applicant has committed to this access plan, and the resulting RPA crossing(s).

B. Regarding retaining the Mixed Use designation on Tax Map IDs 0440100008 and 0440100009, and changing the designation of 0440100002, 0440100003 and portion of 0430100017 from Low Density Residential to Mixed Use:

1. The applicant envisions commercial uses on these properties to support employees and residents of the Stonehouse area. Staff believes that uses envisioned by the applicant under a Community Commercial designation could largely be accomplished under the Mixed Use designation with the language as proposed above. The Mixed Use designation would retain a connection between this area and the larger Stonehouse Mixed Use area, which its commercial uses would likely largely serve, while also allowing for specific language more tailored to this site.
2. The proposed expansion of the Mixed Use designation is relatively minor, comprising only about 24 acres. The entirety of the proposed expansion area is zoned B-1 and is currently inside the PSA.
3. Bringing parcels 0440100002 and 0440100003 into the Mixed Use area should improve access management prospects for Route 30.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:

On December 18, 2014, the Planning Commission Working Group (PCWG) voted 8-0 to recommend approval of a change of the land use designation for a portion of the properties north of the interstate from Low Density Residential to Mixed Use, and provided guidance for specific Mixed Use language. In addition, the PCWG voted 7-1 to recommend approval of the applicant's request of a change in land use designation for the properties south of the interstate from Rural Lands and Mixed Use to Economic Opportunity, and provided guidance for specific Economic Opportunity language. As part of this motion, the PCWG deferred expansion of the PSA for the property at 9400 Barnes Road pending discussions between JCSA and the Virginia Department of Environmental Quality (DEQ).

A. On January 15, 2015, the Working Group recommended approval of the following specific description for the Stonehouse Mixed Use Area (would apply to the properties north of the interstate):

~~For lands within the vicinity of the Barhamsville Interchange, t~~*T*he 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,* ~~C~~commercial uses should be clearly secondary in nature~~.~~, ~~Commercial development~~ should be limited in scale, comprise a small percentage of the land area of the overall *mixed use area* ~~development~~, 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" 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 is envisioned.

With regard to the Stonehouse Planned Use Development, ~~F~~future development ~~for all of the Mixed Use interchange quadrants~~ should be developed in accordance with a binding master plan~~, where possible,~~ which maintains the appropriate mixture of principal and secondary uses. ~~The binding master plan shall address how the future development and/or redevelopment of adjacent parcels would be integrated into the overall plan of development for the Mixed Use area.~~ *For the area between I-64 and Old Stage Road, residential is not a recommended use.*

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.

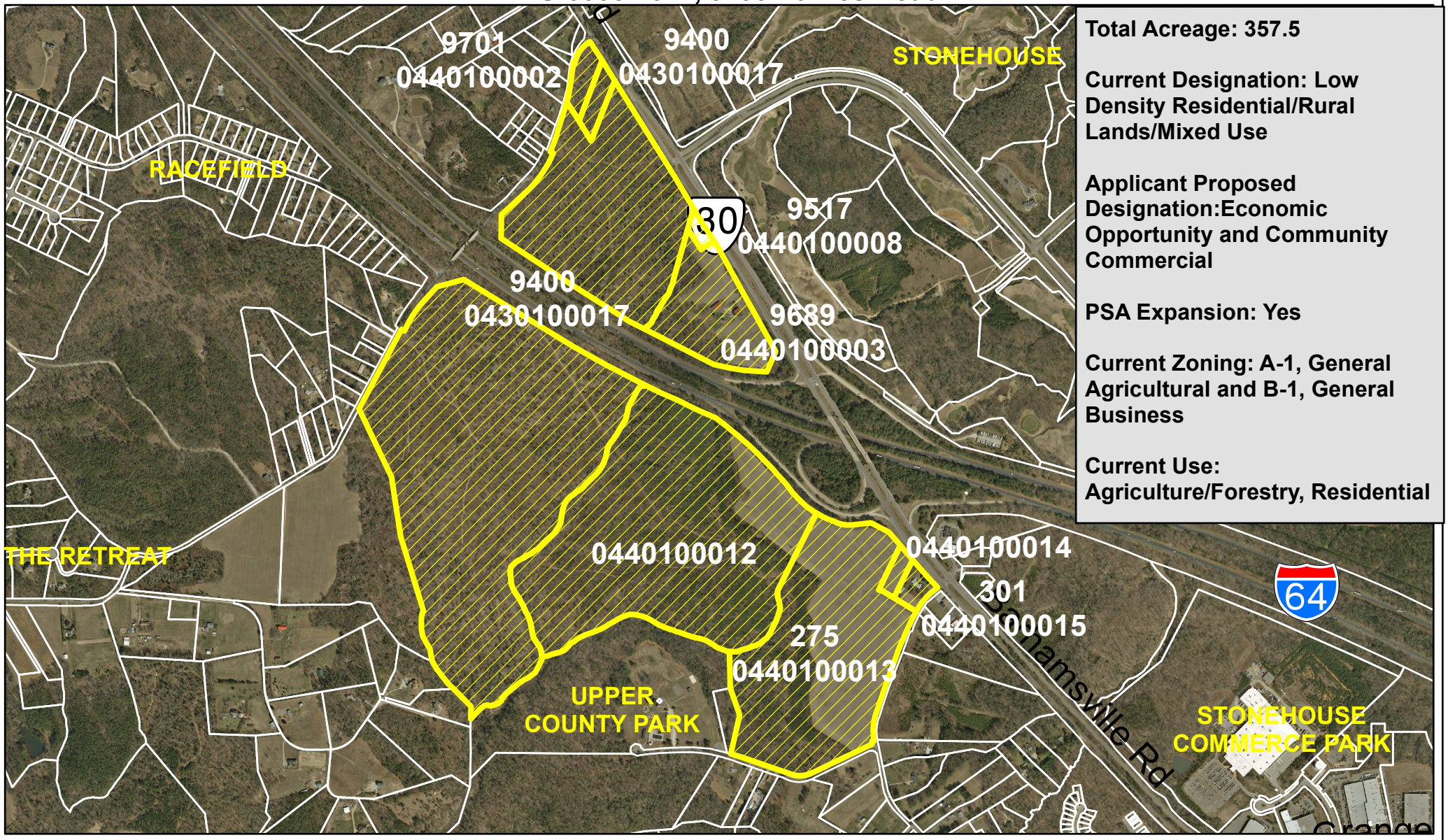
B. On January 15, 2015, the Working Group recommended approval of the following specific description for the Economic Opportunity Area (would apply to the properties south of the interstate):

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 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.

ATTACHMENTS:

1. Location Map
2. Existing Land Use Map
3. Proposed Land Use Map
4. Applicant Materials
5. Public comment
6. Transportation Evaluation Sheet

LU-0006-2014, 9400 Barnes Road



Total Acreage: 357.5

Current Designation: Low Density Residential/Rural Lands/Mixed Use

Applicant Proposed Designation:Economic Opportunity and Community Commercial

PSA Expansion: Yes

Current Zoning: A-1, General Agricultural and B-1, General Business

Current Use: Agriculture/Forestry, Residential

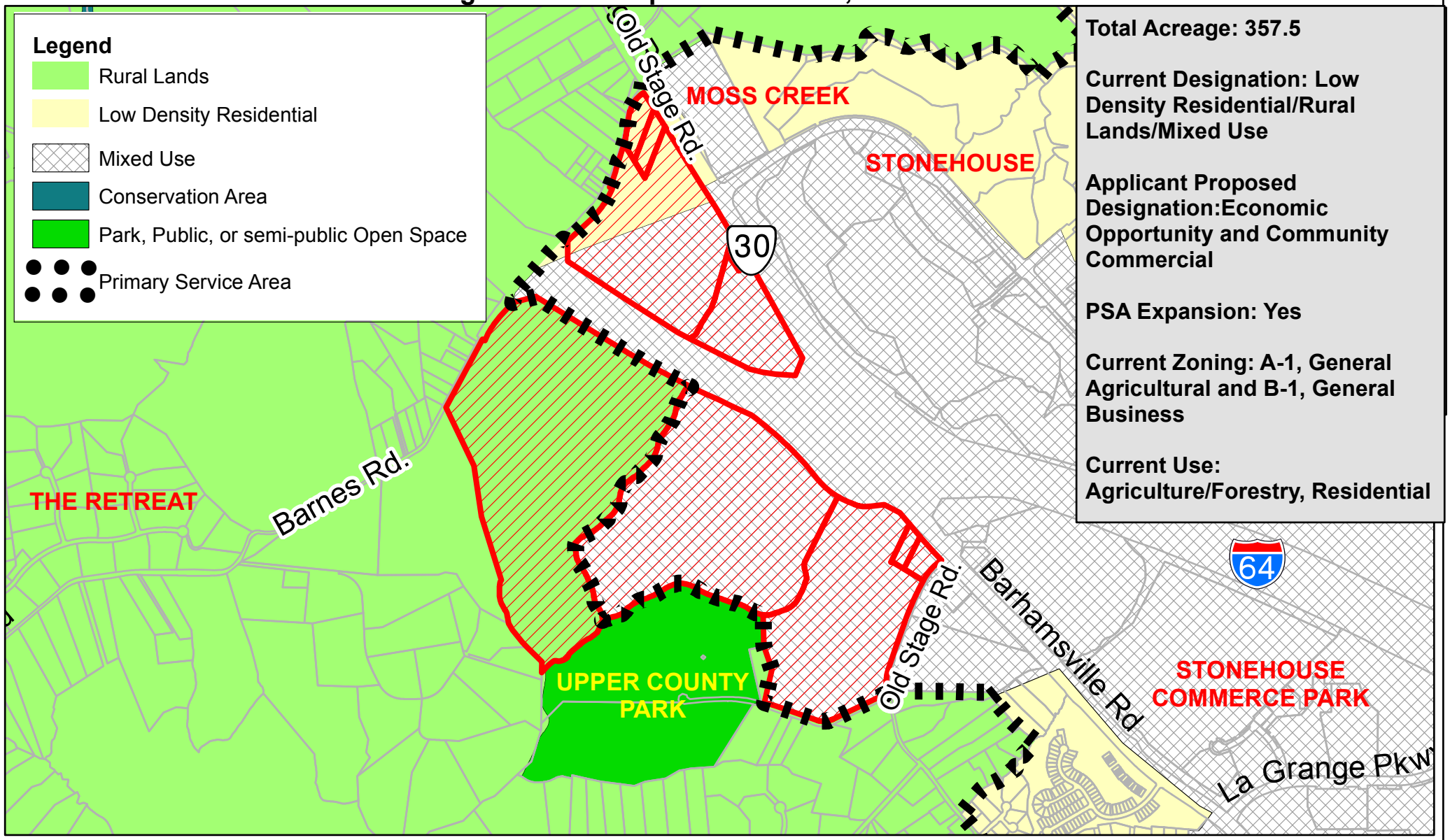
This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section.

1 inch = 1,250 feet

0 0.15 0.3 Miles

N

Existing Land Use Map LU-0006-2014, 9400 Barnes Road



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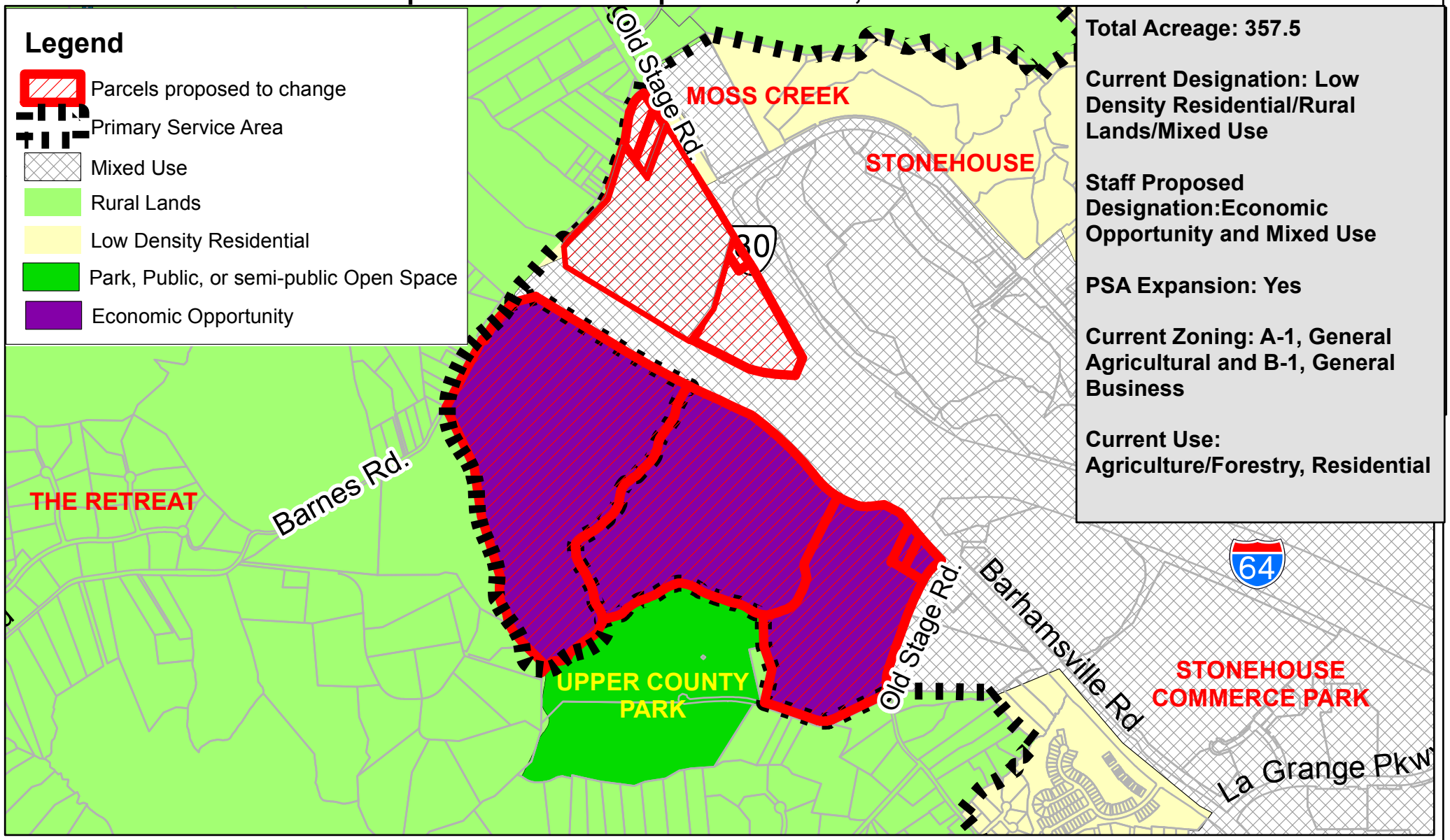
1 inch = 1,461 feet

0 0.175 0.35 Miles

N

Proposed Land Use Map LU-0006-2014, 9400 Barnes Road



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1 inch = 1,461 feet

0 0.175 0.35 Miles

Move recent material submitted by applicant

DRAFT COMPREHENSIVE PLAN LAND USE NARRATIVE

FOR

HAZELWOOD PROPERTY

The Hazelwood Property is located at the Barhamsville Interchange (i.e., I-64 and Rt. 30) straddling the interstate on the west side of Rt. 30 opposite the Stonehouse Planned Unit Development and Mixed Use Area. Maximizing the economic potential of the County's interstate interchanges is an essential element of the County's economic development strategy. Interstate interchanges are vital transportation nodes which should be used in the County's land use planning to facilitate the location to the County of a variety of businesses/land uses which require close proximity to interstate access and/or good visibility from the interstate. Such businesses/land uses include office, light industrial, manufacturing, entertainment, medical, research and development and other commercial uses.

The subject property represents the County's largest piece of undeveloped, contiguous acreage with the least number of physical constraints along the interstate and adjacent to an interstate interchange with almost 1 mile of Interstate road frontage. The property is located entirely within the County's Primary Service Area. Additionally, the adjacent Stonehouse Planned Unit Development is master planned to be predominately residential in character and, as build out continues, it is anticipated that employment, entertainment, and commercial uses on the subject property will be necessary to support and facilitate the residential development of the Stonehouse PUD, the upper County generally, and development in neighboring New Kent County and West Point. Accordingly, the subject property represents a very significant portion of the County's economic development potential.

The subject property is divided into 2 sections, each with its own unique character and development potential:

North Section – Community Commercial – This section is located north of I-64 and bounded by the interstate, Rt. 30, and Barnes Road and contains approximately 72.5 acres. This section of the property is located immediately across Rt. 30 from the main entrance to the Stonehouse PUD with signalized site access. For this reason, it is perceived that this section of the property is best suited for large scale commercial development (including hotel, big box retail, restaurant, entertainment, convenience store, fuel station, and general retail type uses) in support of (1) the Stonehouse PUD, and (2) background traffic along the interstate and Rt. 30. Signalization and realignment of Barnes Road is proposed in connection with the development of this section to better facilitate traffic management as the area develops.

South Section – Economic Opportunity – This section is located south of I-64 and bounded on the north by the interstate, on the west by Barnes Road, and on the east by Old Stage Road and contains approximately 293.5 acres. This section of the property has direct, signalized site access off of Old Stage Road. The western portion of this section has good interstate visibility which should be capitalized upon. Potential principal land uses for this section of the property include corporate offices, manufacturing, light industrial, medical, research and distribution and/or entertainment uses. Secondary and supporting uses might include small scale commercial uses near the entrances to the site, and multifamily uses near the southern edge of this section which is not well suited for business uses.

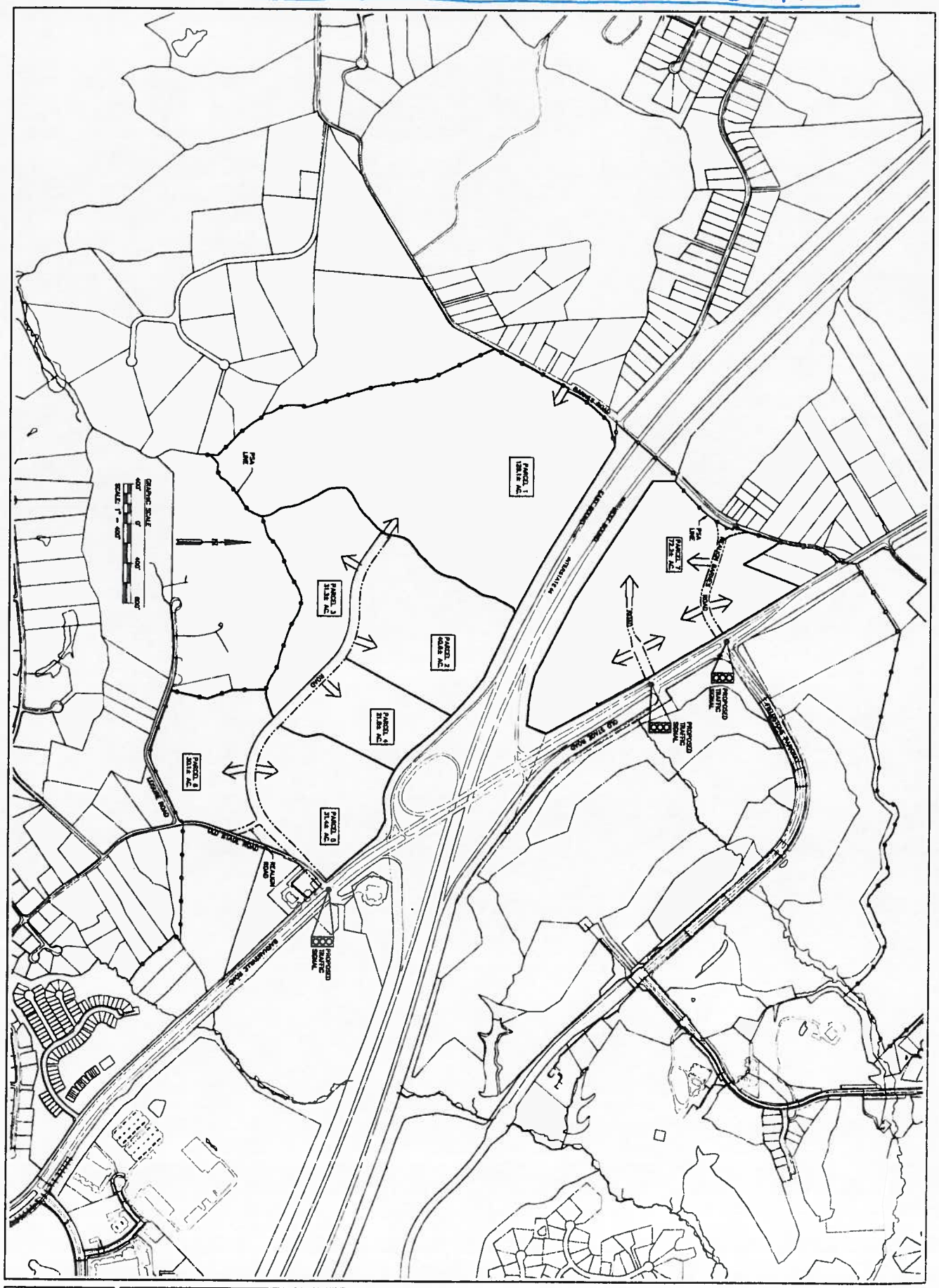
In order for the full economic development potential of the property to be realized, it is important that the zoning designation for the property be brought in to alignment with its Comprehensive Plan land use designation and that flexibility be allowed within the

More recent material submitted by applicant

framework articulated by this narrative so that the property will have the greatest potential appeal to the widest array of suitable business uses.

13404312v3

Move recent material submitted by applicant



CONCEPTUAL PLAN

HAZELWOOD FARMS

AES CONSULTING ENGINEERS

CONCEPTUAL MASTER PLAN

MP-2.1

Submitted with initial application form

Thank you for this opportunity to address the issues as they are related to

9400 Barnes Road, Toano, Virginia.

1. Hazelwood Farms, LLC is the present owner of this parcel of land.
2. In December 1998 R. M. Hazelwood, Jr. deeded it to Hazelwood Farms, LLC.
3. This is 1of 6 parcels owned by Hazelwood Farms, R. M. Hazelwood, Jr. Revocable Trust, and R. M. Hazelwood, Jr. Irrevocable Trust.
4. This whole tract of land runs the length of Route 30 (Barhamsville Road) from Old Stage Road to Barnes Road on the south side of Stage Road known by some as *Stage Road Farms*.
5. This particular parcel is divided by Interstate 64 (small portion north of I64 and a much large remaining portion south of I64)

Issues:

Change ALL 9400 Barnes Road designation to Mix Use

1. This is the only one out of the six that does not have a designation of Mixed Use on the ENTIRE parcel.
2. Only a portion of the north of I64 is designated Mixed Use.
3. The south of I64 is designated Rural when the abutting property is Mixed Use.
   See Map for the Comprehensive Plan 2009. It shows the division on I64 and Mixed Use area

Change ALL 9400 Barnes Road to be in the PSA

1. North of I64 portion of parcel is in the PSA
2. South of I64 portion is "cut out" of the PSA
3. All abutting property is in the PSA (except the Upper County Park)
   See Map for Primary Service Area (PSA).

Submitted with original application form

Robert M. Hazelwood's vision for Stage Road Farm.

Sam always loved James City County; its diversity, its people, its place in history. The "farm" is the only home he ever knew. He was very proud to be a sixth generation son of James City County, and to live on the family's Stage Road Farm, a Century Farm recognized by the Commonwealth of Virginia. He never saw his home county as a Richmond, Norfolk, Charlotte, Chicago, or any other "big" city.

James City County had its own special place in his heart. That is what motivated Sam when he contacted the Busch family and pitched Busch Gardens. That is what motivated Sam when he contacted the City of Newport News and pitched Little Creek Reservoir. And when Stonehouse Elementary needed a place to build, he gave it a home. Sam was always thinking ahead, foreseeing the future for the Good of the County. His county; his home.

