

MINUTES
YORK COUNTY PLANNING COMMISSION

Regular Meeting
York Hall, 301 Main Street
September 13, 2023

MEMBERS

Douglas Holroyd
Glen D. Titus
Mary P. Leedom
Michael S. King
Robert T. Criner
Jeffrey D. Wassmer
Joseph P. Smith

CITIZEN COMMENTS

Marie Struble, 205 Shady Bluff Point, stated that at the Commission's August 9 meeting, several citizens expressed concerns about the draft Comprehensive Plan. She said these citizens were engaged and informed and sought to protect and improve the County. She said the staff's response was argumentative and defensive and failed to include substantive changes to address their concerns pertaining to overdevelopment, transportation funding, short-term rentals, conservation, and the Princess Cruise line proposal. Ms. Struble said the staff is rushing approval of the Comprehensive Plan and urged the Commission to delay its approval of the Plan until substantive changes have been made to address citizen recommendations regarding cruise ships, the effects of overdevelopment, requirements for short-term rentals, conservation, the lack of performance metrics, use of obsolete data, and lack of overall vision.

Steven Kennedy, 104 Penn Drive, stated that he is Vice President of the Conserve York County Foundation. He stated that the summary of his comments made at the August 9 public hearing are inaccurate and dilute his message and that these omissions erode public confidence. He said he had his comments transcribed, which came to 846 words, yet they were summarized in 317 words in the minutes. Mr. Kennedy commented that Mr. Green and Mr. Zaremba will be leaving the Board of Supervisors at the end of the year and that Mr. Green's departure from the Board has been cited as justification for passage of the draft Comprehensive Plan, which includes 2019 data and 2020 crime statistics. Regarding the lack of a policy for short-term rentals (STRs), he quoted Mr. Green as stating that residential communities are for homes, not hotels, and he suggested a policy of prohibiting STRs altogether while grandfathering those that have already been approved. He said that you cannot reduce the capital stock of York County and expect prices to work for the middle class, and he asked what happens when LLCs buy up dozens of low-priced homes in York County because of policies he characterized as erroneous. In the interest of full disclosure, he asked how many of the Commissioners own STRs, either here or elsewhere, and he suggested that they disqualify themselves from making policy on the issue. He stated that officers from the Conserve York County Foundation are very knowledgeable on the topic but their recommendations have been ignored and dismissed. He stated the Commissioners are public servants, not public masters. Mr. Kennedy stated that the County's time clock is off by at least six seconds off and needs to be recalibrated. Lastly, he said he is taping his comments and will send a transcript to the Chair.

Betsy Taylor, 111 Chischiak Watch, noted the staff's proposed revision to the Plan regarding the objective of promoting and increasing year-round visitation to Yorktown in a manner that does not detract from the village's historic charm and character and the residents' quality of life. She

recommended that the statement be expanded to include the need for environmental protection as well. She stated that Bar Harbor, Amsterdam, Key West, Venice, Istanbul, and Charleston have spent hundreds of thousands of dollars on studies of the negative impact of cruise ships on their harbors and that ten years ago, the Port of Savannah, Georgia, conducted an extensive study and decided not to allow these ships to dock at their ports. She stated that Yorktown is a treasure for the County, the state, and the nation. Ms. Taylor requested that the objective be amended to state that visitation to Yorktown should not have a negative impact on the ecosystem of the river or air quality. She stated that the adverse impacts of cruise ships on air quality and water quality are not limited to the Yorktown village and that there needs to be an in-depth study of the potential impact on the environment.

Jacques Van Montfrans, 228 Church Street, stated that at a recent meeting at the Watermen's Museum, Yorktown residents were shown conceptual drawings of what the museum complex might look like with the proposed pier for Princess Cruise Lines and that they included an illustration of a large concrete tender pier for housing tender ships that curved up the river and obliterated the view for those enjoying the beaches in the area as well as obstructing the entire view for anybody coming into Yorktown on Water Street. He added that the illustrations depict a large building that would house an educational building for the Watermen's Museum, with little kiosk-type structures around the building that he believes would be used by Princess Cruise Lines to sell souvenirs to the tourists coming off the ships and capture their money before it ever gets to the vendors in the village. He stated that Princess Cruise Lines is a \$12.2 billion company and that the primary mission of its CEO is to look out for their shareholders and not for the citizens of York County. Lastly, he requested that the reference of Princess Cruise Lines be removed from the draft Plan.

Elizabeth Wilkins, 228 Church Street, recommended that all mention of Princess Cruise Lines be removed from the Comprehensive Plan. She stated that if it is just a pilot program for one or two years, there is no reason to include mention of it in the document. She stated that more than 5,000 people have signed an online petition to prohibit large cruise ships because of their environmental and cultural impacts. She asked the Commission to listen to the citizens and omit any reference to Princess Cruise Lines from the draft Plan.