Sam wanted something great for this end of the county. Sam wanted something that would benefit the whole county, and its people. He saw a multitude of uses for this land, but mostly he saw a Destination Place, of which all county residents would be proud. A place where they could work, play, or shop and eat. A place to invite their out-of-county friends and family to come and enjoy. A place that ALL people would want to experience! He always said "This end of the county is made up of Working People." A place for them for them to work. Let's look into the future and see how this property could be best put to use to generate income for the residents of JCC as well as the county itself. For example, think how easy it would be to locate a Sports Complex at the lower end of the property right next to Upper County Park. Such a complex would benefit all the county and could be a place where championship competition could be played. It would be situated at I64 Exit 227, 35 minutes from 2 major airports, only minutes from Williamsburg, Richmond and Tidewater. On the property there could be light industry making flags, uniforms, baseballs, ball point pens or virtually anything. They would need businesses to ship their goods, creating UPS/FEDEx storefronts or a U.S. Post Office. People will need someplace to eat; there could be Applebee's, Moe's, Tripp's, or maybe a Ruth's Chris. All the employers and employees will need someplace to bank. And on and on. Activity begats activity. A sleepy plot of rural land can awaken to become a viable, bustling center of economic development for James City County. But currently, it can't be done. No one will receive these benefits. All because it is outside of the PSA and its not designated Mix Use.

Submitted with original application form

Your application suggested the inclusion of a "Narrative describing future plans for the Property". The possibilities are endless. Stage Road Farm is comprised of several contiguous parcels that are divided by Interstate 64; with a total acreage exceeding 400 acres. This is one of the last interchanges along I-64 that has not been developed between Newport News and Richmond. Approximately 60% of the acreage is located on the west side of I-64 with its western border along Barnes Road. The division of I-64 lends itself to utilizing two separate properties that can complement each other in the development of an orderly land use for this area.

The goal, as we see it, is to develop a multi-use plan that achieves the following:

- Provides good paying skilled jobs.
- Produces tax revenue that far exceeds the current revenue stream.
- Does not necessarily create a burden on the county services; such as fire/police protection or the need for additional schools.
- Provides adequate rights of way for future road upgrades for Barnes Road and Old Stage Road.

The location has economic characteristics that enhance multi-use development considering I-64 access, 35 minutes to the Richmond market and airport, 35 minutes to Newport News market and airport, close proximity to the port terminals and rail access. These very desirable characteristics will help to attract new business (both foreign and domestic) to James City County.

We do know that with the present zoning and mixed use designations it is difficult, if not impossible, to suggest anything on this property in its current status. More importantly, it would be difficult to market this property to a potential buyer withg the present PSA and zoning designations. If the county will work with us and give guidance as to what the county believes to be the *Best Use* of this land with our proposed changes to the present PSA and zoning designations, we look forward to working with you for the future of James City County.

The Hazelwood Family, represented by:

R. M. Hazelwood, III, Larry L. Hazelwood and Deborah Hazelwood Drudge

Public Comment Summary
LU-0006-2014
9400 Barnes Road

This attachment provides verbatim public comments for the specified land use designation change application collected through Community Workshops, postcards, emails, the Comprehensive Plan hotline and online input surveys.

1. Increase PSA on all 3 L.U. applications. (Community Workshop)
2. Located in the Upper County, this tract is very developable with an opportunistic value of tax revenue without a great deal of impact on the remainder of the County. I-64 promotes business activity and jobs, not necessarily housing. A good example is the Chinese paper manufacturer that ultimately chose Chesterfield County. Providing 2,000 jobs and creating a cash crop for farmers that normally would have been waste – corn and wheat stubble. Clean, sustainable jobs with average wage of $45K. Then there would have been the ripple effect for support service businesses! (Virtual Community Workshop)
3. As we did in regard to application LU-0002-2014, the James City County Citizens' Coalition (J4C) opposes this application (LU-0006-2014) requesting that 183 acres of currently designated Rural Lands, owned by the Hazelwood family, be re-designated as Economic Opportunity and brought inside the Primary Service Area (PSA). Once again we note that the PSA remains one of the most effective growth control tools available to localities; that to remain effective, its integrity must be maintained; and that it retains ample room for growth as it is currently drawn, negating the need to expand it for years to come. As noted in the staff's report, much of the county's land area identified as prime soil for farming has been developed. Like the Taylor land also under consideration, this is among the mere thirty (30) parcels remaining in the county suitable for larger-scale farming. The JCSA notes that substantial infrastructure improvements will be needed to bring water and sewer to the property. Of further concern to J4C is the topography of the land, described by Engineering and Resources as currently protected by being entirely wooded and featuring steep ravines, streams and RPAs. Staff notes there is "considerable" vacant property nearby designated as Economic Opportunity and for other commercial uses, again speaking against the need for additional inventory in these categories. Once again J4C notes that approving this application expands the PSA and further weakens the County's ability to maintain the controlled growth for which county residents have clearly expressed their support. We ask that you deny this application. (J4C Statement to PCWG - *Email dated 11/20/14)*
4. As an adjacent property owner, my concerns regarding this application are the proposed future use of this land and the impact it will have on not only myself, but my neighbors on Leisure Road and Old Stage Road. My husband and I purchased our property on Leisure Road more than 50 years ago, specifically because it was a rural property, to raise our family on and enjoy the serenity of the area. While we have seen changes nearby, with the addition of the McDonalds Restaurant,the gas station,and the county owned public park, we remained somewhat guarded by the Hazelwood owned property. It is my concern that this property, should it be used for business or industrial would completely change from the quiet, family oriented area that we have loved for so many years, to one of high traffic, noise and pollution. It is my sincere hope that the County will consider keeping this area as a primarily residential area for many years to come. Thank you for your time and consideration. (Helen Hughes - *Email dated 11/20/14)*

Transportation Impacts Evaluation
LU-0006-2014

The following transportation impacts summary was developed in conjunction with Kimley-Horn and Associates for a selected number of proposed land use designation applications that could generate more than 5,000 new daily trips. The summary is designed to help show current and projected roadway conditions, potential impacts to the transportation system with the change in land use designation, and improvements that may be needed to support future traffic volumes and sustain acceptable level of service (LOS) conditions if the property in question is developed.

I. Basic Description of Existing Transportation Conditions:

The subject parcel of Hazelwood Farms is divided into two sections by the eastbound and westbound approaches of Interstate 64. The northern portion of the parcel fronts Old Stage Road (Route 30) and Barnes Road. Old Stage Road transitions from a two-lane undivided road to a four-lane divided roadway traveling from the New Kent County line to Interstate 64. The southern portion of the parcel fronts Barnes Road which is a rural two-lane undivided roadway. The two adjacent parcels east of the subject parcel are commonly owned and access could be provided to Barhamsville Road through these adjacent parcels should the Resource Preservation Area (RPA) be bridged.

II. Existing (2010) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[(1)(2)]	Level of Service (LOS)[(1)(4)]
I-64 (New Kent County Line to Old Stage Road)	48,913	A-C
I-64 (Old Stage Road to Croaker Road)	51,775	A-C
Old Stage Road (New Kent County Line to Barnes Road)	9,512	D
Old Stage Road (Barnes Road to I-64)	9,512	A-C
Barhamsville Road (I-64 to Richmond Road)	9,423	A-C
Barnes Road (Richmond Road to Old Stage Road)	1,200	A[(4)]

III. Future Improvements:

- There are no projects in the Six-Year Improvement Plan or the Long Range Transportation Plan for Old Stage Road.
- In terms of other improvements in this area, the Moss Creek commercial center (directly across Old Stage Road from the northern part of the property) has proffered a traffic signal at its entrance.
- The Stonehouse development has also proffered improvements at its Fieldstone Parkway entrance (including a traffic signal), off-ramp and geometry modifications at the Route 30/I-64 interchange (including traffic signals at the westbound and eastbound off-ramps), and improvements (including a signal) at LaGrange Parkway. In total, there are currently five traffic signals proffered on Route 30 between LaGrange Parkway and the future Moss Creek entrance.

IV. Projected Trip Generation Scenarios:

Scenario	Description	ITE Code	Percentage	Acreage	Density	Unit	Trips		
							Daily	AM	PM
1	Single Family Housing (0.33 DU per acre)	210	72%	103	34	DU	390	34	40
	Specialty Retail	826	2%	3	25,091	SF	1,111	239	126
	Business Park	770	13%	19	163,089	SF	2,448	229	230
	Industrial Park	130	13%	19	163,089	SF	1,493	140	158
						Scenario 1 Total	**5,442**	**642**	**554**
2	Specialty Retail	826	10%	14	125,453	SF	5,405	732	630
	Business Park	770	45%	65	564,538	SF	6,711	762	701
	Industrial Park	130	45%	65	564,538	SF	3,496	371	471
						Scenario 2 Total	**15,612**	**1,865**	**1,802**

Scenario 1 approximates the existing designations and Scenario 2 approximates a change in designation to Mixed Use with a commercial focus (akin to the existing designation description for the neighboring properties).

V. Projected (2040) Conditions for Surrounding Roadways with Land Use Designation Change:

Roadway Segment			2040 Baseline		2040 Future - LU 6		2040 Future - All	
Name	From	To	ADT	LOS	ADT	LOS	ADT	LOS
Interstate 64	New Kent CL	Old Stage Road	74,800	E	74,900	E	74,700	E
Interstate 64	Old Stage Road	Croaker Road	93,600	F	93,700	F	93,700	F
Old Stage Road	New Kent CL	Barnes Road	17,800	F	17,900	F	17,800	F
Old Stage Road	Barnes Road	Interstate 64	33,700	F	33,900	F	33,000	F
Barhamsville Road	Interstate 64	Richmond Road	21,300	C	22,200	C	22,100	C
Barnes Road	Richmond Road	Old Stage Road	2,000	A	1,900	A	4,100	B

- The 2034 Hampton Roads travel demand model was used to determine the effects of the changes to the land use developments on the transportation network.
- The 2040 Baseline scenario incorporated the 2040 socioeconomic data published by the HRTPO for the specific study area traffic analysis zone. The 2040 Future LU 6 scenario incorporates changes only to the study area traffic analysis zone's socioeconomic data to reflect the presence of the development. Lastly, the 2040 Future – All scenario incorporates all of the proposed land use developments.
- The Average Daily Traffic (ADT) volumes were obtained from the travel demand model after each land use scenario model run. The LOS was determined by the Kimley-Horn LOS Tool which uses the roadway classification, type of facility and ADT to determine LOS.

VI. Other Transportation Considerations:

- Given the current rural characteristics and safety concerns associated with Barnes Road, access driveways along Barnes Road should be considered very carefully.
- For the parcels north of the interchange, provide an internal site connection to Old Stage Road at the existing intersection of Old Stage Road and Fieldstone Parkway since a potential traffic signal may be constructed at this intersection. Keep in mind the potential environmental and wetland issues with this parcel.
- Widen Old Stage Road to be four-lanes divided with exclusive turn lanes throughout the entire section of the study area to west of Barnes Road.
- For the southern parcel, provide an internal connection to the adjacent parcels in order to provide an access point on Barhamsville Road. Perform a traffic signal warrant analysis for the potential access point at the intersection of Barhamsville Road and Old Stage Road located to the south of the Interstate 64 interchange. It is noted that potential environmental and wetland issues exist with this parcel.

- Currently, several traffic signals are proffered at key intersections along Route 30 (see pink dots in illustration below):
    - Moss Creek at Old Stage Road
    - Fieldstone Parkway at Old Stage Road (Stonehouse Development)
    - I-64 Westbound On/Off-Ramps at Old Stage Road
    - I-64 Eastbound On/Off-Ramps at Old Stage Road
    - LaGrange Parkway at Barhamsville Road
- In addition to these proffered traffic signals, there are proposed traffic signals at the following intersections:
    - Approximately 800 feet east of Field Stone Parkway on Old Stage Road
    - Old Stage Road at Barhamsville Road

- Traffic signal warrants shall be performed in order to identify the need for the proposed traffic signals associated with the Hazelwood development. Signal locations should also be considered with adherence to VDOT access management guidelines unless otherwise approved by VDOT. However, the development should try to align access driveways with already proffered traffic signals in order to help with traffic operations along the corridor.

VII. <u>References:</u>

1. James City County/Williamsburg/York County Comprehensive Transportation Study
2. VDOT 2010 Daily Traffic Volume Estimates
3. VDOT Hampton Roads 2034 Travel Demand Model
4. Kimley-Horn and Associates LOS Tool

LU-0007-2014
8515 Pocahontas Trail (Kingsmill and Woods Course)

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

MEETING INFORMATION

Group:	Planning Commission Working Group	Date:	November 20, 2014
	Joint Work Session		January 27, 2014

SUMMARY FACTS

Applicant:	Mr. Vernon Geddy, Geddy Harris, Franck and Hickman
Property Owner:	Xanterra Kingsmill, Inc.
Property Address(es):	8515 and 8581 Pocahontas Trail and 101 Busch Service Road
Tax Map #:	5230100111, 5230100011A and 5230100011B, respectively
Size:	72.3 acres, 222.4 acres and 46.6 acres, respectively
Current Land Use Designation(s):	Limited Industry and Conservation Area
Current Property Use (per applicant):	8515 and 8581 Pocahontas Trail are both currently part of the existing Wood Golf Course. 101 Busch Service Road is wooded and undeveloped.
Owner Proposed Land Use Designation:	Low Density Residential
Owner Proposed Property Use:	Redevelop four of the existing Woods Course holes and introduce 81 single-family detached homes. The rest of the existing Woods Course would remain in use.
Owner Justification:	The applicant believes that there is no realistic possibility that the property will ever be put to an industrial use and desires to make the Land Use designation similar to the remainder of the Kingsmill residential development and resort, which is all designated Low Density Residential.
Zoning:	M-1, Limited Business Industrial
Inside PSA:	Yes
Requesting Extension of PSA:	No
Water or Sewer Availability:	Public water (Newport News Waterworks) and sewer (HRSD) available
Watershed:	James River

Staff Contact: Leanne Pollock, Senior Planner II Phone: (757) 253-6876

BACKGROUND:

These three parcels were included in the Kingsmill master plan (MP-0001-1986) which was approved by the Board of Supervisors on May 5, 1986. The two parcels that are south of the Busch Service Road were designated for "Busch Gardens, golf course, community club, river club, campgrounds and equestrian." The area is specifically labeled for campground use. There was also a 44 acre portion of the Woods Course parcel that is designated as a scenic easement, which has already been dedicated to this effect. The parcel north of the Busch Service Road was designated "commercial and light industry." No Land Use designation change applications have been submitted for this area in past Comprehensive Plan updates and it has not been included as part of the broader Xanterra master plan amendments. Kingsmill did obtain a special use permit in 1992 (SUP-23-92) for the Woods Golf Course since the parcel is currently zoned M-1.

AGENCY COMMENTS:

Engineering and Resource Protection:

Engineering and Resource Protection noted that RPA is located on the property and will need to be delineated to determine their full extent. The property is subject to the previously approved Kingsmill master Stormwater management plan and based on the concept plan submitted by the applicant, the plan may require revisions.

Virginia Department of Conservation and Recreation:

Staff contacted the Virginia Department of Conservation and Recreation to review the possibility of natural habitat in the area. Portions of the property are located within the Grove Creek Conservation Site, which holds a B1 significance ranking indicating a site of outstanding significance. Conservation sites are tools for representing key areas of the landscape that warrant further review for possible conservation action because of the natural heritage resources they support. A map showing this area is in attachment 5. DCR recommended a site visit to update the boundaries of the documented significant natural communities and that any development plan should include a Conservation Management Plan to mitigate impacts on the Conservation Site.

TRANSPORTATION IMPACTS:

The properties all front on the Busch Service Road, which is a private road connecting Kingsmill and the Anheuser-Busch brewery to the west and Pocahontas Trail to the east. While the road is owned by Anheuser-Busch, Xanterra has an agreement with the brewery that allows them to use the service road as needed. Primarily, it is used now for Kingsmill residents to access the Woods Course clubhouse and for access to the laundry building. The road is gated at its intersection with Pocahontas Trail. Brewery truck traffic primarily uses a new entrance that is separate from the Busch Service Road. The applicant has proposed that any new residential traffic generated by their proposal would use the Busch Service Road to connect to Wareham's Pond Road and exit through one of Kingsmill's existing entrances on Route 199 or Pocahontas Trail. Based on the Regional Transportation Study, as of 2010, Pocahontas Trail in this area operates at a level of service (LOS) of A-C.

In conjunction with Kimley-Horn and Associates (KHA), staff projected two possible scenarios for trip generation based on two variant development patterns: business park (based on the property's current designation) and single-family housing with a golf course (the applicant's proposed vision). Projected trip generation tables are included in Attachment 3. The business park scenario generated the most projected trips and so was modeled in the 2034 Hampton Roads travel demand model to project road conditions in 2040. For this application, both the 2040 baseline and 2040 scenario under the business park scenario project a LOS of F for Pocahontas Trail.

STAFF RECOMMENDATION:

Staff recommends approval of a modified proposal as follows:

- Change the Land Use designation of 8515 Pocahontas Trail to Low Density Residential
- Change the Land Use designation of 101 Busch Service Road to Open Space or Recreation (see description below and note that this is proposed to replace the current "Park, Public or Semi-Public Open Space" designation)
- Leave the Limited Industrial designation on 8581 Pocahontas Trail (the existing Woods Course property)

Recommended modification to land use designation description:

~~Park, Public, or Semi-Public~~ Open Space or Recreation

Large, undeveloped areas ~~owned by institutions or the public and~~ *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 ~~public~~ recreation and enjoyment.

RATIONALE:

1. The Land Use section of the Comprehensive Plan notes that there is approximately 2,467 acres of land zoned and designated for commercial and industrial use. This area of Kingsmill accounts for about 340 acres of this land. It is owned by a single entity and has the potential opportunity to connect to Pocahontas Trail in proximity to an I-64 interchange.
2. The existing Woods Course is currently operating under a special use permit as a recreational use and is in compliance with the M-1 zoning district. If the designation is changed to Low-Density Residential, there would be new support in the Comprehensive Plan to rezone and develop this parcel as residential use. This is the largest of the three parcels requested for a designation change and affords the best opportunity for redevelopment under the Limited Industry designation. Additionally, if the brewery does not want to remove the access gate at the intersection of Pocahontas Trail and the Busch Service Road, this parcel has separate, approximately 430-foot wide road frontage on Pocahontas Trail across from the Grove ABC daycare and frontage along Magruder Avenue and could take access through a separate entrance. These alternative entrances also help avoid further impacts to crossing RPA and provide access to the largest contiguous, flat, mostly cleared and developable portion of the property. Staff recommends that this parcel remain designated as Limited Industry.
3. The parcel north of the Busch Service Road (8515 Pocahontas Trail) is a narrower parcel bounded by RPA and abutting Busch Gardens. Access to the parcel is also limited to the Busch Service Road and through the existing Kingsmill neighborhood. KHA, VDOT and staff explored the possibility of an additional entrance for this parcel on Pocahontas Trail; however, the existing Dominion power lines and substation and existing entrances prevent an additional curb cut along the property's Pocahontas Trail frontage. It would be a conflict and disruption to route truck traffic through the residential neighborhood. Staff recommends that this parcel be redesignated as Low Density Residential.
4. The smallest parcel south of the Busch Service Road (101 Busch Service Road) is bordered by RPA and contains steep slopes. It is also the part of the Grove Creek Conservation Site identified by DCR in Attachment 5 as containing the most area in the more significant Coastal Plain Dry Calcereous Forest. Slopes in these areas contain highly erodible soils and so it is difficult to develop nearby without adversely impacting the habitat. Staff recommends that this parcel be redesignated as Park, Public, or Semi-Public Open Space to promote protection of and provide a buffer around this resource. Staff is also proposing some changes to the language in the Open Space and Recreation land use description so it is no longer limited to only public or semi-public uses but can assist in bringing further consideration to known historical and natural heritage areas.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:

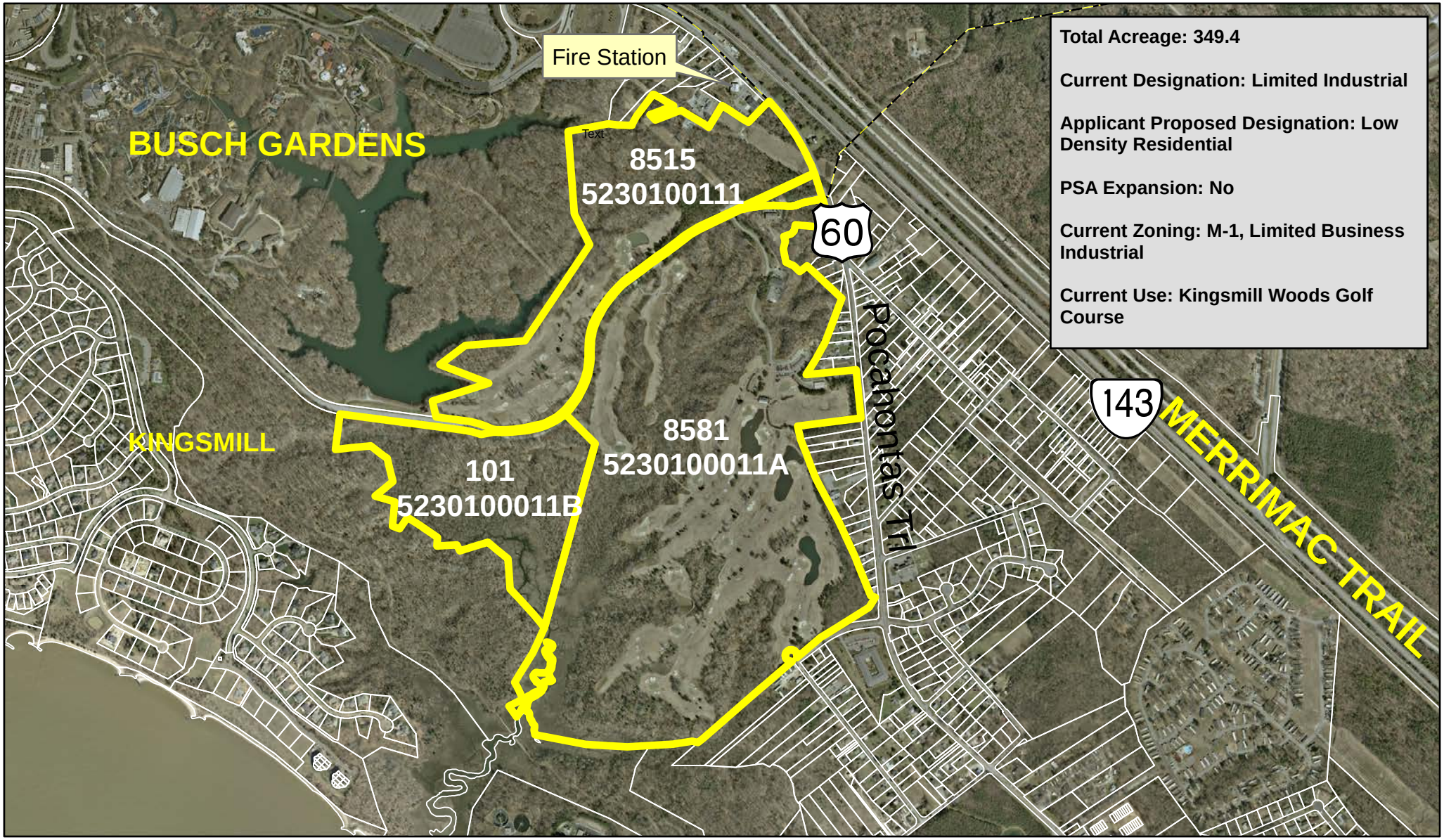
On December 18, 2014, the Planning Commission Working Group voted 7-0 (O'Connor abstaining) to recommend approval of staff's modified land use designation change proposal:

- Change the Land Use designation of 8515 Pocahontas Trail to Low Density Residential
- Change the Land Use designation of 101 Busch Service Road to Open Space or Recreation (see description above and note that this is proposed to replace the current "Park, Public or Semi-Public Open Space" designation)
- Leave the Limited Industrial designation on 8581 Pocahontas Trail (the existing Woods Course property)

ATTACHMENTS:

1. Location Map
2. Existing Land Use Map
3. Staff Proposed Land Use Map
4. Public comment
5. Transportation impacts evaluation
6. Proposed preliminary layout
7. Grove Creek Conservation Site map

LU-0007-2014: 8515 Pocahontas Trail, 8581 Pocahontas Trail, 101 Busch Service Road



Total Acreage: 349.4

Current Designation: Limited Industrial

Applicant Proposed Designation: Low Density Residential

PSA Expansion: No

Current Zoning: M-1, Limited Business Industrial

Current Use: Kingsmill Woods Golf Course

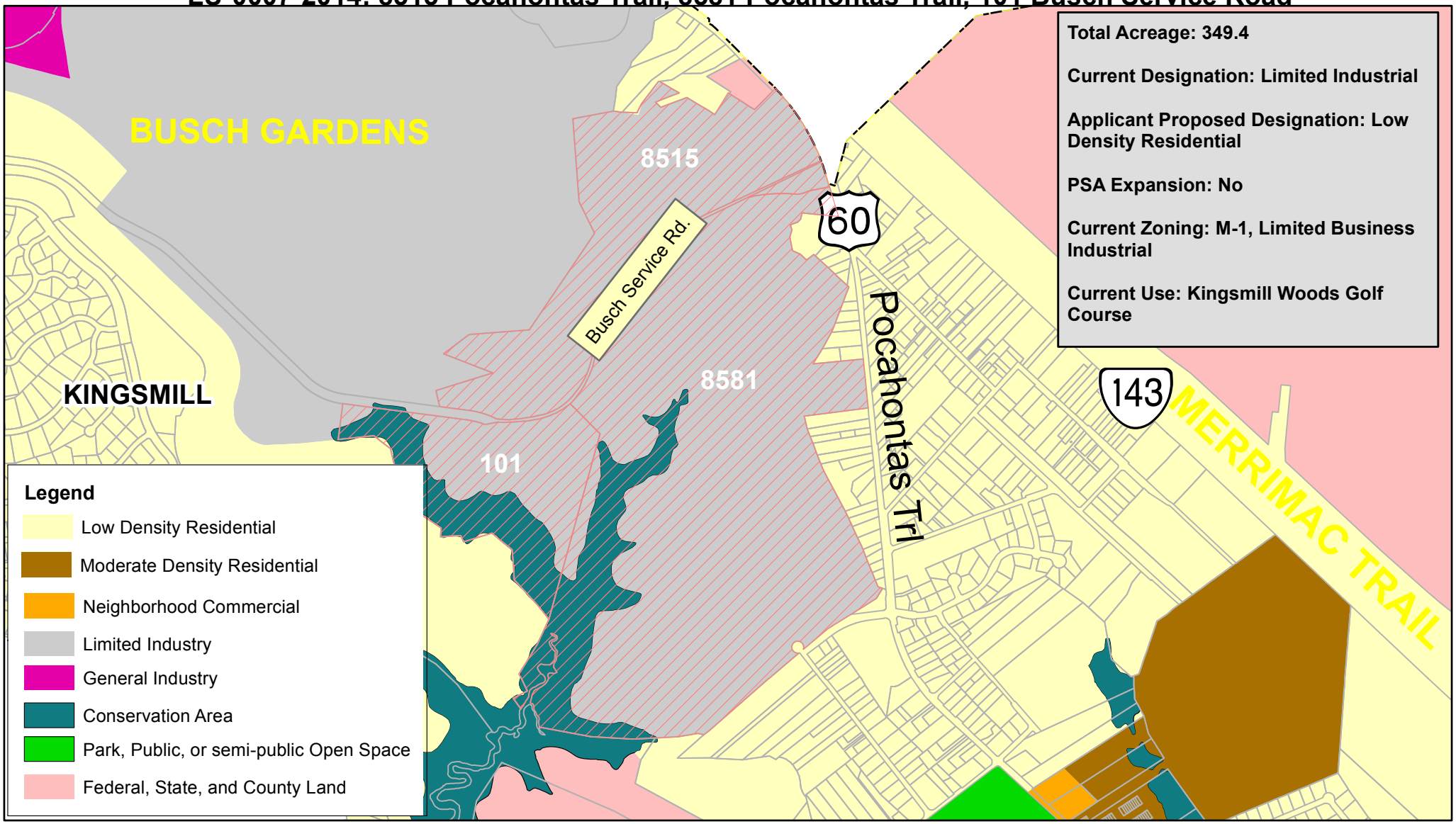
This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section.

1 inch = 1,189 feet

0 0.15 0.3 Miles

N

Existing Land Use Map
LU-0007-2014: 8515 Pocahontas Trail, 8581 Pocahontas Trail, 101 Busch Service Road



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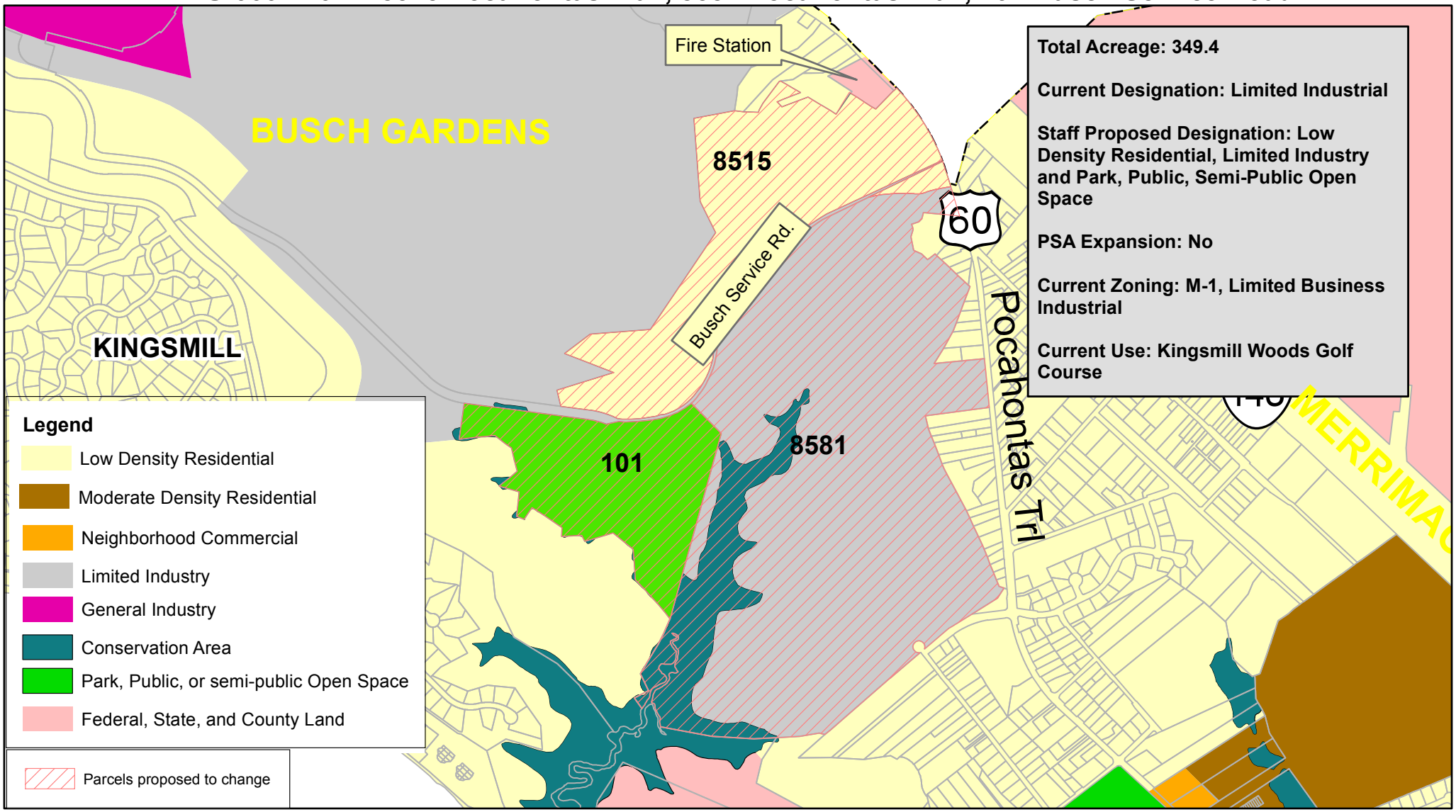
Proposed Land Use Map
LU-0007-2014: 8515 Pocahontas Trail, 8581 Pocahontas Trail, 101 Busch Service Road



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1 inch = 1,189 feet

0 0.15 0.3 Miles

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Public Comment Summary
LU-0007-2014
8515 Pocahontas Trail

This attachment provides verbatim public comments for the specified land use designation change application collected through Community Workshops, postcards, emails, the Comprehensive Plan hotline and online input surveys.

1. Hi. My name is Ellen Lorensen, and I live in Kingsmill. From what I here, Xanterra wants the Comprehensive Plan changed to convert the entire Woods Golf Course into residential zoning, which will allow them to build homes there wherever they want. This is going to harm the community and the golf course. This should not be allowed. They also want to make changes to the golf course. That is one thing, but they do not need to put houses where they are not needed. I certainly am against the whole thing. Xanterra wants to build more homes, and I don't know how they are going to support them. Thank you very much. (Hotline)
2. This is Mrs. Elizabeth Casey calling, a resident of Kingsmill. I am calling to express my opposition to what Xanterra is proposing to do by building out the woods course. I think it is awful. We bought into this beautiful community with the idea that we would have access to the resort and all of the open spaces. For them to come in and ruin our community by over-building is just terrible. I totally oppose what they want to do, and I hope that my vote will be counted against Xanterra. They wish to build out with houses on our beautiful open spaces where there are animals and nature, and that's why we wanted to live here. They're going against the promises that were made to us when we bought into this community. (Hotline)
3. Good morning, this is Carlton Casey, using the reference LU-0007-2014, Pocahontas Trail, Xanterra rezoned Woods Golf Course. I am calling to express my wish that you not change or allow the Comprehensive Plan to be changed or altered at this point. I think that we already have enough building having already occurred in James City County, specifically in the Kingsmill area. I feel that such activity will downgrade the rest of the property in Kingsmill, cause more congestion and destroy some of the open spaces we are accustomed to seeing. Let me share this example with you: I live in Burwell's Landing, and since Armistead Point has been developed we no longer see the owls, blue heron, black snakes, turtles, blue birds, bald eagles, or groundhogs. All we see are the deer eating the foliage from the cedar trees. This is what we're currently seeing as a result of just a few homes in Armistead Point, so whatever is done will change the environment and make it less appealing and interesting. Thank you. (Hotline)
4. We are opposed to residential over development and the conversion of recreational / green space land for unnecessary housing. In particular, LU-0007-2014, 8515 Pocahontas Trail - Xanterra Rezone Woods Golf Course. It would depress land values and contribute to a surplus of residential units in this locality. (Online survey)
5. I am very concerned with the continued development and planned development of large communities by outside development companies especially Xanterra. Kingsmill is large enough and overdeveloped as it is. On the other side, however, I am very concerned with the power of the Zoning and Planning Board and their recent oversteps when denying sewer to Steve Clymer on Hwy 5 and the steamroller tactics used. That was not only unprofessional but looked like a personal attack by members of the board against Mr Clymer (Online survey)
6. The actions proposed by Xanterra are counter to the reasons the current home owners purchased their homes at Kingsmill. (Online survey)
7. The proposal of Xanterra runs counter the reasons current residents chose Kingsmill as their desirable locations. (Online survey)
8. I do not care for the possible rezoning in Kingsmill to eliminate the Woods course to rezone for residential building in the future. (Online survey)

9. I am opposed to all of the new homes, condos etc. that Xanterra is trying to build in Kingsmill. (Online survey)
10. The Comprehensive Plan appears to ignore community Covenants, which are based on a "Declaration" integral to a "Master Plan" which is what I depended on when I bought a home in the Kingsmill community. A new developer (Xanterra) is ignoring the covenants to exploit KM at the expense of homeowners, forbidden to use their HOA for evaluation and comment. The Comprehensive Plan is negligent if not including compliance with covenants by the Developer when requesting changes. Unconstrained comment from the Homeowners Association (HOA) should be required before considering a zoning change within their community, particularly when directly affecting the community. (Online survey)
11. The constant effort to change the character of the Kingsmill community by Xanterra is an affront to the immediate neighborhood as well as the greater Williamsburg area. In particular, ANY development along the historically significant and environmentally sensitive Country Road should be denied. (Online survey)
12. Xanterra's continued piecemeal applications are insulting and time consuming for an overworked county government. They know there overall plans and have the corporate dollars to keep applying with different plans until everyone simply throws up their hands and approves. Corporate America will win again!!!!! (Online survey)
13. LU-0007-2014,8515 Pocahontas Trail - Xanterra Rezone Woods Golf Course. Dear Sir/Ma'am. Let me add my voice to the others who have already voiced their concerns AGAINST this rezoning effort. Cutting out the woods and other green areas to build ever-more congested housing in and near the Kingsmill neighborhood demonstrates indifference toward existing residents and will cause harm to our local community and environment. Kingsmill is a bird sanctuary and home to many species of birds and other wildlife which will lose their habitat permanently should this proposal be permitted. Please vote against this proposal. My vote and my neighbors' votes in the next election, whether for you or your opponent, will be determined by this issue. Thank you, Joe Lenertz (Online survey)
14. Re: Xanterra's request to convert the KM Woods course to residential zoning, I say throw them a bone. There are no existing homes in that vicinity that such development would negatively impact. If they got to develop that area, they could perhaps be counted on to preserve the Plantation and River courses (and thereby the property values of the homes that do exist along those courses) and not ever seek to convert them into homesites. (Online survey)
15. Kingsmill already has many lots and finished homes for sale. Adding more supply can only depress prices and detract from the quality of the environment. Moreover, current access roads are not adequate to support construction traffic and the study undertaken uses standards that would not be considered acceptable to the community in the light of current traffic density. (Virtual Community Workshop)
16. As a resident of Kingsmill, I am not in favor of any expanded building in the community. Xanterra has failed to show any data saying additional housing units are in demand, failed to adequately plan/reimburse for the strain on James River Elementary School, and has failed to honor the promise made by the original builder that no new units would be built in the common areas. Also, the area to be razed in a forested natural area that will be lost forever if more hems are built. (Virtual Community Workshop)
17. Rezoning of the Wood Golf Course is a poor idea. It adds more home to the buffer zone next to Busch Gardens. The new homes are under the fireworks zone, next to a dam and in a sensitive environmental area as well. Leave it as it has been for the last 40 years. Protect the open space and recreational areas. Don't make us Newport News. (Virtual Community Workshop)
18. Dear Commissioners: I am opposed to the proposal to rezone the Woods Golf Course of Kingsmill. This course was included as an amenity of the neighborhood of Kingsmill and shown on the overall map of the community by the developer/realtor when I considered making my new home here in Kingsmill. I have since learned that there is legal precedent for maintaining such

amenities over any decision to change the character of the community. Furthermore, such development as is being proposed would have a major impact on traffic on Wareham's Pond Road. We would be inundated with construction vehicles which have a deleterious effect on the Roads which we are obligated to support. The Buffers which were so carefully designed and maintained by the original developer would either disappear of be negatively impacted. I already live within a few hundred yards of Busch Gardens and the Brewery and have to live with a noise level not experienced by many others in the community. Any development in the Woods Course area as is being proposed by Xanterra would absolutely require a third entrance to the community such as the former commercial entrance used by the Brewery which opened out to Route 60 (Pocahontas Trail). (email)

19. Gentlemen, This correspondence is in response to the above referenced project. Please consider the project as a new project and not a project associated with the existing Kingsmill Tract in any way. Kingsmill is currently built out and in no way should this application be able to claim any association with the existing Kingsmill Developement. The owners of property in Kingsmill are entitled by their deed restrictions to have the right to review and approve any changes to the community Master Plan as recorded in the James City County Deed books. Any attempt to supercede the home owners rights by avoiding this critical step in the planning process are irresponsible. Please require the developer to make a new application for a new subdivision along with this request for rezoning. This application should include a new access road from Pocohontas Drive. Thank you. (email)
20. Xanterra already plans to build 18 cottages on the river (which are not selling), 31 additional homes on the Plantation Course, and 200 units along Carter's Grove Country Road. Other developers are going to build 1250 homes next to Harris Teeter right outside Kingsmill and 650 homes next to Target at the Marquis Shopping Center. Now Xanterra is seeking to change the Comprehensive Plan land use designation and rezone the entire Woods Golf Course to residential with intent to build 81 more homes. Xanterra is clearly changing the character of Kingsmill, one of James City County's loveliest communities and causing devaluation of current homeowners' properties by overdevelopment; taking away sound, light and pollution buffers; ignoring Kingsmill covenants, degrading the quality of life within Kingsmill, and disregarding resident wishes. Much of what citizens bought when they purchased homes in Kingsmill has been taken away. Because Xanterra holds a majority representation on the KCSA Board, and resident board members are forbidden by law to speak out against the developer, current residents have no clear voice or mechanism to speak as a group. The Board of Supervisors is our only means of stopping Xanterra from changing the character of Kingsmill forever and likely leaving town after collecting their money. Xanterra is a large corporation with no history of a presence in this area. They have already tried to circumvent laws regarding Virginia's rivers, wetlands, native plant life, and ignored restrictions relative to building in eagle protection areas. Please listen to the wishes of your citizenry and deny Xanterra's proposed changes to the Comprehensive Land Use Design and rezoning of the entire Woods Course to residential with intent to build 81 additional homes. (email)
21. I am a resident of kingsmill and oppose to the re zoning of the LU-0007-2014, 8515 Pocahontas Trail - Xanterra Woods Golf Course. These people are only interested in making money by any mean. They care less about the community the uniqueness of the Williamsburg area and Kingsmill by their green space, quiet and uncrowded neighborhoods. We don't want one day to see our area becoming like Fairfax or other crowded locations. Thank you for reading my comment. (email)
22. The area proposed for rezoning is a biologically sensitive area and development of the proposed homes and lots could have severe impact on endangers and threatened plants and wildlife. RECOMMEND- DISAPPROVAL See attached: Virginia Department of Conservation and Recreation: Rezoning and development of the land along the Country Road that was originally designated as open space could negatively impact the long-term viability of these resources by

greatly reducing their forested buffer, altering microclimatic conditions (decreasing humidity), increasing run-off, and encouraging invasive exotic plants. The Virginia Natural Heritage Program strongly recommends that the land along the Country Road not be rezoned but continue to be maintained as a natural area. In addition, two state-rare plants, pink thoroughwort and mountain camellia, have been documented in the project area. Pink thoroughwort is a loosely clumping perennial herb with opposite, ovate leaves and pink florets. It occupies mesic to dry, open forests, woodlands and clearings over calcareous and mafic rocks and coastal shell deposits and is rare throughout the state (Weakley, et al). Mountain camellia is a mountain-coastal plain disjunct. Mountain camellia is uncommon throughout its range and is considered very rare in Virginia. A shrub of the tea family, mountain camellias have simple oval leaves and bear white flowers in mid-summer. They tend to grow on wooded bluffs and slopes with alkaline soils. Threats to populations include direct habitat destruction from clearing or erosion and alteration of the species microclimate through clearing of adjacent lands (Clark, 1993). This species is currently known from only 4 locations and historically known from multiple locations in Virginia. Please consider our environment and disapprove this request to destroy a fragile ecosystem. (email)

23. Mr. Vernon Geddy proposes on behalf of his client Xanterra: LU-0007-2014, 8515 Pocahontas Trail

    "The future plans for the property, assuming changes to the... Comprehensive Plan land use designation and zoning district have been approved, are to redevelop 4 of the existing Woods Golf holes (holes numbers 12 through 15) and to then introduce 81 single family homes generally as shown on the conceptual plan attached here to."

    This would be a gross misuse of this property and would not fit in with the JCC Comprehensive plan goals. Looking at the needs of the community to attract tourism and jobs, adding 81 homes to a geographic area that is already overbuilt is foolish. Additionally this area borders Busch Gardens, a major source of revenues and jobs. Homes next to it will be adversely effected by noise, light, sound, smell and traffic. If this area is rezoned R-4 it is unlikely Xanterra or future developers will stop at the proposed 81 homes. They will soon "announce" downsizing from 3 to 2 golf course and open another 200 acres up to high + low density residential development.

    As the Comprehensive Plan considers the entire area, there are already 650 homes being built across I-64 in the Marquis area and an additional 1250 homes in the Quarterpath/Riverside area. Since between 2012 and 2015 we will have approved approximately 2000 homes in an around Kingsmill, should we be adding residential property or preserving Green Space, Habitat, Recreational Opportunity and Buffer Zones? Recently the cities of Hampton and Virginia Beach have been forced to spend millions of taxpayer dollars to purchase buffer zone area around major employers. James City County is *very* lucky in that the Carter's Grove County Road and the Woods Golf Course already provide excellent , existing, free buffers around two of the major employers in James City County, InBev-Busch Brewery and Burch Gardens Park.

    The JCC Comprehensive plan must seek to maintain and protect these buffers.

    The request to turn a resident’s Golf Course into unneeded homes and to remove buffers from key business assets must be rejected.

    The JCC Comprehensive Plan values green space, habitat, environmental preservation as well as *not* taking actions that threaten or impose on existing homeowners and vital business interests. Changing this to R4 residential would be bad for the community.

    Please reject LU-0007-2014,8515 Pocahontas Trail and leave the area as it is, zoned light industrial. Consider placing additional restrictions to maintain the land as is and prevent future ill- conceived development. Additionally portions of this area are subject to review by Virginia DCR in the Grove Creek Conservation Site. (email)

24. In reference to the plans of Xanterra on the above subject ;
    1. The plans run counter to the reasons current home owners at Kingsmill purchased their homes.