Barbara Luck, 139 Smith Street, read an email that was sent to the Board of Supervisors by Peter Dean of Lancaster County, Pennsylvania, in opposition to the Princess Cruise Line project. The email quotes Benjamin Franklin as saying, "We will not appreciate water until the well runs dry," and states that Yorktown would be severely negatively compromised with the introduction of the large Princess Cruise ships. The email urges the Board of Supervisors to preserve and protect Yorktown from the proposed cruise ships.

Teri Hodson, 207 Nelson Street, said she agreed with those who have spoken against Princess Cruise Lines and stated that it would be a negative thing for Yorktown. She said that although citizens have been told that the Board of Supervisors doesn't have information on the proposal, on December 20, 2022, a letter from Supervisors Sheila Noll and Thomas Shepperd was written to the County's General Assembly representatives requesting a \$15 million appropriation in support of the cruise line effort. She expressed concern about the lack of transparency. Lastly, she asked the Commission to consider taking any mention of Princess Cruise Lines out of the Comprehensive Plan.

OLD BUSINESS

Charting the Course to 2040: The York County Comprehensive Plan

Chair Smith stated that the objective of tonight's discussion of the Comprehensive Plan is to address the comments made at the June 14 and August 9 public hearings and other input received on the draft updated Plan, which was presented to the public in May. He stated that if the Commission determines the draft Comprehensive Plan update to be a complete and thorough review conducted in consideration of all public comments, it will consider approving the draft Plan and submitting it to the Board of Supervisors for consideration of adoption. He stated that since this item falls under Old Business, there will not be another public hearing or citizen comment period. He added that the Commission has a responsibility to provide a deliverable to the Board and that adding more time to the process would be counter to the reason for making this an open, transparent, and thorough process that provided equal access for citizens and citizens groups, without prejudice, including not one but two public hearings after the draft was released in May. He acknowledged a recent email to the Commission from Ron Struble, President of the Conserve York County Foundation, objecting not to statements that are in the Plan itself but rather to statements that were made in the staff's written summary of the August 9 public hearing. Chair Smith stated that with staff's assistance the Commission will respond to the email, but it has no bearing on tonight's resolution. He said that in keeping with the established timeline, with the agreement of the other members, the Commission will continue with the established track and finalize its recommendations to the Board of Supervisors with regard to the draft Comprehensive Plan at tonight's meeting. He asked if staff would like to make any comments regarding proposed Resolution No. PC23-21(R) prior to the Commission's discussion.

Mr. Cross stated that he wanted to give a brief overview of the proposed revisions to the Plan that are contained in the resolution. He noted that the Commission has had two public hearings on the draft Comprehensive Plan and received additional comments at tonight's meeting from seven citizens, four of whom spoke at one or both of the previous hearings. In all, he stated that a total of 22 individuals have addressed the Commission on the draft plan and the revised resolution includes certain revisions in response to those comments. He stated that the main topic of the citizen comments has been the Princess Cruise Lines proposal, to which eleven citizens have now expressed opposition in their comments to the Commission, and he added that several people have spoken tonight to recommend removing the reference to the proposal that appears in the Economic Development element. He said staff has no objection to removing that paragraph but that if the Commission decides to keep it, staff has provided some revised language updating details of the proposal that have changed since the language was first included and also emphasizing the need to preserve the character of Yorktown. Mr. Cross reiterated that it is up to the Commission to decide whether to remove or revise the language, and he noted that at the June 22 work session, there was a general feeling among the Commissioners in support of removing the reference altogether.

Mr. King agreed with the idea of removing the statement about Princess Cruise Lines, which is the preference of many of the citizens who have spoken tonight. He added, however, that he does like the proposed additions to the paragraph emphasizing the goal of preserving the character of Yorktown and preventing adverse impact. He stated that leaving some of that language in the Plan would be consistent with the sentiments expressed by the citizens.

Mr. Titus said he agrees with Mr. King, especially with regard to the proposed language about preserving Yorktown. He stated that mentioning the cruise ships in the Plan will not have an effect

on whether or not the proposal goes forward, and he expressed concern that removing the reference altogether would reduce transparency and that leaving it in the Plan at least makes the citizens aware of the proposal. He noted that one of the citizens' concerns is that they felt blindsided by the Princess Cruise Lines proposal and that keeping the language in the Plan would add transparency.