2. The golf course is a primary recreational facility for the enjoyment of the current resident senior citizens.
3. It reduces the open spaces of the Kingsmill resort area. (email)

25. LU-0007-2014,8515 Pocahontas Trail - Xanterra Rezone Woods Golf Course
Growth is good and keeps the community alive. Just do not allow too much growth too fast and keep up with increasing road and stop light capacity.
We need a longer turn lane into Kingsmill from 199. There have been several near miss accidents at that location.
I know it costs more to the developer & new homeowner but continue requiring community setbacks, with trees other shrubs. Please give us a semi-rural look not a concrete jungle .
What powers do you have to control badly deteriorated properties or properties that are not livable such as along # 60 from Bush Gardens through Grove? (email)
26. Dear Members of the Planning Commission,
We are not in favor of Xanterra's plans to add so many new homes to Kingsmill, especially in areas which were not previously designated for houses. We just received a communication from Kingsmill Realty which listed 72 single family homes, 27 condos/townhouses, and a number of lots currently on the market. Other properties are currently unoccupied but not for sale, and these are yet to be added to the list. The proposed new homes (along with the hundreds of others already approved for new communities nearby) will further increase the imbalance of supply and demand, thereby depressing home values. Within Kingsmill the growth will certainly overwhelm the community recreation center on Wareham's Pond Road and force current residents (KCSA) to invest more in larger facilities. It is one thing to build out a new area from scratch but another thing altogether to expand dramatically within an existing community, where the development affects existing residents in many ways. For James City County the already approved growth will strain the school system and other public resources, and we feel it is time for some restraint. (email)
27. I believe that the Woods Golf Course was not build with housing in mind and should remain without housing. As to building on Carter's Grove Road - it was also not built for housing and as I understand most of them would be close to the Brewery and Bush Gardens which would mean constant noise from the amusement park and smells from the brewery. Would this be included in the advertisement's when selling the houses.....
Although all of that is of concern - my main concern would be for consideration of the impact all of this would have on the schools - would we now have to build several more schools, the impact on the utilities - water especially. This is not just a case of more revenue in taxes etc. -- this would not cover all of the expenses associated with more people.
I am also thinking of the huge amount of people associated with the building of homes next to the new Riverside Hospital, this will have a large impact on all of the above and TRAFFIC in the area. I don't believe the roads are adequate to take care of that many extra cars in the area. Our once peaceful area will now be one hugh traffic jam. (email)
28. I am writing my concerns for the rezoning of the Woods Golf Course area in the Kingsmill Development. I oppose this rezoning. There are already more homes purposed. That means more traffic in the neighborhood, wear and tear on the roads, and more security to mention a few of my concerns. One of the reasons we purchased our home was because of all the green areas and not to see home after home. Please do not destroy the Woods Golf Course area. (email)
29. We are longtime residents of Kingsmill. We never leave or come home that we do not feel a mix of joy, thankfulness and pride that we live in the midst of lush trees, an array of birds, lovely waterways, and homes that are approved for construction because they meet the high standards that used to be part of the Kingsmill tradition. What is being proposed by Xanterra makes a mockery of this tradition, trees come down; cheap homes are thrown up and the Kingsmill we chose for our home and take pride in maintaining and passing on to those who follow us is destroyed. Please do not allow this to happen. (email)

30. Please do not allow this to happen! I have attended many of the JCC hearings regarding Xanterra's plans & it is quite clear how the Kingsmill community feels about their proposals. We who bought here were sold a vision of how life would be and we trusted and invested in that. It is apparent to most all who are witnessing Xanterra's aggressive pursuits, that they are first and foremost, A MONEY MAKING MACHINE. So narcissistic: Masters of manipulation! Please do not allow them to manipulate the JCC!!
    Given the extraordinary development that is proposed in the surrounding areas adjacent to Kingsmill and the surplus of homes for sale in Kingsmill, I cannot fathom who in their right mind would buy homes in the backyard of Anheuser-Busch or Busch Gardens given the unpleasant noise, sights and smells associated with those proposed homes! What no one has asked at the JCC hearings is: Could we have a raise of hands of all the folks who would invest their hard-earned cash in one of Xanterra's proposed homes in Kingsmill? (I guess that's not a legal thing to do in that venue). I can foresee our homes devaluing if Xanterra's plans are approved by JCC and a glut of unsaleable Xanterra/ Winding Road homes sitting there not selling, (just like The Cottages) in the pursuit of the almighty dollar; destroying the natural architectural buffers. You've heard it over and over and I am just one small voice, but I beg you, do not let these masters of manipulation get away with something that is so very wrong for a community that treasures the beauty of nature and preservation of the environment. (email)
31. Dear Sir/Ma'am, Let me add my voice to the others who have already voiced their concerns AGAINST this rezoning effort. Cutting out the woods and other green areas to build ever-more congested housing in and near the Kingsmill neighborhood demonstrates indifference toward existing residents and will cause harm to our local community and environment. Kingsmill is a bird sanctuary and home to many species of birds and other wildlife which will lose their habitat permanently should this proposal be permitted. Please vote against this proposal. My vote and my neighbors' votes in the next election, whether for you or your opponent, will be determined by this issue. (email)
32. The James City County Citizens' Coalition (J4C) opposes application LU-0007-2014, seeking to re-designate 349 acres in the area of Kingsmill that is now the Woods golf course, to allow the construction of 81 homes. We have for some time monitored Xanterra's plans for development here and along the Kingsmill Country Road. We are concerned because unique botanical resources exist in these areas that will be threatened by residential building. In addition, the Virginia Department of Conservation and Recreation (DCR) has documented that sites for the rare coastal plain dry calcareous forest exist in this area on the south-facing slopes of Grove Creek below the Rhine River dam. Disturbances to either side of this ravine will impact the entire ravine and destroy the rare and fragile environment it supports. In order to protect these resources, the J4C joined Dr. Donna Ware, Retired Herbarium Curator at the College of William & Mary, and others in seeking Xanterra's commitment to a continuous, undisturbed buffer, at least 150' wide, in areas where any G1, G2, S1, or S2 plant communities (as listed by DCR) are documented and between any cleared area and ravine precipices. That commitment was not forthcoming. Consequently J4C opposed Xanterra's March 2014 rezoning and master plan amendment requests and we now ask that you deny this application.
    Our position is supported by Environmental Section 3 of the County's 2009 Comprehensive Plan that focuses on protection and conservation of environmentally sensitive areas, especially section 3.5 that states in part "… ensure the preservation to the maximum extent possible of rare … species, … and other environmentally sensitive areas." More information about these resources can be found in a summary of Dr. Ware's January 2014 presentation on the J4C website. (email)

Douglas W. Domenech
Secretary of Natural Resources

David A. Johnson
Director

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

600 East Main Street, 24th Floor
Richmond, Virginia 23219
(804) 786-6124

October 7, 2013

Jose Ribiero
James City County Planning Division
101-A Mounts Bay Road
Williamsburg, VA 23187

Re: Xanterra Development, Grove Creek

Dear Mr. Ribiero:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, this site is located within the Grove Creek Conservation Site. Conservation sites are tools for representing key areas of the landscape that warrant further review for possible conservation action because of the natural heritage resources and habitat they support. Conservation sites are polygons built around one or more rare plant, animal, or natural community designed to include the element and, where possible, its associated habitat, and buffer or other adjacent land thought necessary for the element's conservation. Conservation sites are given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain; on a scale of 1-5, 1 being most significant. Grove Creek Conservation Site has been given a biodiversity significance ranking of B1, which represents a site of outstanding significance. The natural heritage resources of concern at this site are:

	Coastal Plain Calcareous Ravine Forest	G2?/S2/NL/NL
	Coastal Plain Calcareous Seepage Swamp	G2/S2/NL/NL
	Coastal Plain Dry Calcareous Forest	G1/S1/NL/NL
Stewartia ovate	Mountain camellia	G4/S2/NL/NL
Fleischmannia incarnate	Pink thoroughwort	G5/S2/NL/NL

The Grove Creek ravine is a rare example of a Coastal Plain drainage that has downcut into deep deposits of Tertiary shell deposits. As a result, soils of the sideslopes and bottomland, as well as the groundwater saturating the drainage, are highly calcareous. Since most soils of the Coastal Plain are highly acidic, the vegetation of Grove Creek is rare and unusual, containing numerous species that are disjunct from further west, disjunct from further south, or simply rare on the Coastal Plain. Two globally rare natural

communities occur within the project area. Please see the attached map of the area containing the above referenced natural heritage resources.

The Coastal Plain Calcareous Ravine Forest is the rich mixed hardwood forest of slopes bordering Grove Creek. This is a rich mesophytic to submesophytic forest in calcareous ravines that are found in the southeastern Virginia Coastal Plain and possibly the adjacent Piedmont. Habitats are north- to east-facing slopes and adjacent low interfluves downcut into Tertiary shell deposits or lime sands, including the Pliocene marine shell deposits of the calcium-rich Yorktown Formation (NatureServe, 2013).

The Coastal Plain Calcareous Seepage Swamp is the swamp forest occupying the bottom of the Grove Creek drainage, above tidal influence. It occurs on the Virginia Coastal Plain on groundwater-saturated stream bottoms in ravines that have cut into Tertiary shell deposits or limesands. Braided streams and hummock-and-hollow microtopography are characteristic of the environmental setting. Soils are highly calcareous with pH values up to 7.4 and calcium levels that range up to 6000 ppm. It is known only from calcareous ravines in the James and York River drainages, in James City, Surry, and York counties (Fleming, et al., 2012).

The Coastal Plain Dry Calcerous Forest is adjacent to the project area. This forest is a dry, open, forest or woodland of the Coastal Plain of Virginia and Maryland, is restricted to subxeric to xeric, fertile habitats over unconsolidated, calcareous deposits. These localized habitats are found on southeast- to southwest-facing, usually convex slopes of deep ravines or stream-fronting bluffs that have downcut into Tertiary shell deposits or limesands(NatureServe, 2013). Compared to Basic Mesic Forests of the Coastal Plain, these dry calcareous forests have a larger component of oaks (particularly chinkapin oak) in the overstory and have a much less lush herb layer (Fleming, et al., 2012.)

Rezoning and development of the land along the Country Road that was originally designated as open space could negatively impact the long-term viability of these resources by greatly reducing their forested buffer, altering microclimatic conditions (decreasing humidity), increasing run-off, and encouraging invasive exotic plants. The Virginia Natural Heritage Program strongly recommends that the land along the Country Road not be rezoned but continue to be maintained as a natural area.

In addition, two state-rare plants, pink thoroughwort and mountain camellia, have been documented in the project area. Pink thoroughwort is a loosely clumping perennial herb with opposite, ovate leaves and pink florets. It occupies mesic to dry, open forests, woodlands and clearings over calcareous and mafic rocks and coastal shell deposits and is rare throughout the state (Weakley, et al).

Mountain camellia is a mountain-coastal plain disjunct. Mountain camellia is uncommon throughout its range and is considered very rare in Virginia. A shrub of the tea family, mountain camellias have simple oval leaves and bear white flowers in mid-summer. They tend to grow on wooded bluffs and slopes with alkaline soils. Threats to populations include direct habitat destruction from clearing or erosion and alteration of the species microclimate through clearing of adjacent lands (Clark, 1993). This species is currently known from only 4 locations and historically known from multiple locations in Virginia.

Due to the potential for this site to support populations of mountain camellia and pink thoroughwort, DCR recommends an inventory for the resources in the study area. With the survey results we can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources.

DCR-Division of Natural Heritage biologists are qualified and available to conduct inventories for rare, threatened, and endangered species. Please contact J. Christopher Ludwig, Natural Heritage Inventory Manager, at chris.ludwig@dcr.virginia.gov or 804-371-6206 to discuss arrangements for field work.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

New and updated information is continually added to Biotics. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

The Virginia Department of Game and Inland Fisheries (VDGIF) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from http://vafwis.org/fwis/ or contact Gladys Cason (804-367-0909 or Gladys.Cason@dgif.virginia.gov). This project is located within 2 miles of a documented occurrence of a state listed animal. Therefore, DCR recommends coordination with VDGIF, Virginia's regulatory authority for the management and protection of this species to ensure compliance with the Virginia Endangered Species Act **(**VA ST §§ 29.1-563 – 570).

Should you have any questions or concerns, feel free to contact me at 804-692-0984. Thank you for the opportunity to comment on this project.

Sincerely,

Alli Baird

Alli Baird, LA, ASLA
Coastal Zone Locality Liaison

Cc: Amy Ewing, VDGIF

Literature Cited

Clark, K.H. 1993. Conservation Planning for the Natural Areas of the Lower Peninsula of Virginia. Natural Heritage Technical Report #93-4. Virginia Department of Conservation and Recreation, Division of Natural Heritage. 8 March 1993. 193pp.

Fleming, G.P., K.D. Patterson, K. Taverna, and P.P. Coulling. 2012. The natural communities of Virginia: classification of ecological community groups. Second approximation. Version 2.5. Virginia Department of Conservation and Recreation, Division of Natural Heritage, Richmond, VA.

NatureServe. 2013. NatureServe Explorer: An online encyclopedia of life [web application]. Version 7.1. NatureServe, Arlington, Virginia. Available http://www.natureserve.org/explorer. (Accessed: October 3, 2013)

Weakley, A.S., J.C. Ludwig and J.F. Townsend. 2012. *Flora of Virginia*. Botanical Research Institute of Texas Press, Fort Worth. p. 322.

Transportation Impacts Evaluation
LU-0007-2014

The following transportation impacts summary was developed in conjunction with Kimley-Horn and Associates for a selected number of proposed land use designation applications that could generate more than 5,000 new daily trips. The summary is designed to help show current and projected roadway conditions, potential impacts to the transportation system with the change in land use designation, and improvements that may be needed to support future traffic volumes and sustain acceptable level of service (LOS) conditions if the property in question is developed.

I. Basic Description of Existing Transportation Conditions:

The Xanterra subject parcel fronts the Busch Service Road, which connects into the Kingsmill development to the west, and Pocahontas Trail. Busch Service Road is a gated two-lane undivided road that splits the existing golf course connecting to the brewery. Pocahontas Trail transitions from a four-lane divided roadway to a two-lane undivided roadway immediately east of the I-64 and Busch Gardens Boulevard interchange. Exclusive left and right-turn lanes are provided along Pocahontas Trail at unsignalized intersections and major developments. The intersection of Busch Service Road and Pocahontas Trail is an unsignalized full movement intersection with an exclusive southbound right-turn lane. The intersection of Kingsmill Road and Pocahontas Trail is signalized with an exclusive southbound right turn land and exclusive northbound left turn lane on Pocahontas Trail.

II. Existing (2010) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Pocahontas Trail (Williamsburg County Line to York County Line)	8,165	A-C
Pocahontas Trail (York County Line to BASF Drive)	9,243	A-C
Interstate 64 (SR 199 to Busch Gardens Interchange)	83,621	D
Interstate 64 (Busch Gardens Interchange to James City County Line)	87,885	D/E

III. Projected (2034) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Pocahontas Trail (Williamsburg County Line to York County Line)	18,000	A-C
Pocahontas Trail (York County Line to BASF Drive)	20,000	E
Interstate 64 (SR 199 to Busch Gardens Interchange)	111,000	F
Interstate 64 (Busch Gardens Interchange to James City County Line)	116,000	F

IV. Future Improvements:

- There is a project in this portion of Pocahontas Trail to make safety and multi-modal improvements including paved shoulders and a multi-use path.

- Traffic projections show increased congestion in this area of Pocahontas Trail. The proposed draft 2035 Comprehensive Plan recommends pursuing existing congestion mitigation and alternate route projects, including Route 60 Multimodal, Skiffes Creek Connector and Route 60 East relocation to help relieve anticipated congestion and improve safety. Pocahontas Trail is not recommended for widening with additional travel lanes.

V. Projected Trip Generation Scenarios:

Scenario	Description	ITE Code	Percentage	Acreage	Density	Unit	Trips		
							Daily	AM	PM
1	Single Family Housing	230	42%	88	81	DU	866	66	87
	Golf Course (Weekday - Holes)	430	58%	122	18	Holes	644	38	53
						Scenario 1 Total	**1,510**	**104**	**140**
2 (what is possible now)	Business Park	770	100%	210	1,829,520	SF	20,146	2,384	2,020
						Scenario 2 Total	**20,146**	**2,384**	**2,020**

Scenario 1 approximates a change from Limited Industry to Low Density Residential designation and Scenario 2 approximates an alternative type of develop pattern that would be encouraged under the existing Limited Industry Designation.

VI. Projected Conditions for Surrounding Roadways with Land Use Designation Change:

Roadway Segment			2040 Baseline		2040 Future - LU 7		2040 Future - All	
Name	From	To	ADT	LOS	ADT	LOS	ADT	LOS
Pocahontas Trail	Williamsburg CL	York CL	30,500	E	28,600	E	27,200	D
Pocahontas Trail	York CL	BASF Drive	23,300	F	23,600	F	20,900	F
Interstate 64	SR 199	Busch Gardens	106,600	F	103,600	F	110,400	F
Interstate 64	Busch Gardens	JCC CL	107,500	F	109,200	F	113,200	F

- The 2034 Hampton Roads travel demand model was used to determine the effects of the changes to the land use developments on the transportation network.
- The 2040 Baseline scenario incorporated the 2040 socioeconomic data published by the HRTPO for the specific study area traffic analysis zone. The 2040 Future LU 7 scenario incorporates changes only to the study area traffic analysis zone's socioeconomic data to reflect the presence of this proposed land use designation change. Lastly, the 2040 Future – All scenario incorporates all of the land use designation changes submitted as part of this Comprehensive Plan review.
- The Average Daily Traffic (ADT) volumes were obtained from the travel demand model after each land use scenario model run. The LOS was determined by the Kimley-Horn LOS Tool which uses the roadway classification, type of facility and ADT to determine LOS.

VII. Potential Improvement Information with Land Use Designation Change:

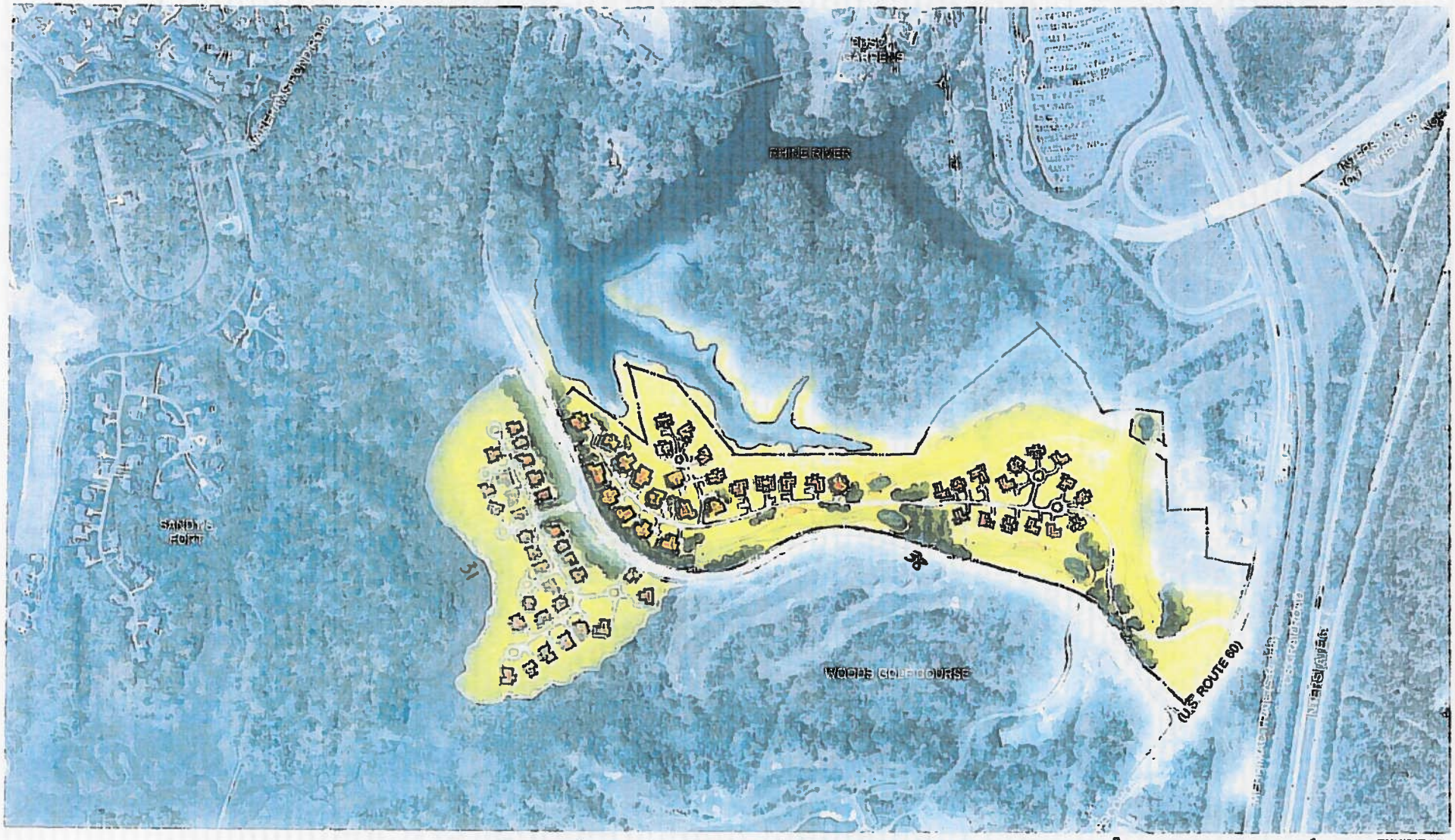
- Potential need for an additional access point and turn tapers or lanes in to the project properties.
- Perform a traffic signal warrant on any potential access points with Pocahontas Trail to identify the need for a traffic signal.
- Increased need to consider safety and congestion mitigation projects along the corridor, especially those discussed in the Future Improvements section above.

VIII. Other Transportation Considerations:

- Widen and/or delineate Busch Service Road to clearly delineate travel lanes. Construct exclusive turn lanes along Busch Service Road at the entrance driveways for the development.
- Since the brewery will not ungate Busch Service Road, there is a potential need for an additional access point on Pocahontas Trail should the Woods Course property be redeveloped. The County identified the potential location of an additional access point at the existing unsignalized intersection of Pocahontas Trail and Strait Gate located approximately 1,800 feet south of Busch Service Road.
- Another entrance will be provided at the signalized intersection of Pocahontas Trail and Kingsmill Road. However, traffic destined to/from the development will have to travel from Kingsmill Road to Wareham's Pond Road to Busch Service Road which is approximately 1.5 miles long.
- Secondary access to the development may not be possible between Fire Station #1 and the Busch Service Road given the proximity of driveways and need to meet access management separation regulations.

IX. References:

1. James City County/Williamsburg/York County Comprehensive Transportation Study VDOT
2. Hampton Roads 2034 Travel Demand Model
3. Kimley-Horn and Associates LOS Tool



WOOD'S GOLF COURSE

KINGSMILL

Resort

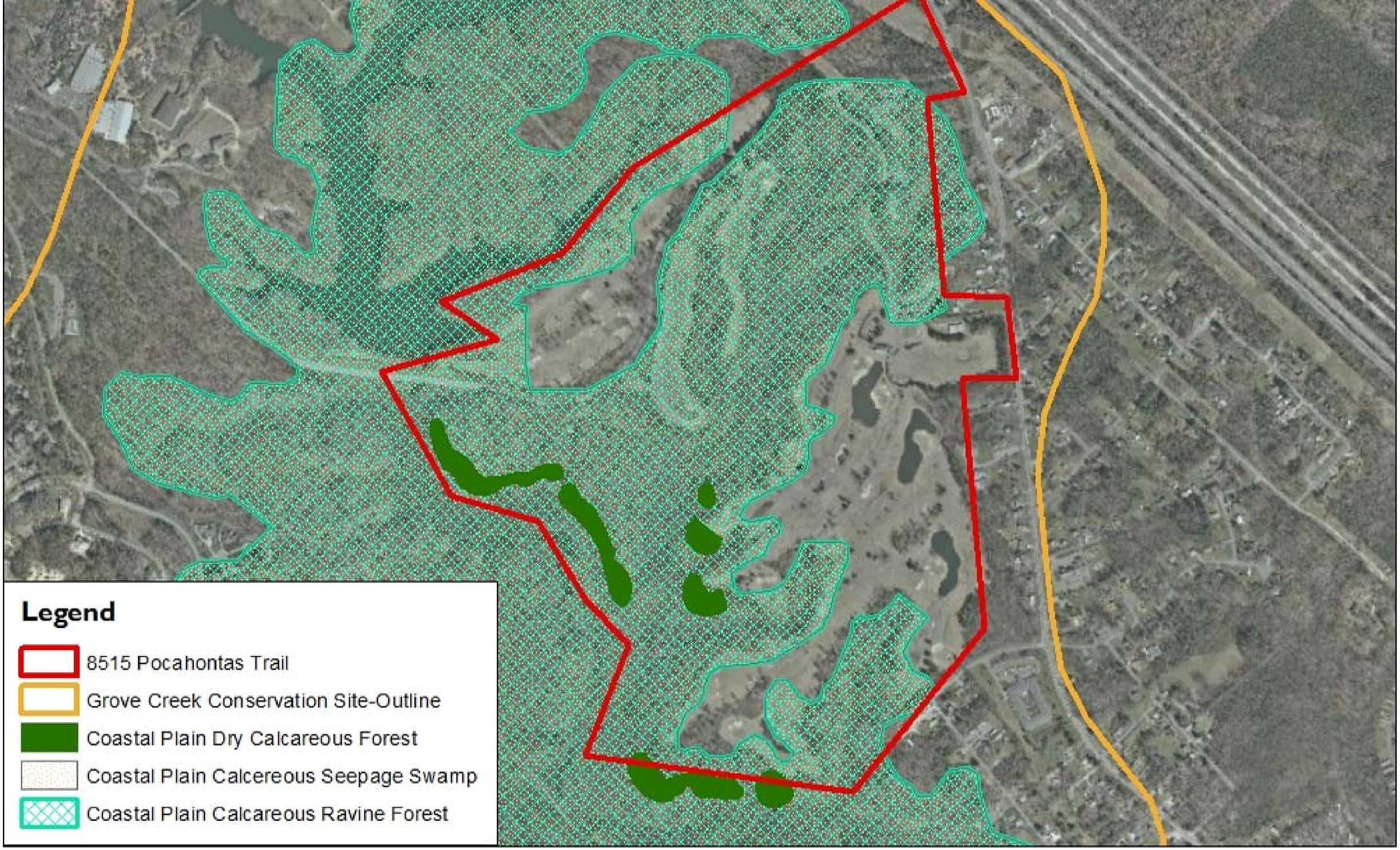
WILLIAMSBURG, VA

0 515

NORTH

EXHIBIT 9D

ARCHITECTURE
URBAN DESIGN
INTERIOR DESIGN



DCR

Department of Conservation & Recreation

8515 Pocahontas Trail Land Use Designation Change

N

LU-0009-2014
8961 Pocahontas Trail (BASF Property)

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

MEETING INFORMATION

Group:	Planning Commission Working Group	Date:	November 20, 2014
	Joint Work Session		January 27, 2015

SUMMARY FACTS

Applicant:	Mr. Charles Waltz, BASF Corporation Mr. Vernon Geddy, Geddy Harris, Franck and Hickman
Property Owner:	BASF Corporation
Property Address(es):	8961, 8959 and 8967 Pocahontas Trail
Tax Map #:	5940100003, 5940100005 and 5940100006, respectively
Size:	+/- 678.4 total acres (about 649, 10.4 and 19 acres respectively)
Current Land Use Designation(s):	General Industry, Mixed Use and Conservation Area
Current Property Use (per applicant):	Idle industrial plant in remediation for contaminants
Owner Proposed Land Use Designation:	Mixed Use
Owner Proposed Property Use:	Recreation, hotel/resort/conference center and restaurant with not residential homes or full-time apartments. Small-scale office and retail may be part of the project as supported by the market.
Owner Justification:	The property has been underutilized for ten years and most interest in the property since 1998 has been from developers interested in a mixed use development. There is abutting Mixed Use property in the James River Commerce Center and the proposal would not impact schools and have minimal impact on traffic given future connections to I-64.
Zoning:	M-2, General Industrial
Inside PSA:	Yes
Requesting Extension of PSA:	No
Water or Sewer Availability:	The site has a private sewer lift station which connects to the Pocahontas Trail HRSD force main. The site would connect to the Newport News Waterworks system.
Watershed:	Skiffes Creek and James River

Staff Contact: Leanne Pollock, Senior Planner II Phone: (757) 253-6876

BACKGROUND:
The property has been owned by BASF and related corporations since the 1950s and has been used for fiber processing. All manufacturing activity on the property ceased in 1994. Since then, the property has been undergoing remediation for contamination, primarily due to zinc. BASF has been marketing the property for sale since the mid-1990s; however, the applicant has conveyed that most manufacturing contacts have not panned out.

Similar Land Use Designation Change applications for Mixed Use were submitted by BASF during the 2003 comprehensive plan update. At that time, staff, the Planning Commission and the Board of Supervisors recommended denial of the application due to there being no significant changes to the area that would have decreased opportunities for economic development, a desire to retain scarce large industrially-designated sites, County investment in encouraging industrial development in this area (including improvements to the Grove/I-64 interchange and including the property in an Enterprise Zone) and a desire to protect adjacent industrial users from encroachment of potentially conflicting residential and tourism uses. The Mixed Use vision for the property presented by the applicant is similar to the proposal considered in 2003.

A new consideration during this review is the proposed Surry-Skiffes Creek-Whealton power line currently proposed to Dominion. The preferred alternative at this time includes an overwater crossing of the James River. The power line would reach land at the southern portion of the BASF property. The proposed route is still under review by the Army Corps of Engineers and a final determination about the route has not been made. The final route location would have a substantial impact on the BASF property.

AGENCY COMMENTS:
This application was reviewed by Engineering and Resource Protection, JCSA, VDOT, the Office of Economic Development and Parks and Recreation. No significant comments or objections to the proposal were received by staff. Park and Recreation requested that should the Land Use designation change be approved, that the applicant considers providing a public water access point or boat launch as part of the development. JCSA noted that there is currently a private lift station that serves the property that was originally intended to be owned by the JCSA. The current status of and future intentions for this lift station have not been discussed.

TRANSPORTATION IMPACTS:
The property fronts on Pocahontas Trail and is currently served by an existing entrance that had been the entrance for BASF. Based on the Regional Transportation Study, as of 2010, Pocahontas Trail in this area operates at a level of service (LOS) of A-C.

In conjunction with Kimley-Horn and Associates, staff projected three possible scenarios for trip generation based on three variant development patterns: general heavy industrial (the property's current designation), resort hotel and shopping center (the applicant's proposed vision) and a split between industrial park and business park (similar to the adjacent Mixed Use area in James River Commerce Center). Projected trip generation tables are included in Attachment 3. The scenario that produced the highest trip generation, which in this case is the resort hotel and shopping center, was then modeled in the 2034 Hampton Roads travel demand model to project road conditions in 2040 with or without a change in land use designation. For this application, both the 2040 baseline and 2040 with a change in land use designation project a LOS of F for Pocahontas Trail. An important note in considering the model results; however, are that due to the large traffic impacts and potential for congestion on Pocahontas Trail with the land use designation change, the model actually diverts traffic on to I-64 in order to preserve an acceptable LOS on Pocahontas Trail. Several potential road improvements would be recommended to accommodate the higher traffic associated with a resort/hotel. These improvements, in addition to the recommendation to consider a second entrance to the property, are also in Attachment 3.

Finally, while BASF was engaged in manufacturing, there was a railroad spur that connected to the property across Pocahontas Trail and parallel to the property entrance. The tracks have since been removed; however, it appears that through conversations with VDOT, that CSX still controls the right-of-way and if desired could re-build the tracks across Pocahontas Trail.

STAFF RECOMMENDATION: Denial

RATIONALE:

1. The BASF property owner requested redesignation to Mixed Use in 2003. Staff and the Planning Commission recommended denial for this case, and the Board of Supervisors concurred. No significant changes have occurred since that time to decrease the opportunities for economic development in this area. In fact, potential road improvements to relocate Route 60 and provide the Skiffes Creek connector to Route 143 (making the interstate more accessible) would improve the potential for economic development. There is also limited existing or possible future residential or light commercial development in this area, making is possible to attract industrial users with noisier operations to this site and the property is already located within the County's Enterprise Zone. The encroachment of residential and/or commercial uses into the area reserved for industrial uses could have negative impacts on the economic development of adjacent properties.

2. The Land Use section of the Comprehensive Plan notes that there is approximately 2,467 acres of land zoned and designated for commercial and industrial use. The BASF parcel, at almost 700 acres, is a large portion and is one of the few areas with ready access to water and sewer that is owned by a single entity.

3. The property is located adjacent to Joint Base Langley-Eustis (JBLE). Based on a letter from the Director of the Civil Engineer Division of JBLE, "a resort development adjacent to or very near to our installation would potentially raise environmental, cultural, aviation and security disturbances" and JBLE does not support the proposed redesignation. JBLE uses Wood Creek, Skiffes Creek and the James River (and the portion of JBLE property that is located in the County) at night and during the day extensively for amphibious landing drills, general training, helicopter landings and firing ordnance. JBLE already registers noise complaints from residences in the Lee Hall area and would certainly anticipate an increase in complaints/disturbance if a resort is constructed on the BASF site and as a result, JBLE may be required to modify current operations at an expense to the Federal government. There are also concerns with increasing the number of recreational boaters or marine activities in that area as it could impact the rate of siltation in Skiffes Creek, which JBLE already has to dredge about every 5 years, and increase conflicts with training missions. An industrial development on the BASF property would cause fewer potential conflicts with existing JBLE operations and mission.

4. There are several outstanding questions about the property and staff does not believe that the land use designation should be changed prior to seeing the results of the following items.
    a. The BASF property is currently undergoing remediation for zinc and chlorinated solvents in several areas and as a result, portions of the property have been deemed off-limits to disturbance. BASF is currently conducting a Human Health Impacts Assessment for the entire property, which will help determine limitations to further development. The Virginia Department of Environmental Quality is responsible for monitoring compliance and remediation efforts on the property and anticipates receiving the Human Health Impacts Analysis in the next six months.
    b. The final routing for the Surry-Skiffes Creek-Whealton Dominion transmission line has not been finalized. The transmission line may still bi-sect the lower developable portion of the BASF property, which, based on conversations with the applicant, would impact the site's potential use as a resort and limit potential users to industrial operations.

5. Resort and/or commercial development in this area could have negative impacts on environmentally sensitive areas in Skiffes Creek and public facilities and services such as transportation and emergency services. For example, Pocahontas Trail is projected to operate at a LOS F in 2040. A resort hotel is estimated to produce approximately 26,081 daily vehicle trips than would be produced by a general industrial project.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:

On December 18, 2014, the Planning Commission Working Group voted 4-3 (Richardson absent) to recommend approval of the applicant's request to change the land use designation to Mixed Use and provided guidance for specific Mixed Use language. The Working Group also recommended that two parcels owned by Colonial Penniman, LLC (8963 Pocahontas

Trail and 8965 Pocahontas Trail) should be included in the designation change as they are surrounded by the BASF property. Staff has attempted to contact the property owner on multiple occasions since May 2014 to determine interest in joining the application, but has not received a formal response.

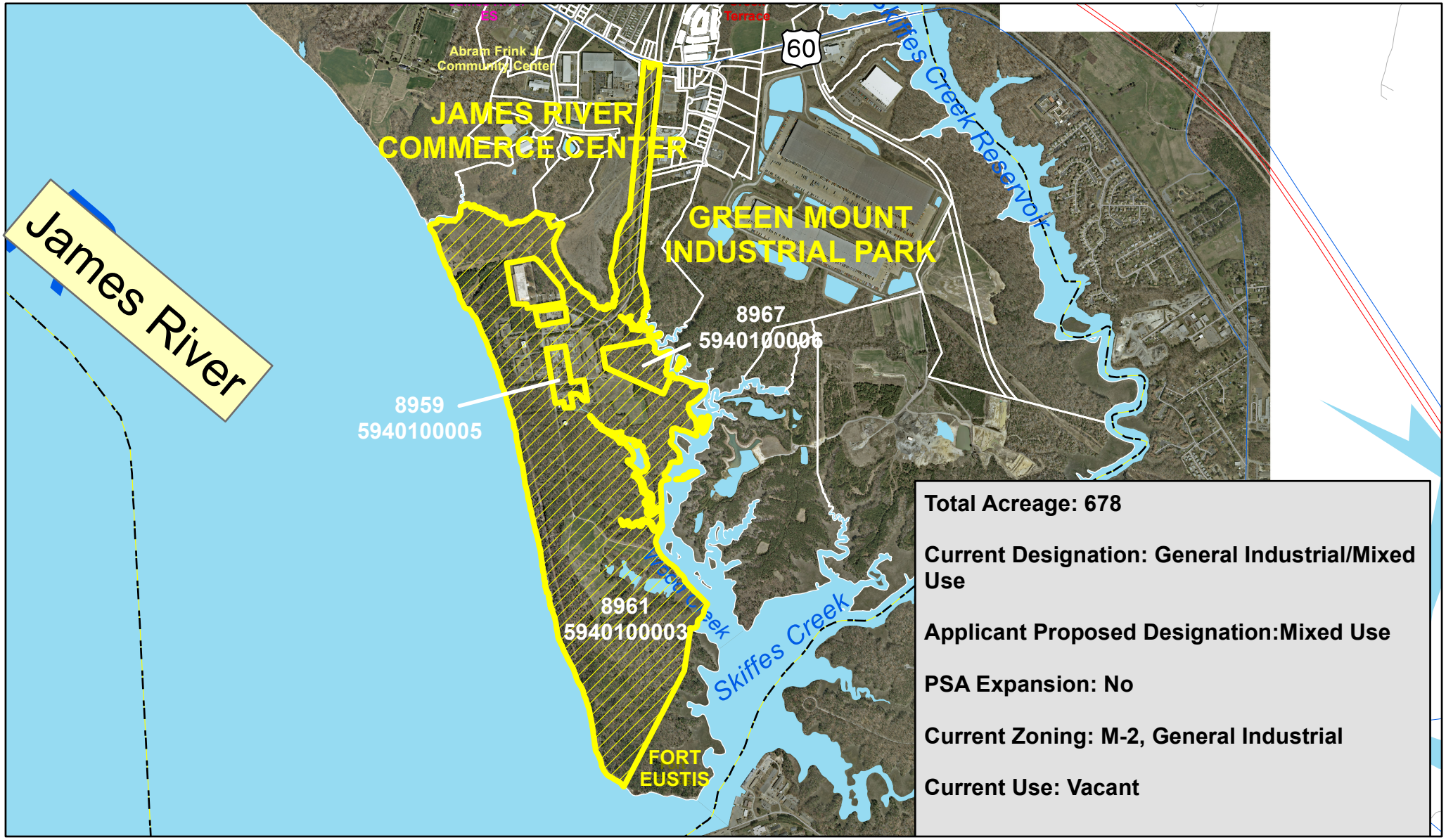
On January 15, 2015, the Working Group recommended approval of the following specific description for the BASF Mixed Use Area:

> *The BASF area consists of several parcels located south of GreenMount Industrial Park and is bordered by the James River to the west and Woods Creek to the east. Primary road access is via an existing entrance on Pocahontas Trail (Route 60). Suggested uses for this area include resorts, hotels, timeshares and ancillary commercial uses; themed attractions; office uses; industrial uses; and recreational and water-based establishments (such as small-scale marinas and boat launches) and should be compatible with existing and developing industrial areas. No permanent residential uses should be considered for the BASF Mixed Use Area. In order to preserve and enhance the scenic qualities of the property and to keep the area attractive to large-scale economic development, the area should be designed and developed under a unified master plan. The master plan should explore the feasibility and compatibility of providing shared access through the adjacent James River Commerce Center, and should provide parking, compatible landscaping and architectural treatment, adequate buffering and screening and other measures to ensure that proposed uses are compatible and that there are adequate measures to mitigate any negative impacts on adjacent properties, including the historic Carter's Grove property. It is also important that any master plan provide for outdoor recreation, education and meaningful water access that are open and available to the public; public transportation; pedestrian and bicycle accommodations that connect to Pocahontas Trail (Route 60); unified shoreline restoration; preservation of mature tree cover; and protection of sensitive environmental resources located on the property. Specifically, due consideration should be given for subsequent development proposals to potentially designate a publically-owned park. Careful coordination between development and transportation issues will be important to avoid worsening the level of service along Route 60 and to retain a high degree of mobility through the area. The intensity of the development should be conditioned on the proposal's ability to maintain an adequate level of service and functioning of Route 60 in the immediate project vicinity and projects should not negatively impact the development of adjacent industrial areas. To ensure this, build-out of surrounding industrial land should be accounted for in any evaluation of impacts, such as traffic, water and sewer.*

ATTACHMENTS:

1. Location Map
2. Existing Land Use Map
3. Applicant Proposed Land Use Map
4. Public Comment Summary
5. Transportation Impacts Evaluation
6. Applicant Proposed Narrative and Conceptual Layout

LU-0009-2014, 8961 Pocahontas Trail



Total Acreage: 678

Current Designation: General Industrial/Mixed Use

Applicant Proposed Designation:Mixed Use

PSA Expansion: No

Current Zoning: M-2, General Industrial

Current Use: Vacant

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1 inch = 2,500 feet

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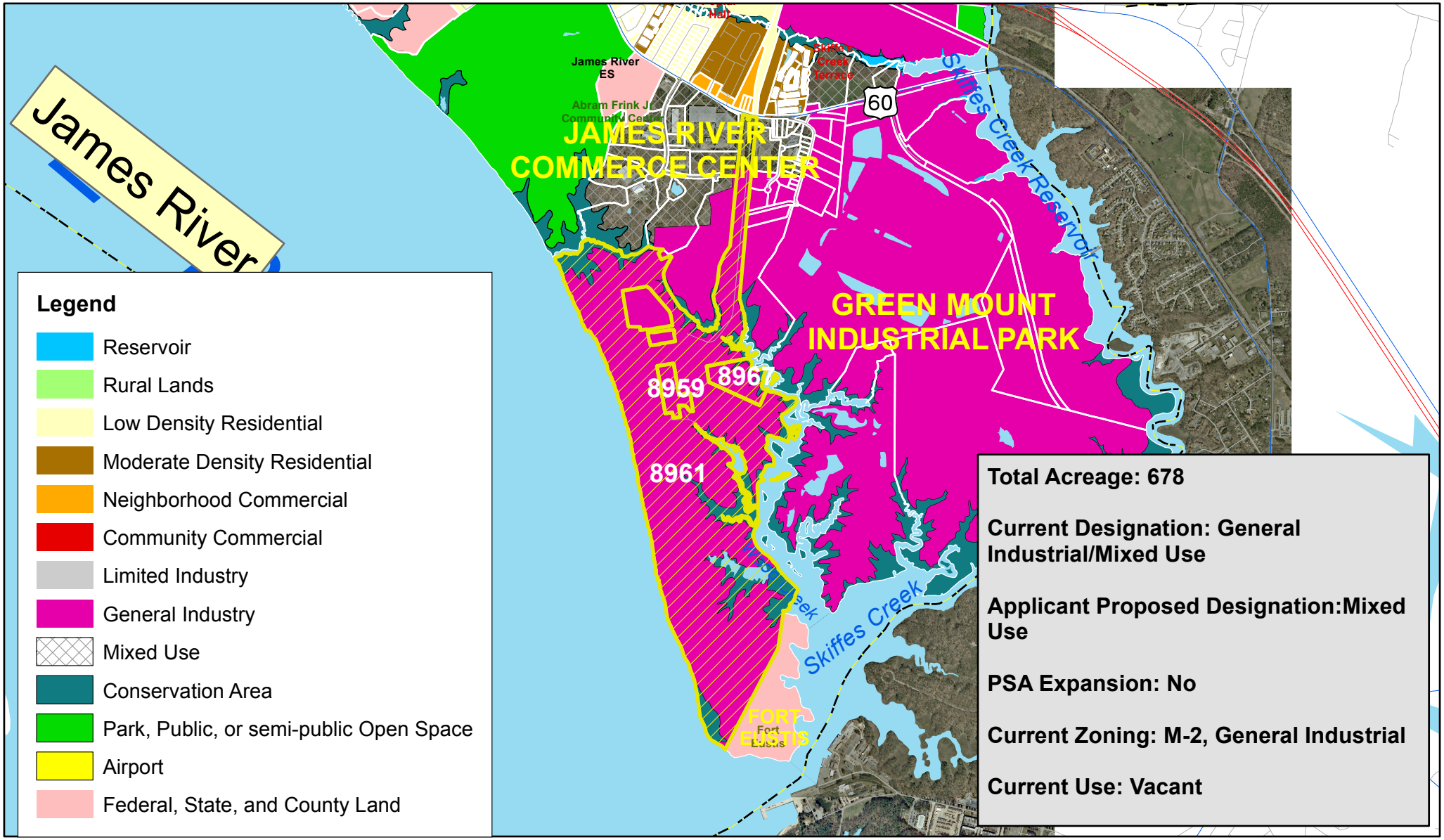
Existing Land Use Map LU-0009-2014, 8961 Pocahontas Trail



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0 0.35 0.7 Miles

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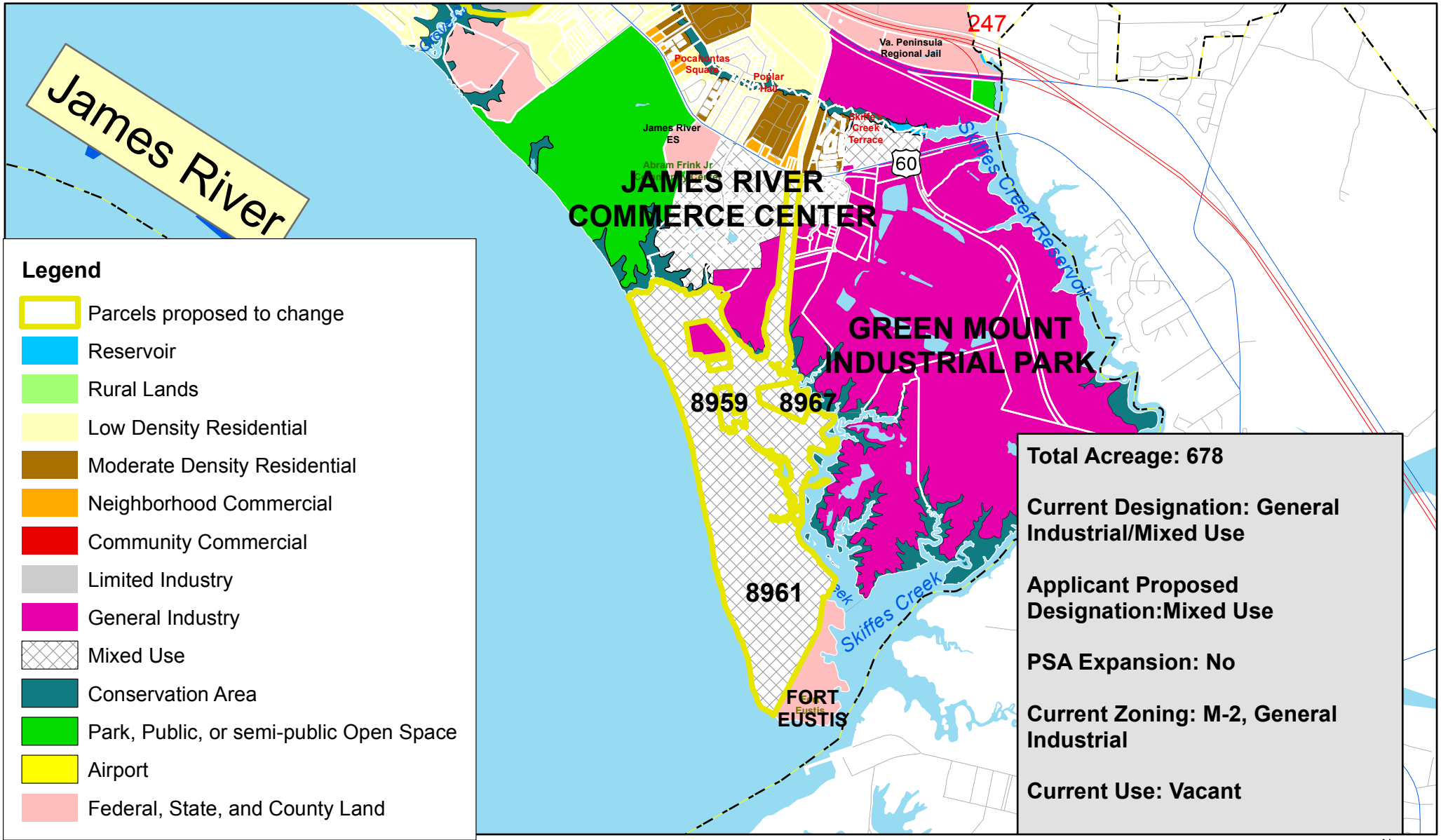
Proposed Land Use Map LU-0009-2014, 8961, 8959 and 8967 Pocahontas Trail



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Public Comment Summary
LU-0009-2014
8961 Pocahontas Trail

This attachment provides verbatim public comments for the specified land use designation change application collected through Community Workshops, postcards, emails, the Comprehensive Plan hotline and online input surveys.

1. See attached letter from the Joint Base Langley-Eustis Civil Engineer Division.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 733D MISSION SUPPORT GROUP
CIVIL ENGINEER DIVISION
JOINT BASE LANGLEY-EUSTIS
FORT EUSTIS, VIRGINIA

Ms. Leanne Pollock
James City County
Planning Division
101-A Mounts Bay Road
Williamsburg, VA 23187-8784

RE: Land Use Application For Former BASF Property located In James City County

Dear Ms. Pollock,

Pursuant to your meeting with my Civil Engineer Division staff at Joint Base Langley-Eustis (Fort Eustis), I am forwarding the impacts Fort Eustis could endure if the referenced land use application is approved. Resort development adjacent or very near to our installation would potentially raise environmental, cultural, aviation, and security disturbances. Taking into consideration the concerns summarized in the attached meeting minutes, Fort Eustis would not support the approval of the referenced land use change.