Mr. Cross commented that Mr. David Bowditch spoke about this issue at a previous hearing and his point was that mentioning it in the Plan might be construed by some to mean that the Plan was endorsing the proposal.

Mr. Holroyd said he is inclined to add a paragraph stating that more than 5,000 citizens have expressed a desire not to have these large cruise ships in Yorktown for a number of reasons.

Mr. King stated that he would be hesitant to do that. He stated that what the Commission is trying to achieve is to make it clear that whatever happens in Yorktown should not detract from the historical character and quality of life. He said if it is the desire of the Commission to include a statement in the last paragraph, it can remove the reference to the cruise line proposal while adding the proposed statement saying that if any activity were to occur, it would need to preserve the character of Yorktown.

Mr. Criner said he was in favor of removing the statement completely. He noted that he first learned about the Princess Cruise Lines from reading the Comprehensive Plan, so this process has brought the topic to the forefront. He stated that at this point, however, he does not think it needs to be part of Plan.

Mr. King noted that the staff's proposed revision to Tourism Strategy 1.2 in the Public Facilities element adds language stating that year-round visitation to Yorktown should not detract from its character or the residents' quality of life, so that language would be in the Plan even if the paragraph is removed from the Economic Development element.

Mr. Cross agreed with Mr. King, noting that to remove just the cruise ship reference from the paragraph would eliminate the context for the second part of the paragraph. He stated that the Commission can achieve the same thing by making the change to the Tourism strategy and eliminating the entire paragraph from the Economic Development element. He added that the Commission might want to add the language suggested tonight by Ms. Taylor regarding environmental protections.

Mr. King responded that he would be in favor of that.

The other Commissioners expressed their agreement.

Mr. Smith asked if that would require a motion.

Mr. Cross responded that there will be a vote after the Commission reaches consensus on each of the items in the resolution.

Continuing with his remarks, **Mr. Cross** stated that in response to a request from Mr. Holroyd, staff has updated the crime and law enforcement data that appears in the Public Facilities element. He stated that since the element was first drafted, more current statistics have been published by the Virginia State Police, and Mr. Anderson went to considerable effort to pull those statistics

together and incorporate them into the document.

Mr. Holroyd said he thought the revisions capture it very well, and he thanked the staff for making the changes.

Mr. Cross stated that the fifth item in the resolution regarding the Tourism strategy has been addressed, and he asked the Commissioners if they want to add the language requested by Ms. Taylor.

There was no objection to adding the language.

Mr. Cross stated that the sixth item in the resolution was initiated by staff. He explained that the Code of Virginia requires that a copy of the draft Comprehensive Plan be forwarded to the Virginia Department of Transportation (VDOT) for review to ensure that it does not conflict with state transportation plans. He said the only comment he received from VDOT was to note that the planned I-64 interchange at Denbigh Boulevard will have an impact on Denbigh Boulevard in York County. He stated that in response to that comment, staff added a reference to the interchange project to the discussion of Denbigh Boulevard in the Transportation element. He stated that another proposed change to that element was made in response to comments made by Mr. Tom Chamberlain, who spoke at both public hearings. He said staff added language to Transportation Strategy 1.1 to clarify regarding the need to pursue funding not just for capacity-enhancing road improvements but for safety-related improvements as well. He stated that staff did not include Mr. Chamberlain's suggestion that a designated percentage of future budget surpluses be earmarked for road improvements because at the June 22 work session, the Commission decided that this is a budget decision to be made year after year by the Board of Supervisors.

Mr. Cross summarized proposed revisions to the Land Use element, including a recommendation made by Rich Howell at one of the public hearings that the word "feelings" be changed to "positions" with regard to the need to give people an opportunity to express their opinions about short-term rentals (STRs). He explained that staff did not add guidelines for STRs, as Mr. Howell had recommended, because the general consensus at the Commission's June 22 was not to do so. He noted that the Board plans to take up the issue of STRs early next year, but in the meantime, no guidance has been provided by the Board. He recommended against predetermining the outcome of those discussions. Mr. Cross stated that one thing that almost everyone agrees on is that STRs should not be permitted in residential areas as a matter of right, and that policy is articulated in the language that appears in the draft Land Use element, which further states that proposed STRs that do not have on-site management should be subject to additional scrutiny.

Mr. Cross stated that the only proposed change to the 2040 Land Use Map is one that he mentioned in his presentation to the Commission at its August 9 meeting, which is to redesignate the property located at 7801 George Washington Highway, which is watershed property owned by Newport News Waterworks, from General Business to Conservation. He added that the Commission heard from two property owners who were opposed to the removal of the Mixed Use overlay designation from their property but that the June 22 work session, the Commission agreed to leave the draft Plan as is with the Mixed Use overlay designation removed.