MARK J. SCIACCHITANO
Director, Civil Engineer Division

Enclosure
01 July 14 Meeting Minutes, rvsd 7.29.14

James City County Planning Division
Meeting Minutes
01 July 2014 (Revised 7/29/14)

Attendees: See attached Sign-In Sheet

Next Meeting: To Be Determined

OPENING REMARKS: Ms. Heidi Smith, Real Property Officer, opened the meeting with a brief explanation of why James City County Planning Division (JCCPD) has contacted Fort Eustis. The submittal of a Land Use package for the former BASF Corporation site, located at 8961 Pocahontas Trail, Williamsburg, VA, James City County, across Skiffes Creek from Fort Eustis installation. Their request is to change the zoning on the property to allow for potential resort development (see attached maps). The meeting was turned over to Ms. Leanne Pollock, Senior Planner, James City County.

FORT EUSTIS CONCERNS:

- Night Training conflicts due to potential noise restrictions.

- BASF never dredged Skiffes Creek when in business and serious silt developed. Fort Eustis is dredging to meet mission requirements. Additional recreational water craft may develop additional silt issues.

- ATFP discourages recreational traffic in and around military vessels. USACE is working to create a restrictive waterway. Due to 9-1-1, the installation was required to increase security and therefore reduced access to Skiffes Creek.

- Cultural concerns with past architectural thefts on installation. A recreational area in or near the installation may raise issues.

- Development of the BASF site may cause encroachment on military mission requirements. Consider purchasing/acquiring property to prevent development. ACUB (Army compatible use buffer) program, or the Air Force equivalent (REPI – Readiness and Environmental Protection Integration Buffer Program).

- BASF Site currently has Zinc, and other, remediation's ongoing. In addition there is a Human Health assessment in underway.

- New Chesapeake Bay Act regulations will be released soon. The Installation will be required to do additional outfall sampling for various nutrients including phosphorous and nitrogen going into the river via storm water runoff. With the potential for a resort sort of complex, there will probably be additional landscaping which brings with it the potential for additional phosphorous and nitrogen going into the river. Can't help but wonder how this will affect permitting requirements in the form of runoff? This question should be addressed in the Environmental Planning phase (i.e. EA) with JBLE-Fort Eustis property attached to the BASF site.

- IAW JBLE-FE Aviation Division, Resort development of this area, while in itself not impacting airfield operations, WILL impact airfield operations when users/owners who encroach upon the facility, then start to register noise complaints against the facilities operations. Not only is this a historical response of such communities, but they generally go on further to submit claims of stress-related ailments, and fears of low flying aircraft crashing into their homes, neighborhoods and facilities. Often, such fears are unfounded and irrational, but result in gross expenditures of money and manhours, defending against this predictable mission inhibitor. The location in question is overflown by aircraft arriving and departing Felker Army airfield on departures to the North, and arrivals from the North, into Felker runway and helipad traffic. These operations are ongoing, M-F, from 0700-2300. Some aircraft (CH-53s and CH-47s) have such powerful rotor systems, that the resonant vibrations are felt in structures on the ground, and shake windows and household accoutrements.

  The Aviation Division would fully reject such a construction and land use proposal in such proximity to a military airfield with the high OPTEMPO of Felker. For comparison, Langley AFB reports an annual traffic movement count of approx 35K movements, and Navy Chambers around 73K. Combined, these two airfield's account for a total of approx 110K (+/-) annual movements. Contrast that to Felker, where in 2012 there were a record 160K movements, and last year, despite furloughs, sequestration and budget slashes, Felker had over 120K movements.

JCCPD Zoning Maps

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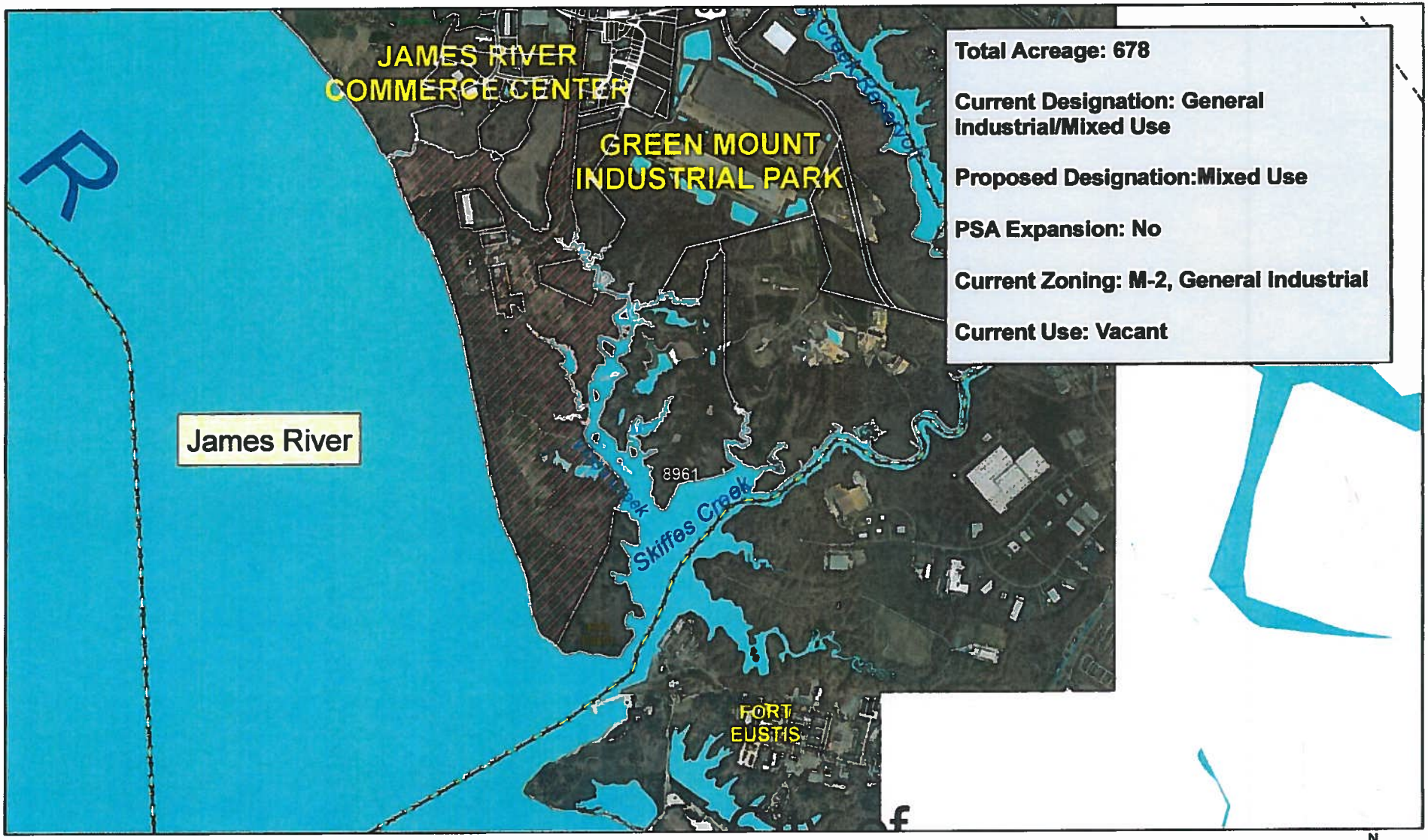
LU-0009-2014, 8961 Pocahontas Trail



Total Acreage: 678

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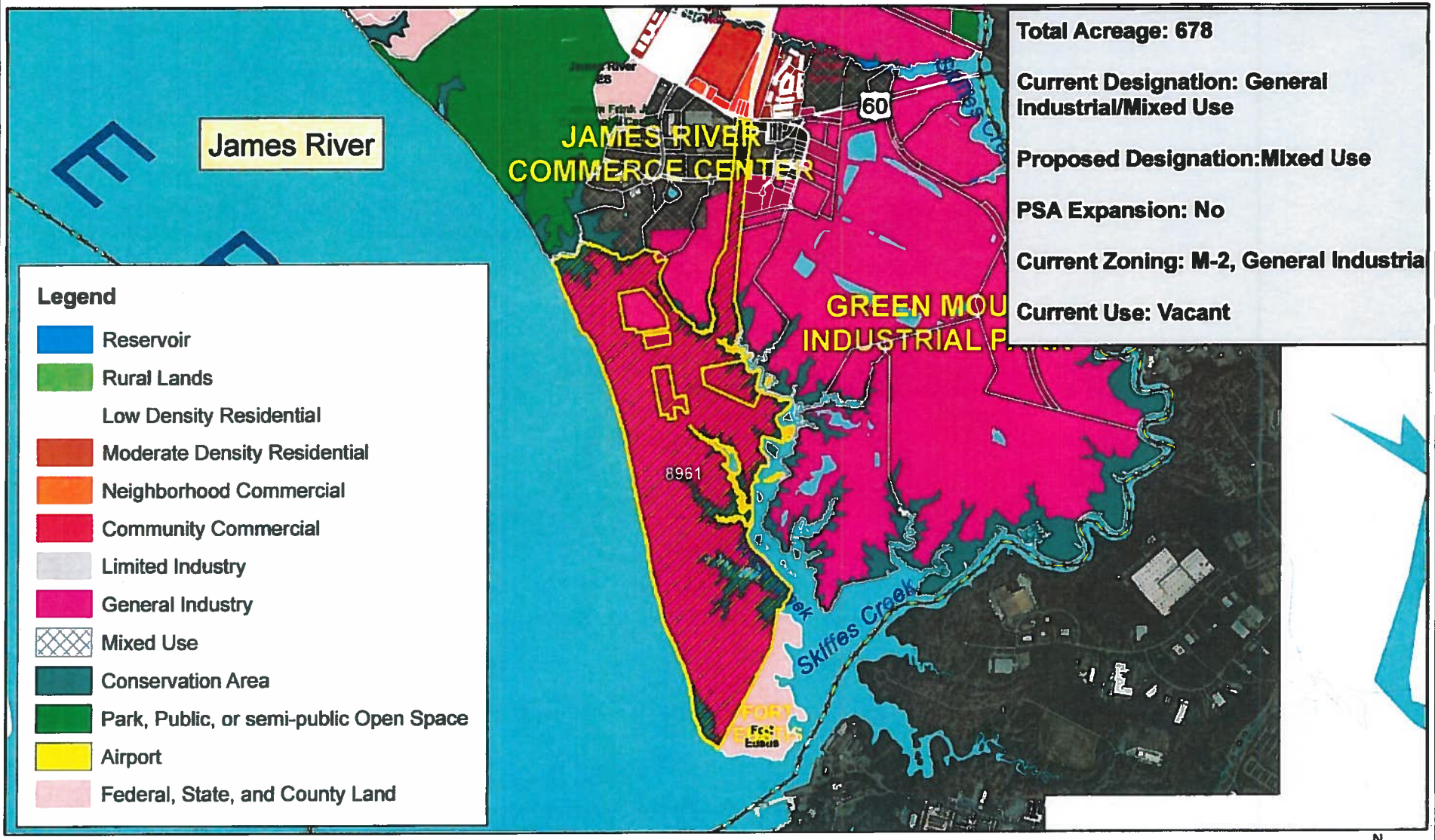
LU-0009-2014, 8961 Pocahontas Trail



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0 0.35 0.7 Miles

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Transportation Impacts Evaluation
LU-0009-2014

The following transportation impacts summary was developed in conjunction with Kimley-Horn and Associates for a selected number of proposed land use designation applications that could generate more than 5,000 new daily trips. The summary is designed to help show current and projected roadway conditions, potential impacts to the transportation system with the change in land use designation, and improvements that may be needed to support future traffic volumes and sustain acceptable level of service (LOS) conditions if the property in question is developed.

I. Basic Description of Existing Transportation Conditions:

The subject parcel fronts Pocahontas Trail which transitions from a four-lane divided roadway to a two-lane undivided roadway immediately east of the I-64 and Busch Gardens Boulevard interchange. Exclusive left and right-turn lanes are provided along Pocahontas Trail at unsignalized intersections and major developments. Access to the parcel is currently provided by BASF Drive which is two-lane undivided roadway that intersects Pocahontas Trail approximately 3 miles south of the I-64 interchange. The intersection of BASF Drive and Pocahontas Trail is a full movement unsignalized intersections with an exclusive eastbound right-turn lane, an exclusive westbound left-turn lane, and exclusive northbound left and right-turn lanes coming from BASF Drive.

II. Existing (2010) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Pocahontas Trail (York County Line to BASF Drive)	9,243	A-C
Pocahontas Trail (BASF Drive to Newport News City Line)	11,499	A-C
Interstate 64 (SR 199 to Busch Gardens Interchange)	83,621	D
Interstate 64 (Busch Gardens Interchange to James City County Line)	87,885	D/E

III. Projected (2034) Conditions for Surrounding Roadways:

Roadway Segment	Average Weekday Daily Traffic (AWDT)[1]	Level of Service (LOS)[1]
Pocahontas Trail (York County Line to BASF Drive)	20,000	E
Pocahontas Trail (BASF Drive Newport News line)	25,000	F
Interstate 64 (SR 199 to Busch Gardens Interchange)	111,000	F
Interstate 64 (Busch Gardens Interchange to James City County Line)	116,000	F

IV. Future Improvements:

- To the east along Pocahontas Trail, there are projects in the Long Range Transportation Plan for the Skiffes Creek Connector (connects Pocahontas Trail to Rt. 143) and for the Pocahontas Trail Relocated project (not funded).

- Traffic projections show increased congestion in this area of Pocahontas Trail. The proposed draft 2035 Comprehensive Plan recommends pursuing existing congestion mitigation and alternate route projects, including Route 60 Multimodal, Skiffes Creek Connector and Route 60 East relocation to help relieve anticipated congestion and improve safety. Pocahontas Trail is not recommended for widening with additional travel lanes.

V. Projected Trip Generation Scenarios:

BASF Property - 8961 Pocahontas Trail
620 Gross Acres with 300 Estimated Developable Acres (FAR = 0.2)

Scenario	Description	ITE Code	Percentage	Acreage	Density	Unit	Trips		
							Daily	AM	PM
1	General Heavy Industrial	120	100%	300	2,613,600	SF	3,920	1,333	1,777
						Scenario 1 Total	**3,920**	**1,333**	**1,777**
2	Resort Hotel	330	70%	210	500	Rooms	4,102	159	210
	Shopping Center	820	30%	90	784,080	SF	25,899	548	2,381
						Scenario 2 Total	**30,001**	**707**	**2,591**
3	Industrial Park	130	50%	150	1,306,800	SF	7,200	720	1,050
	Business Park	770	50%	150	1,306,800	SF	14,594	1,720	1,492
						Scenario 3 Total	**21,794**	**2,440**	**2,542**

Scenario 1 approximates the existing designation, Scenario 2 approximates a change to a Mixed Use designation with a hotel/resort/retail focus, and Scenario 3 approximates a change to a Mixed Use designation with a light industrial focus similar to adjacent James River Commerce Center.

VI. Projected (2040) Conditions for Surrounding Roadways with Land Use Designation Change:

Roadway Segment			2040 Baseline		2040 Future - LU 9		2040 Future - All	
Name	From	To	ADT	LOS	ADT	LOS	ADT	LOS
Pocahontas Trail	York CL	BASF Drive	23,300	F	20,400	F	20,900	F
Pocahontas Trail	BASF Drive	Newport News CL	19,500	F	18,600	F	19,300	F
Interstate 64	SR 199	Busch Gardens	106,600	F	107,700	F	110,400	F
Interstate 64	Busch Gardens	JCC CL	107,500	F	109,900	F	113,200	F

- The 2034 Hampton Roads travel demand model was used to determine the effects of the changes to the land use developments on the transportation network.
- The 2040 Baseline scenario incorporated the 2040 socioeconomic data published by the HRTPO for the specific study area traffic analysis zone. The 2040 Future LU 9 scenario incorporates changes only to the study area traffic analysis zone's socioeconomic data to reflect the presence of this land use designation change. Lastly, the 2040 Future – All scenario incorporates all of the proposed land use designation changes submitted during this Comprehensive Plan review.
- The Average Daily Traffic (ADT) volumes were obtained from the travel demand model after each land use scenario model run. The LOS was determined by the Kimley-Horn LOS Tool which uses the roadway classification, type of facility and ADT to determine LOS.

VII. Potential Improvement Information with Land Use Designation Change:

- Continue to investigate projects that will mitigate congestion and improve the safety of this corridor.
- Continue to pursue the relocation of Route 60 adjacent to Green Mount Industrial Park and the Skiffes Creek Connector between Route 60 and Route 143 as recommended in the proposed draft 2035 Comprehensive Plan.

VIII. Other Transportation Considerations:

- Perform a traffic signal warrant for the unsignalized intersection of Pocahontas Trail and BASF Drive to identify if a traffic signal is needed.
- Stripe BASF Drive to clearly delineate travel lanes.
- The volume of vehicle trips by a proposed hotel/resort/retail development would make sense to add a secondary access point to Pocahontas Trail. This could be constructed to Endeavor Drive, which parallels BASF Drive to the west, south of the Peerless Carpet Care and Restoration Service business, but it is not likely it could be signalized given its proximity to the existing signal at James River Elementary School.
- Construct dual right-turn or left-turn lanes on BASF Drive at intersection with Pocahontas Trail depending on future turning movement counts at this intersection.

IX. References:

1. James City County/Williamsburg/York County Comprehensive Transportation Study
2. VDOT Hampton Roads 2034 Travel Demand Model
3. Kimley-Horn and Associates LOS Tool

BASF NARRATIVE IN SUPPORT OF APPLICATION TO AMEND LAND USE DESIGNATION

The Property

The BASF property includes 620 acres of contiguous land on a peninsula formed by two miles of coastline along the James River and one mile of coastline along Wood and Skiffes Creek. Industrial activities were last operated on the property over 20 years ago, and BASF has since undertaken voluntary remediation measures ensuring the site is environmentally sound and marketable. The site today includes 303 developable acres, as BASF is choosing to reserve the remainder for wetlands and wildlife habitat.

Zoning

The BASF site is zoned M-2, General Industrial, and any mixed-use development would still require James City Board of Supervisors approval of a master plan as part of a rezoning application. An amendment to the Comprehensive Plan allows more opportunity to James City County while the site retains the same zoning. Industrial development does not require James City County legislative approval. The supply of industrial property in James City County far exceeds demand. Current absorption rates indicate that the County's supply of industrial land will serve the market demand for the next forty years.

Traffic

The Commonwealth Transportation Board has approved funding for the Skiffes Creek connector, which will provide direct access to Rt. 143 and I-64.

Tax Revenue

BASF pays less than $100,000 annually in taxes to James City County. A conservative estimate for annual tax revenue realized from a mixed-use resort will approach or exceed $5,000,000, making it one of the largest taxpayers in the County without generating new residents or students. Its location within the Enterprise and Tourism Zones makes future development eligible for financial incentives from the Commonwealth.

Mixed-Use River-walk

BASF proposes development of a mixed-use site consistent with eco-tourism, utilizing coastline along the James River and Wood and Skiffes Creek as well as state-of-the-art wildlife habitats and constructed wetlands. BASF conducted comprehensive remediation to remove zinc and organic compounds, none of which are harmful to humans. The award-winning effort included a selective planting of trees and shrubs, constructing treatment wetlands, attracting and establishing diverse wildlife species, and sustainable forest management. The ecosystem and wildlife habitat will be a central feature of the development along James City County's largest remaining riverfront parcel. Public access to the James River along a river-walk is consistent with the Department of Parks & Recreation's stated goals.

Mixed use, as opposed to an industrial, incorporates extensive shoreline stabilization which has many positive benefits including improved water quality, reduction in siltation, and increased public safety.

Industrial Use a Negative

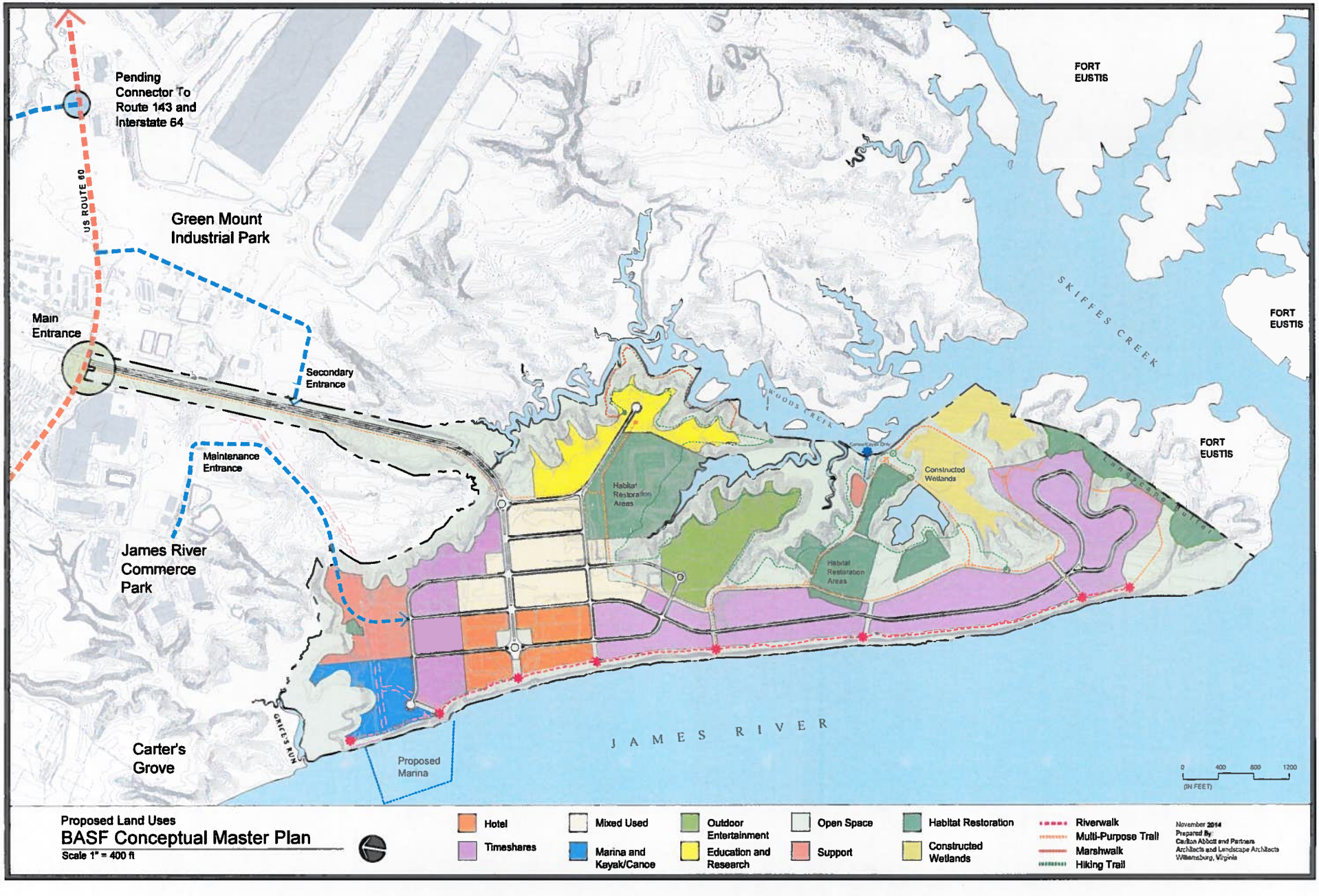
If BASF cannot market the site as mixed-use with James River focused development it will be developed using the current industrial land use designation. Industrial development includes uses inconsistent with present day practices for pristine waterfront property, including uses without public access or innovative environmental protections.

BASF NARRATIVE IN SUPPORT OF APPLICATION TO AMEND LAND USE DESIGNATION

Anheuser Busch Inc., in developing Kingsmill, demonstrated the need to keep industrial uses within the Route 60 corridor while utilizing the riverfront for more appropriate land uses. The Brewery / Corporate Center was built adjacent to Route 60 which allowed for the development of recreational uses and a resort along the James River.

Why Mixed Use?

A reclassification of the BASF site as mixed-use will achieve County goals of increased tourism and tax revenue, job creation, and public use of the shoreline.


Pending Connector To Route 143 and Interstate 64
US ROUTE 60
Green Mount Industrial Park
Main Entrance
Secondary Entrance
Maintenance Entrance
James River Commerce Park
Carter's Grove
GRICES RUN
Proposed Marina
Habitat Restoration Areas
WOODS CREEK
Constructed Wetlands
Habitat Restoration Areas
Landscape Buffer
SKIFFES CREEK
FORT EUSTIS
FORT EUSTIS
FORT EUSTIS
JAMES RIVER
0 400 800 1200
(IN FEET)
Proposed Land Uses
BASF Conceptual Master Plan
Scale 1" = 400 ft
Hotel
Timeshares
Mixed Used
Marina and Kayak/Canoe
Outdoor Entertainment
Education and Research
Open Space
Support
Habitat Restoration
Constructed Wetlands
Riverwalk
Multi-Purpose Trail
Marshwalk
Hiking Trail
November 2014
Prepared By:
Carlton Abbott and Partners
Architects and Landscape Architects
Williamsburg, Virginia

LU-0010-2014
Group 1 Housekeeping Items – Federal, State and County Land

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

MEETING INFORMATION

Group: Planning Commission Working Group Date: November 20, 2014

SUMMARY FACTS

Property/Use	Address	Tax Map ID	Size (acres)	Inside PSA	Current Designation	Proposed Designation
Fire Station 1	3135 Forge Road	1230100027	6.9	Yes	Federal, State and County Land; Low Density Residential; and Mixed Use	Federal, State and County Land
Fire Station 4	5312 Olde Towne Road	3240100027	2.6	Yes	Federal, State and County Land; and Low Density Residential	Federal, State and County Land
WJCC Schools Operations Center	597 Jolly Pond Road	2240100009	27.77	No	Federal, State and County Land; and Rural Lands	Federal, State and County Land

Staff Contact: Ellen Cook Phone: 757-253-6685

BACKGROUND: In the last five years, there have been changes at several public facilities in the County. Fire Stations 1 and 4, and the WJCC Schools Operations Center have all been expanded, and in the process, have incorporated land that was previously separate parcels (or a portion of them). In each instance, the land that has been incorporated has been combined with the original parcel through approval of boundary line extinguishments or adjustments.

STAFF RECOMMENDATION: Staff recommends approval of changing the entirety of the parcels listed above to the Federal, State and County Land designation.

RATIONALE:

1. These changes reflect the current status of County, State, and Federally owned properties.
2. Aligns Comprehensive Plan with parcels zoned PL, Public Land District.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:

On December 8, 2014, the Planning Commission Working Group voted 5-0 (Richardson, Drummond and Wright absent) to recommend approval of staff's recommendation to change the above properties to Federal, State and County Lands.

ATTACHMENTS:

1. Maps

LU-0010-2014, Group 1 Housekeeping Items - Federal, State and County Land, 3135 Forge Road

Total Acreage: 7.188

Current Designation: Mixed Use/Low Density Residential

Proposed Designation: Federal, State or County Land

PSA Expansion: No

Current Zoning: PL, Public Lands

Current Use: JCC Fire Station 1

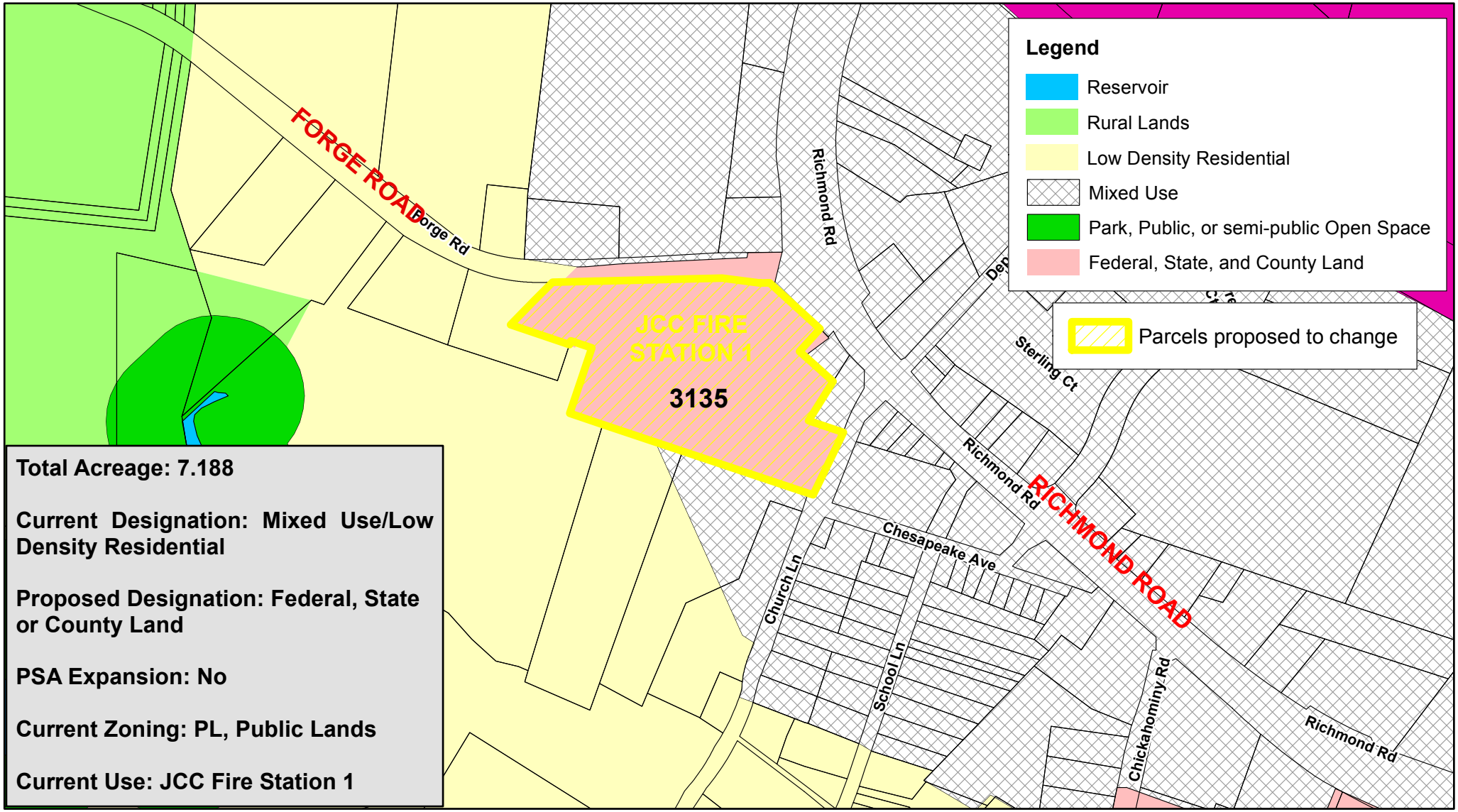
This drawing is neither a legally recorded map nor a survey and is not intended to be used as such. The information displayed is a compilation of records, information, and data obtained from various sources, and James City County is not responsible for its accuracy or how current it may be. If discrepancies are found, please contact the Real Estate Assessment Division of James City County, Mapping/GIS Section.

1 inch = 357 feet

0 0.045 0.09 Miles

N

Proposed Land Use Map
LU-0010-2014, Group 1 Housekeeping Items - Federal, State and County Land, 3135 Forge Road



Total Acreage: 7.188

Current Designation: Mixed Use/Low Density Residential

Proposed Designation: Federal, State or County Land

PSA Expansion: No

Current Zoning: PL, Public Lands

Current Use: JCC Fire Station 1

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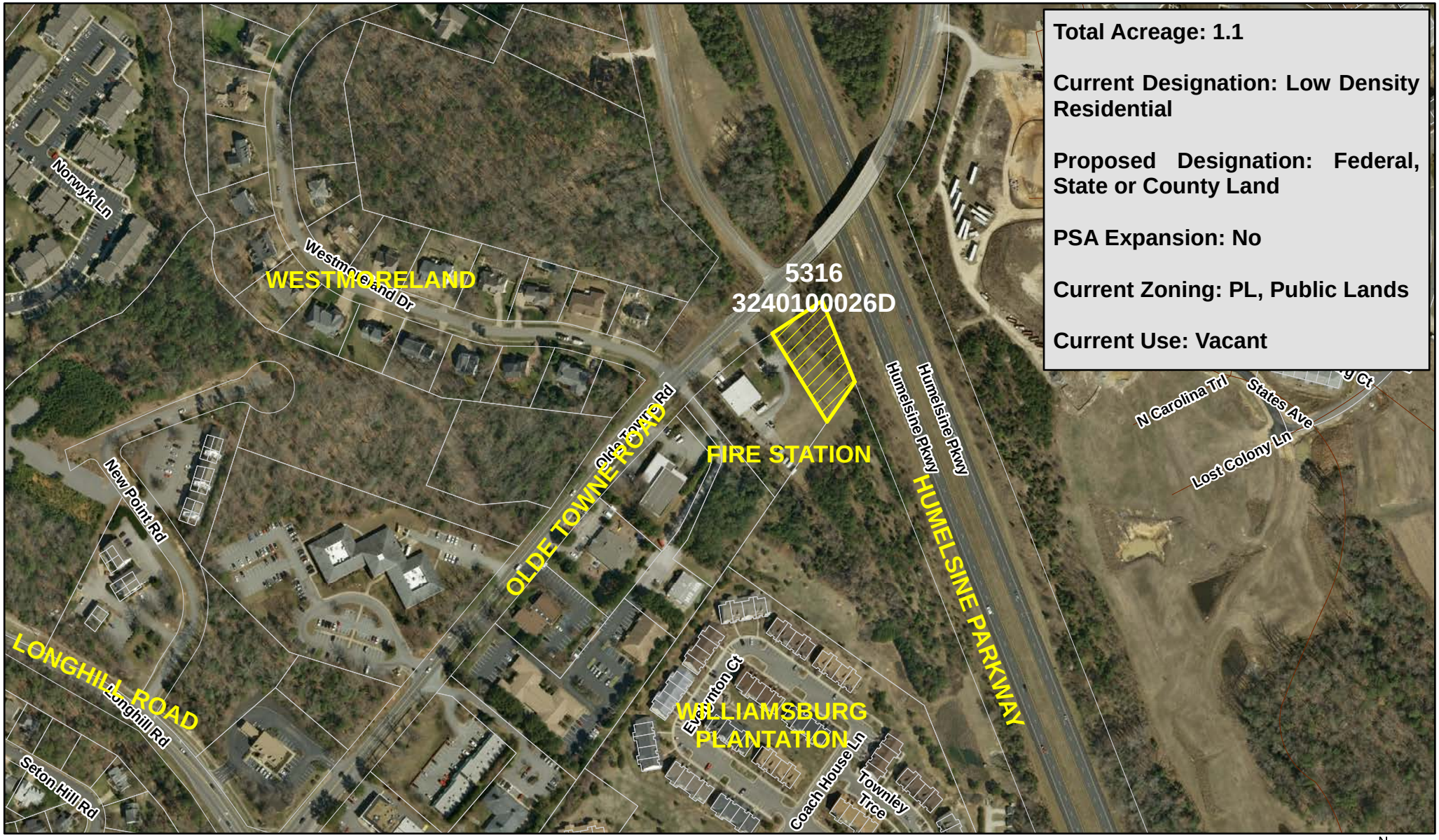
1 inch = 357 feet

0 0.045 0.09 Miles

N

LU-0010-2014, Group 1 Housekeeping Items - Federal, State and County Land, 5316 Olde Towne Road



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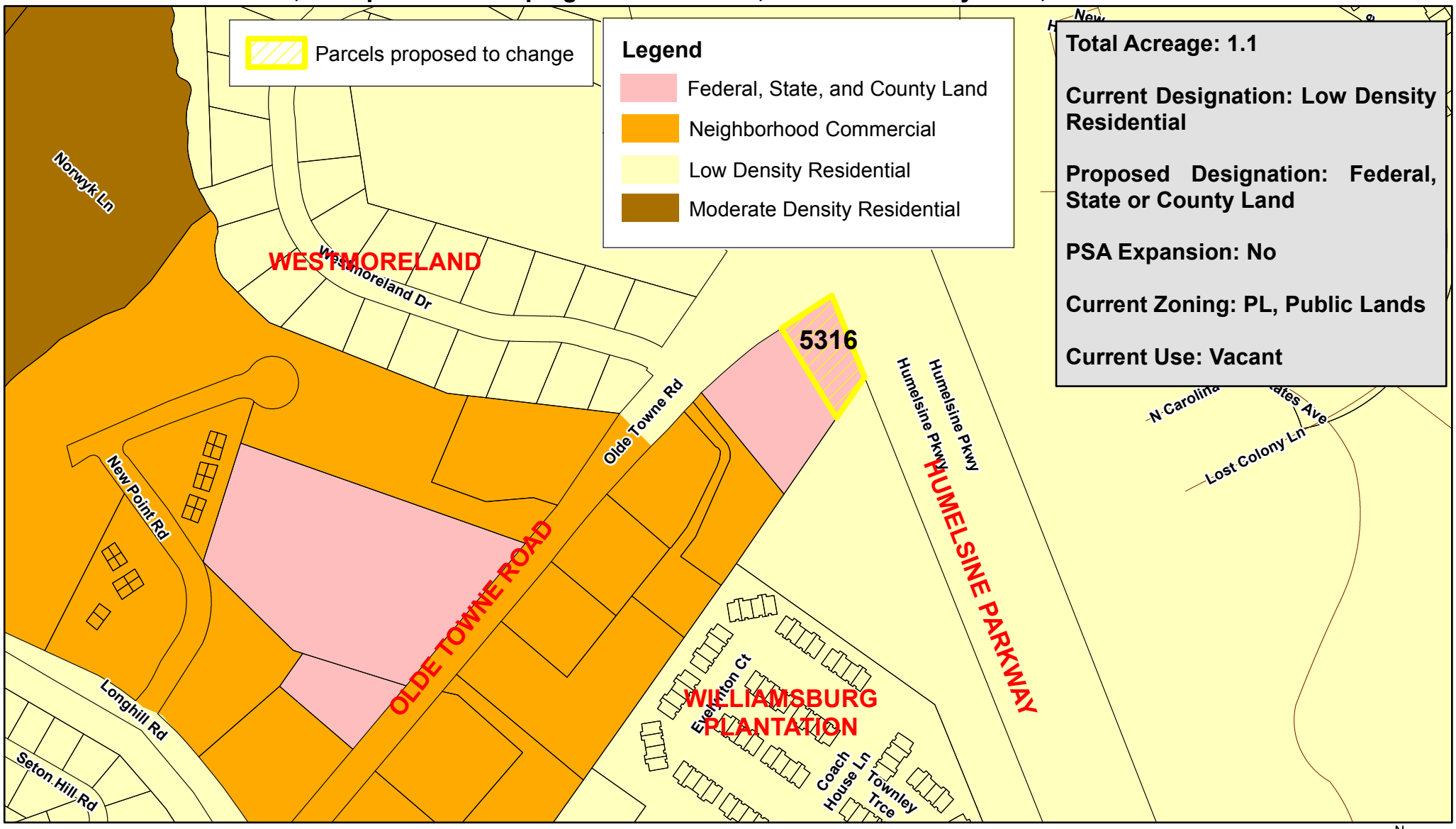
1 inch = 320 feet

0 0.04 0.08 Miles

N

Proposed Land Use Map
LU-0010-2014, Group 1 Housekeeping Items - Federal, State and County Land, 5316 Olde Towne Road



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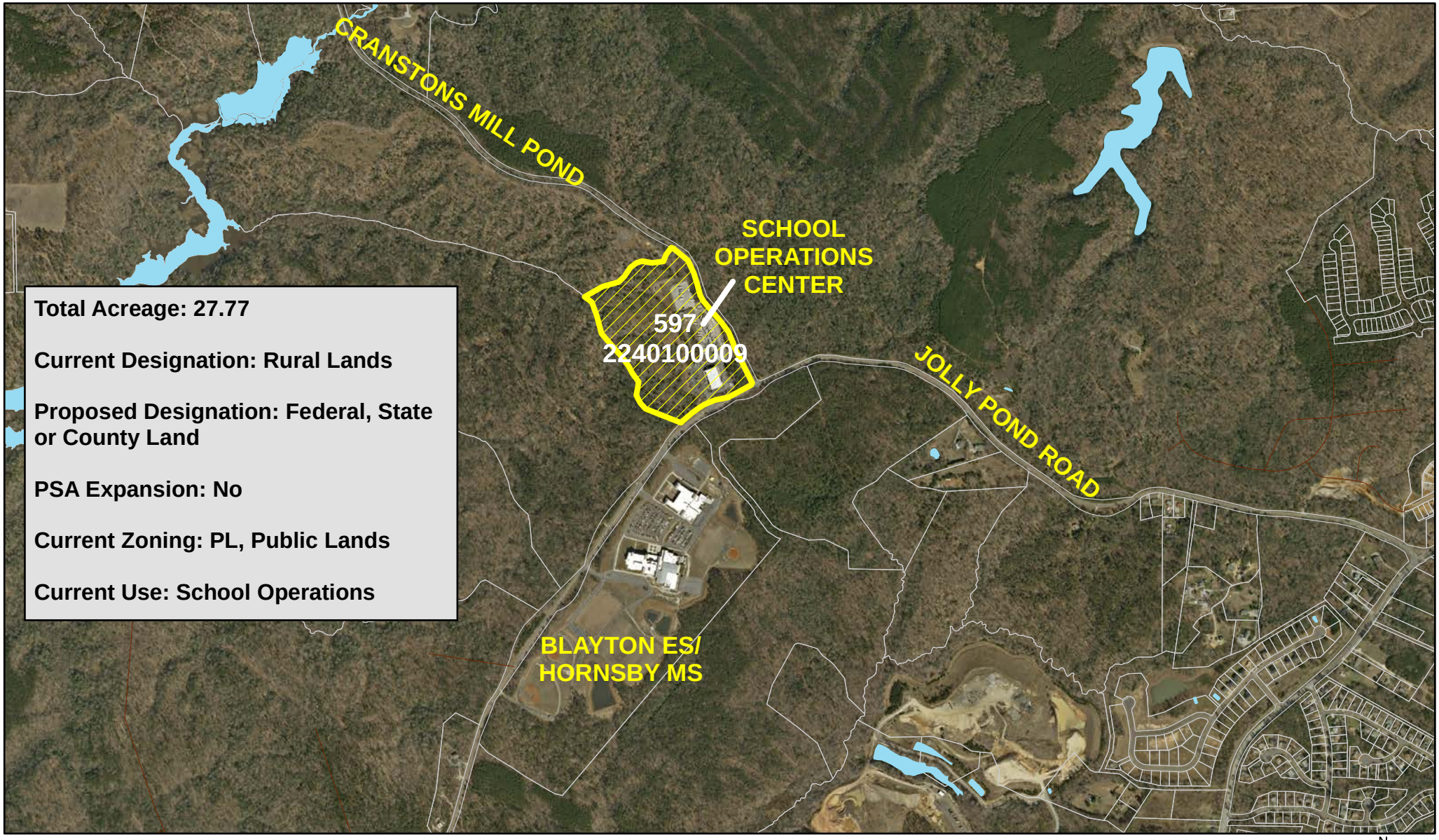
1 inch = 320 feet

0 0.04 0.08 Miles

N

LU-0010-2014, Group 1 Housekeeping Items - Federal, State and County Land, 597 Jolly Pond Road



Total Acreage: 27.77

Current Designation: Rural Lands

Proposed Designation: Federal, State or County Land

PSA Expansion: No

Current Zoning: PL, Public Lands

Current Use: School Operations

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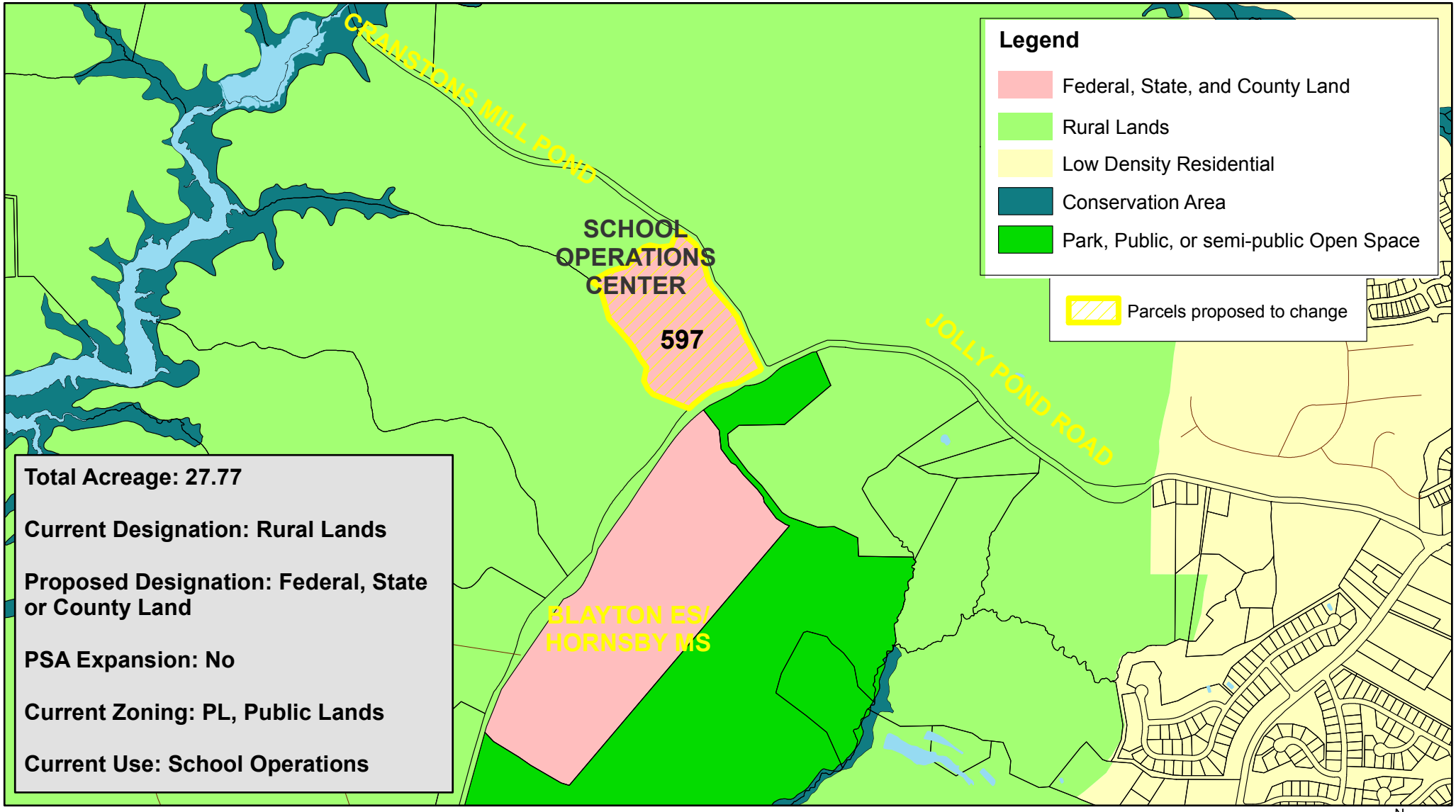
1 inch = 1,190 feet

0 0.15 0.3 Miles

N

Proposed Land Use Map
LU-0010-2014, Group 1 Housekeeping Items - Federal, State and County Land, 597 Jolly Pond Road



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LU-0011-2014, Group 2
Housekeeping Items – New Town Area

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

MEETING INFORMATION

Group:	Planning Commission Working Group	Date:	November 20, 2014
	Joint Work Session		January 27, 2015

SUMMARY FACTS

Applicant:	James City County
Property Owner:	Various (see attached)
Property Address(es):	Various (see attached). Proposal is generally located within Ford's Colony, Section 30 (Southport) and parcels along WindsorMeade Way.
Tax Map #:	Various (see attached)
Size:	Approximately 73 acres in Southport Approximately 128 acres in WindsorMeade area (only a portion of these properties are proposed to change Land Use designation)
Inside PSA:	Yes
Zoning:	R-4, Residential Planned Community (Southport) MU, Mixed Use (WindsorMeade area)
Current Land Use Designation(s):	Mixed Use (Southport) Low Density Residential and Mixed Use (WindsorMeade area)
Proposed Land Use Designation:	Low Density Residential (Southport) All Mixed Use (WindsorMeade area)
Current Property Use (per applicant):	Single-family detached residential (Southport) Mix of commercial and continuing care retirement community (WindsorMeade area)
Proposed Property Use:	Same as current.
Requesting Extension of PSA:	No
Water or Sewer Availability:	Public (JCSA) water and sewer exists.
Watershed:	Powhatan Creek

Staff Contact: Leanne Pollock, Senior Planner II Phone: (757) 253-6876

BACKGROUND:
This is a housekeeping amendment that does not impact the current uses of the properties. The area of Ford's Colony that is currently designated as Mixed Use (Southport) is a remainder designation from the 1990s when the Casey family owned the property and had the intention of developing it as part of New Town. Since then, the property was sold to Ford's Colony and developed as single-family residential.

The areas of WindsorMeade that are designated as Low Density Residential are a result of a combination of changes in road layouts, boundary line adjustments and less precise mapping.

STAFF RECOMMENDATION: Approval. Incorporate the area re-designated as Mixed Use into the description for the existing New Town Mixed Use area.

The New Town-specific Mixed Use language with proposed edits is as follows:

> ~~For the undeveloped land~~ *New Town is located* in the vicinity of and including the Route 199/Monticello Avenue interchange~~,~~ *and extends from just west of Route 199 to just west of Ironbound Road and the border with the City of Williamsburg. T*~~t~~he principal suggested uses are a mixture of commercial, office, and limited industrial with some residential as a secondary use. The development in this area *is* ~~should be~~ governed by a detailed master plan *and design guidelines for each distinct area within New Town,* which provide~~s~~ guidelines for street, building, open space design, and construction which complements the scale, architecture, and urban pattern found in the City of Williamsburg. *New development or redevelopment in this area should follow the appropriate design guidelines and strive to integrate uses as appropriate.* Along the west side of the Ironbound Road corridor, the expansion of existing businesses, or similar uses, is encouraged, with the added opportunity for mixed use structures that incorporate housing as a clearly secondary use in upper stories. *The area located south of Monticello Avenue and zoned M-1 should follow the same principal and secondary suggested uses, should be developed under a master plan and should follow the same general design guidelines as the rest of New Town.*

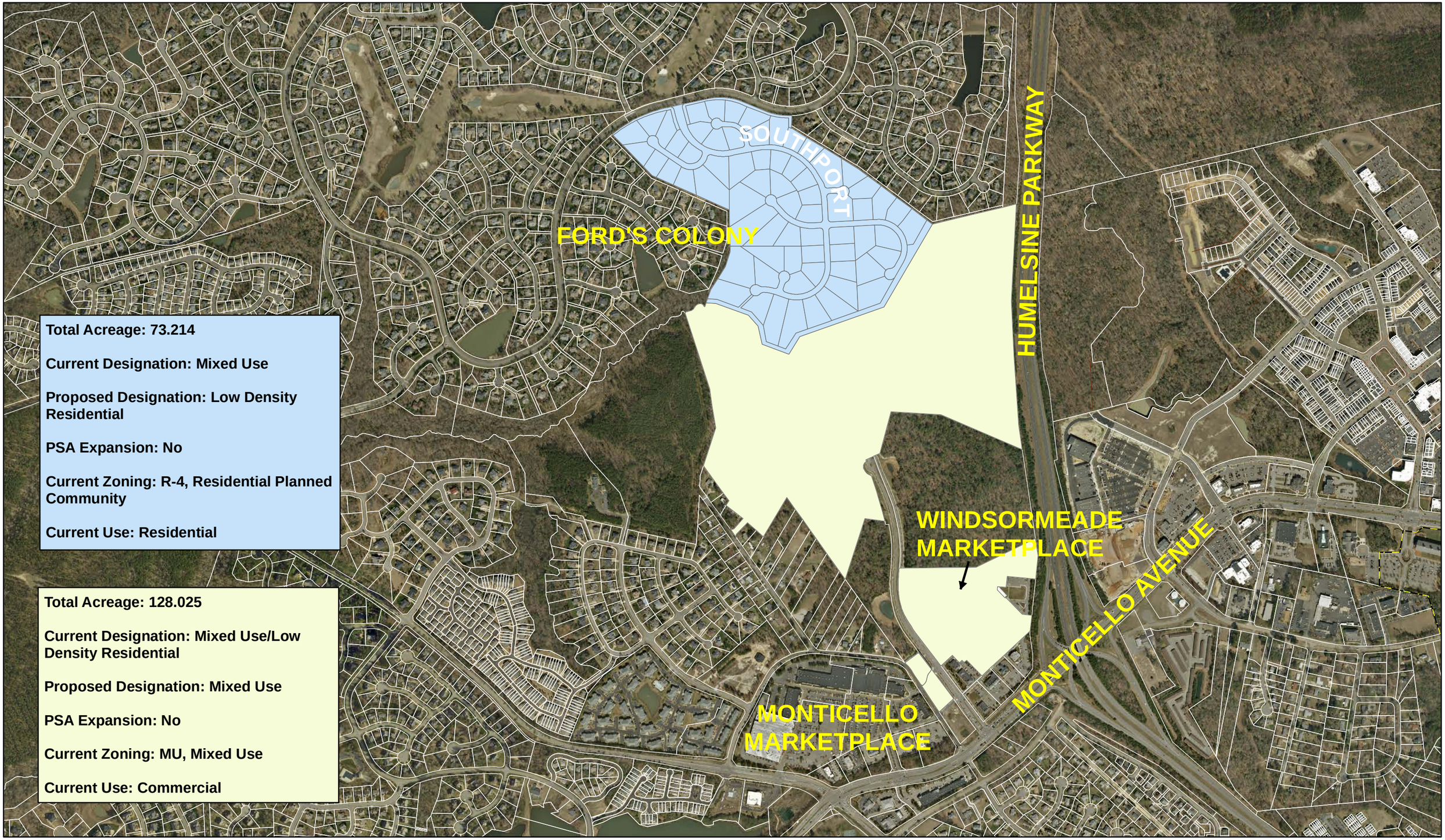
RATIONALE:
1. Aligns with current uses and adopted master plan and design guidelines.

2. Ford's Colony re-designation to Low Density Residential will support retention of the existing R-4 zoning and make Southport consistent with the remainder of Ford's Colony, which is also designated Low Density Residential.

PLANNING COMMISSION WORKING GROUP RECOMMENDATION:
On December 8, 2014, the Planning Commission Working Group voted 5-0 (Richardson, Drummond and Wright absent) to recommend approval of staff's recommendation to change properties located in Southport to Low Density Residential and to change the entirety of all of the WindsorMeade properties to Mixed Use with the revised specific description for the New Town Mixed Use Area.

ATTACHMENTS:
1. Location Map
2. Existing Land Use Map
3. Proposed Land Use Map (Recommended by staff)
4. Spreadsheet of property addresses and owners

LU-0011-2014, Group 1 Housekeeping Items - New Town Area



Total Acreage: 73.214

Current Designation: Mixed Use

Proposed Designation: Low Density Residential

PSA Expansion: No

Current Zoning: R-4, Residential Planned Community

Current Use: Residential

Total Acreage: 128.025

Current Designation: Mixed Use/Low Density Residential

Proposed Designation: Mixed Use

PSA Expansion: No

Current Zoning: MU, Mixed Use

Current Use: Commercial

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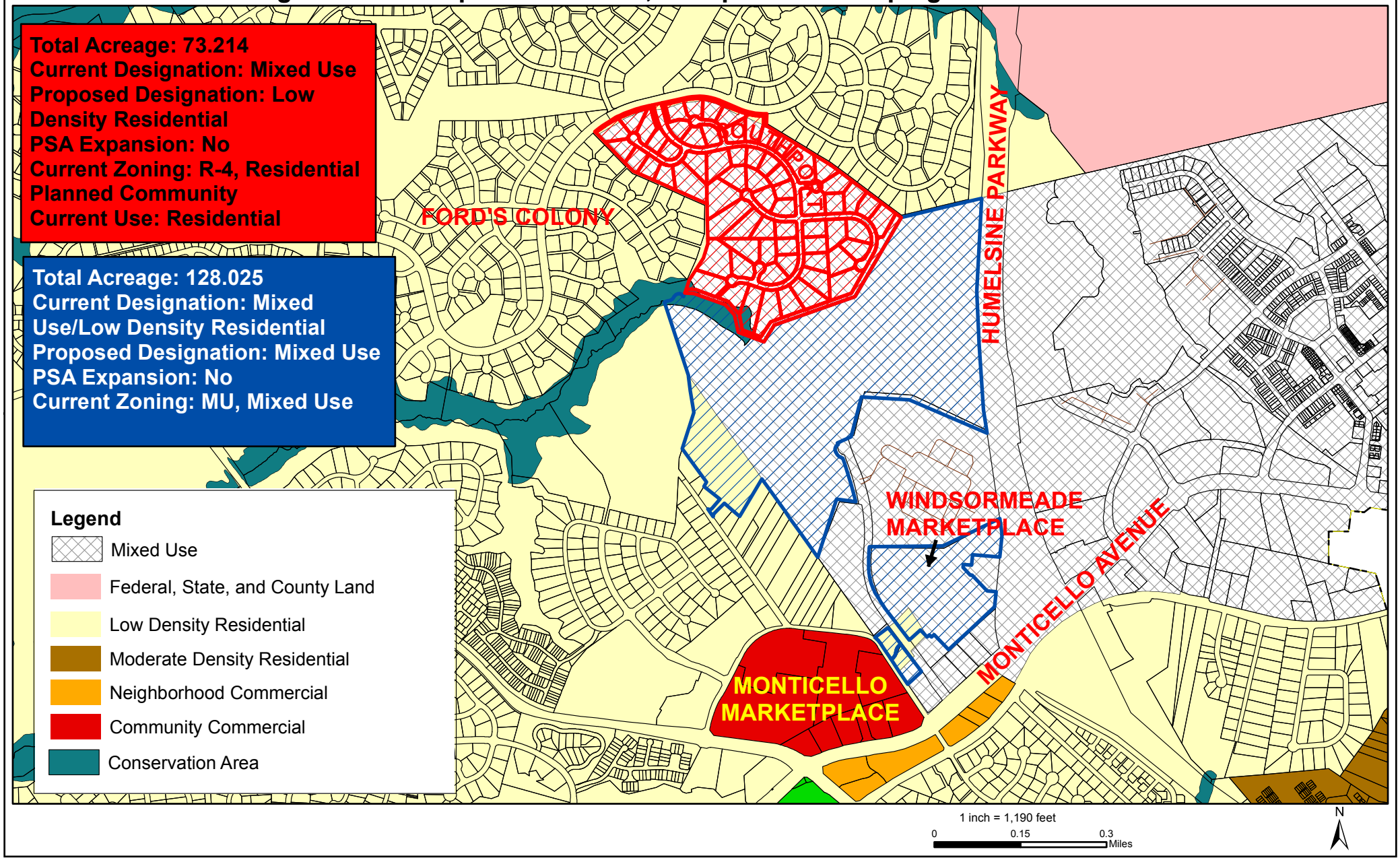
1 inch = 774 feet

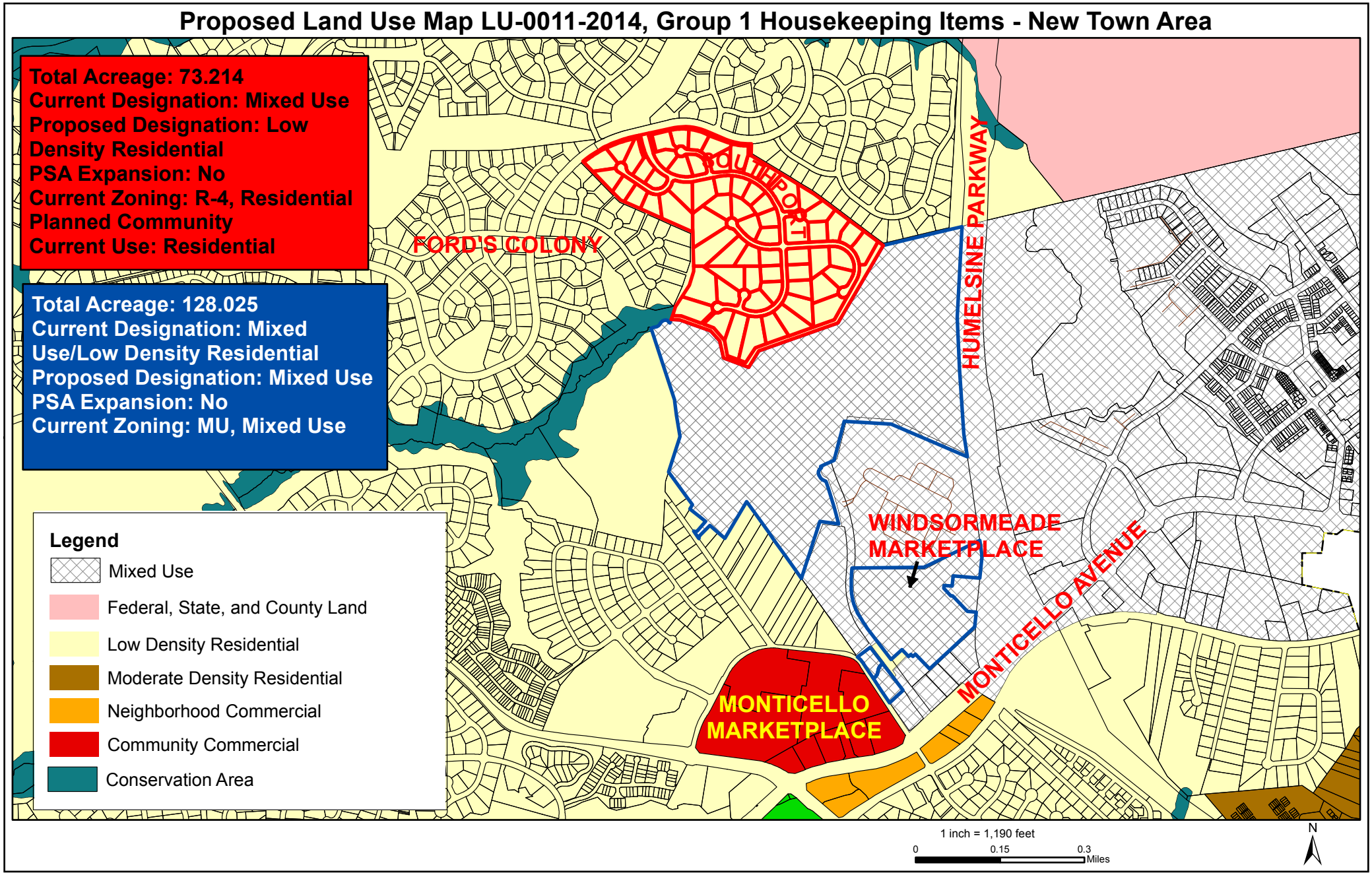
0 0.15 0.3 Miles

N

Existing Land Use Map LU-0011-2014, Group 1 Housekeeping Items - New Town Area



Proposed Land Use Map LU-0011-2014, Group 1 Housekeeping Items - New Town Area



Attachment 4: Group 2 Property Addresses						
Address	Tax Map ID	Size (acres)	Inside PSA	Current Zoning	Current Designation	Proposed Designation
100 WEST LANCASHIRE	3811300001	0.58	Yes	R4	Mixed Use	Low Density Reidential
(none)	3811300001A	4.27	Yes	R4	Mixed Use	Low Density Reidential
(none)	3811300001B	8.06	Yes	R4	Mixed Use	Low Density Reidential
120 WEST LANCASHIRE	3811300002	0.60	Yes	R4	Mixed Use	Low Density Reidential
124 WEST LANCASHIRE	3811300003	0.82	Yes	R4	Mixed Use	Low Density Reidential
128 WEST LANCASHIRE	3811300004	0.71	Yes	R4	Mixed Use	Low Density Reidential
129 WEST LANCASHIRE	3811300005	0.94	Yes	R4	Mixed Use	Low Density Reidential
125 WEST LANCASHIRE	3811300006	0.73	Yes	R4	Mixed Use	Low Density Reidential
121 WEST LANCASHIRE	3811300007	0.66	Yes	R4	Mixed Use	Low Density Reidential
115 WEST LANCASHIRE	3811300008	0.64	Yes	R4	Mixed Use	Low Density Reidential
109 WEST LANCASHIRE	3811300009	0.69	Yes	R4	Mixed Use	Low Density Reidential
105 WEST LANCASHIRE	3811300010	1.67	Yes	R4	Mixed Use	Low Density Reidential
112 SOUTHPORT	3811300011	0.95	Yes	R4	Mixed Use	Low Density Reidential
116 SOUTHPORT	3811300012	1.19	Yes	R4	Mixed Use	Low Density Reidential
120 SOUTHPORT	3811300013	0.60	Yes	R4	Mixed Use	Low Density Reidential
124 SOUTHPORT	3811300014	0.64	Yes	R4	Mixed Use	Low Density Reidential
128 SOUTHPORT	3811300015	0.61	Yes	R4	Mixed Use	Low Density Reidential
132 SOUTHPORT	3811300016	0.65	Yes	R4	Mixed Use	Low Density Reidential
136 SOUTHPORT	3811300017	0.63	Yes	R4	Mixed Use	Low Density Reidential
144 SOUTHPORT	3811300018	0.74	Yes	R4	Mixed Use	Low Density Reidential
108 HURLSTON	3811300019	0.78	Yes	R4	Mixed Use	Low Density Reidential
116 HURLSTON	3811300020	0.81	Yes	R4	Mixed Use	Low Density Reidential
120 HURLSTON	3811300021	0.93	Yes	R4	Mixed Use	Low Density Reidential
119 HURLSTON	3811300022	1.71	Yes	R4	Mixed Use	Low Density Reidential
115 HURLSTON	3811300023	1.86	Yes	R4	Mixed Use	Low Density Reidential
109 HURLSTON	3811300024	1.22	Yes	R4	Mixed Use	Low Density Reidential
105 HURLSTON	3811300025	0.80	Yes	R4	Mixed Use	Low Density Reidential
148 SOUTHPORT	3811300026	0.70	Yes	R4	Mixed Use	Low Density Reidential
152 SOUTHPORT	3811300027	0.69	Yes	R4	Mixed Use	Low Density Reidential
158 SOUTHPORT	3811300028	0.71	Yes	R4	Mixed Use	Low Density Reidential
170 SOUTHPORT	3811300029	0.86	Yes	R4	Mixed Use	Low Density Reidential
104 MOSSOCK	3811300030	0.80	Yes	R4	Mixed Use	Low Density Reidential
105 MOSSOCK	3811300031	1.16	Yes	R4	Mixed Use	Low Density Reidential
182 SOUTHPORT	3811300032	0.96	Yes	R4	Mixed Use	Low Density Reidential
184 SOUTHPORT	3811300033	1.86	Yes	R4	Mixed Use	Low Density Reidential
185 SOUTHPORT	3811300034	1.17	Yes	R4	Mixed Use	Low Density Reidential
181 SOUTHPORT	3811300035	0.95	Yes	R4	Mixed Use	Low Density Reidential
177 SOUTHPORT	3811300036	1.43	Yes	R4	Mixed Use	Low Density Reidential

Address	Tax Map ID	Size (acres)	Inside PSA	Current Zoning	Current Designation	Proposed Designation
173 SOUTHPORT	3811300037	1.47	Yes	R4	Mixed Use	Low Density Reidential
169 SOUTHPORT	3811300038	1.03	Yes	R4	Mixed Use	Low Density Reidential
165 SOUTHPORT	3811300039	1.20	Yes	R4	Mixed Use	Low Density Reidential
161 SOUTHPORT	3811300040	1.13	Yes	R4	Mixed Use	Low Density Reidential
157 SOUTHPORT	3811300041	0.80	Yes	R4	Mixed Use	Low Density Reidential
153 SOUTHPORT	3811300042	0.76	Yes	R4	Mixed Use	Low Density Reidential
149 SOUTHPORT	3811300043	0.76	Yes	R4	Mixed Use	Low Density Reidential
204 HURLSTON	3811300044	1.02	Yes	R4	Mixed Use	Low Density Reidential
216 HURLSTON	3811300045	0.90	Yes	R4	Mixed Use	Low Density Reidential
220 HURLSTON	3811300046	0.86	Yes	R4	Mixed Use	Low Density Reidential
224 HURLSTON	3811300047	1.12	Yes	R4	Mixed Use	Low Density Reidential
228 HURLSTON	3811300048	1.34	Yes	R4	Mixed Use	Low Density Reidential
219 HURLSTON	3811300049	0.97	Yes	R4	Mixed Use	Low Density Reidential
215 HURLSTON	3811300050	0.74	Yes	R4	Mixed Use	Low Density Reidential
209 HURLSTON	3811300051	0.90	Yes	R4	Mixed Use	Low Density Reidential
205 HURLSTON	3811300052	0.76	Yes	R4	Mixed Use	Low Density Reidential
201 HURLSTON	3811300053	1.16	Yes	R4	Mixed Use	Low Density Reidential
104 ORMSKIRK	3811300054	0.86	Yes	R4	Mixed Use	Low Density Reidential
105 ORMSKIRK	3811300055	0.72	Yes	R4	Mixed Use	Low Density Reidential
141 SOUTHPORT	3811300056A	1.49	Yes	R4	Mixed Use	Low Density Reidential
133 SOUTHPORT	3811300058	0.56	Yes		Mixed Use	Low Density Reidential
129 SOUTHPORT	3811300059	0.59	Yes	R4	Mixed Use	Low Density Reidential
125 SOUTHPORT	3811300060	0.87	Yes	R4	Mixed Use	Low Density Reidential
121 SOUTHPORT	3811300061	0.71	Yes	R4	Mixed Use	Low Density Reidential
104 AINTREE	3811300062	0.76	Yes	R4	Mixed Use	Low Density Reidential
108 AINTREE	3811300063	0.65	Yes	R4	Mixed Use	Low Density Reidential
112 AINTREE	3811300064	0.60	Yes	R4	Mixed Use	Low Density Reidential
116 AINTREE	3811300065	0.71	Yes	R4	Mixed Use	Low Density Reidential
115 AINTREE	3811300066	0.64	Yes	R4	Mixed Use	Low Density Reidential
109 AINTREE	3811300067	0.74	Yes	R4	Mixed Use	Low Density Reidential
101 AINTREE	3811300068	0.62	Yes	R4	Mixed Use	Low Density Reidential
		73.21				
3975 WINDSORMEADE WAY	3830100034A	105.86	Yes	MU	Mixed Use/LDR	Mixed Use
4900 MONTICELLO AVENUE	3831800001	19.92	Yes	MU	Mixed Use/LDR	Mixed Use
4820 MONTICELLO AVENUE	3831800003B	1.20	Yes	MU	Mixed Use/LDR	Mixed Use
4830 MONTICELLO AVENUE	3831800003C	1.04	Yes	MU	Low Density Residential	Mixed Use
		128.03				

AGENDA ITEM NO. E.1.

ITEM SUMMARY

DATE: 1/27/2015

TO: The Board of Supervisors

FROM: Teresa J. Fellows, Secretary to the Board

SUBJECT: Adjourn until Regular Meeting at 6:30 p.m.

Adjourn until Regular Meeting at 6:30 p.m.

REVIEWERS:

Department	Reviewer	Action	Date
Board Secretary	Fellows, Teresa	Approved	1/13/2015 - 2:48 PM