Mr. King disputed the insinuation by one of the speakers at tonight's meeting that the process has been rushed, noting that the Comprehensive Plan Review Steering Committee held 34 meetings and that Mr. Holroyd and/or Mr. Struble attended and spoke at most of them. He said that as Chairman of the Committee, he gave everyone an opportunity to speak. He noted that it was his

recommendation to conduct an additional public hearing and several of those who spoke tonight also spoke at that hearing, adding that the Commission also suspended the rules to extend the time limit for speakers from three minutes to five minutes to allow citizens to communicate whatever they wanted to communicate to the Commission. Mr. King stated that there have been ample opportunities for citizen input throughout the process, and he reminded everyone that citizens will have an opportunity to be heard at the Board of Supervisors public hearing on the Plan. Lastly, he stated that the Commissioners and the Committee have done a good job trying to get input into the Plan. He added that not everyone can be happy with everything in the Plan but that it represents a balance between residents' wishes, the development community, and the environment. He said he is satisfied with the plan as Chairman of the Steering Committee and is ready to move forward.

Mr. Holroyd stated that the Commission received a number of communications on housing and the amount of development, particularly in the upper County. He stated that he feels that the number of homes built in the last ten years is a lagging indicator that is useless and doesn't do anything for setting the future. He said he wants leading indicators. He referenced the number of rezonings that have occurred and the number of housing units in the pipeline and said he would like language in the Plan that sets a vision for what is and is not acceptable. He suggested that the Plan be tabled this until the next meeting so this can be addressed.

Mr. Cross asked Mr. Holroyd what specific section of the Plan he is referring to.

Mr. Holroyd responded that it is on how the County develops, what are the number of houses, how many are in the pipeline, how many of those are a result of rezoning, what limits should the County have, should there be limits on rezonings, and where do we set our strategy or vision for where we want to be ten years from now. He said Mr. Struble spoke at the last meeting on this topic and that the citizens are not being listened to and it is not captured in the Plan. He said he wanted that paragraph changed before the Plan moves forward.

Chair Smith asked Mr. Holroyd which paragraph he is referring to.

Mr. Holroyd responded that he doesn't care where it goes but that it needs to be in there.

Mr. Wassmer responded to Mr. Holroyd that he needs to say specifically what he is upset about.

Mr. Holroyd responded that he is asking staff to make sure that those comments be addressed.

Mr. Wassmer asked Mr. Holroyd which paragraph he is objecting to.

Mr. Holroyd responded that he would come back to Mr. Wassmer after he has found it.

Chair Smith asked Mr. King if this area was addressed during the course of the development of the Plan.

Mr. King responded that if there is a mistake in the plan, it needs to be corrected but that he is not in a position to overrule the will of the Committee and the rest of the Commissioners unless there is an error.

Mr. Cross stated that there is a table in the Housing element of the Plan that provides the number of future housing units in the development pipeline, by type, broken down by upper County and lower County and the type of housing. He stated that the table does not say how many of those

resulted from rezonings but said he doesn't know why that is relevant. He stated that the real benchmark is the build-out population, which is discussed at length in the Housing element and the Land Use element. He stated that the Plan retains the longstanding policy, which dates back to the original 1991 Comprehensive Plan, of setting densities with the goal of achieving a maximum build-out population of around 80,000 residents. In addition, he stated that the Plan removes the Mixed Use overlay designation in response to concerns expressed about overdevelopment because there have been instances where developers have been able to successfully argue that their residential projects were consistent with the Comprehensive Plan because they are located in an area with the Mixed Use overlay designation, resulting in stand-alone residential projects such as Whitaker's Mill and the Marquis South Pod. Mr. Cross stated that this was a concern for many of the citizens who attended the public forums and that development was also a concern that was expressed in the scientific survey that was conducted by the County. He stated that staff and the Committee have been sensitive to those concerns, which is one reason staff recommended removing the Mixed Use overlay designation to address the very issue that Mr. Struble raised at the August meeting regarding commercially designated land being developed for residential use. Mr. Cross added that the draft Plan does not increase the allowable residential density on any single parcel in the County. He stated that what the Committee and staff heard from citizens at the public forums was that they are not against development and are in favor of development as long as it is consistent with the Comprehensive Plan. Lastly, he stated the land use designations are the same as they are in the current Comprehensive Plan with the exception of the removal of the Mixed Use overlay designation, which lessens the opportunity for residential rezoning.

Mr. Holroyd cited a memo from the County Administrator stating that 4,200 homes are being added as a result of rezonings and that data is not reflected in the Plan. He stated that he feels there needs to be stronger language as to what the County's expectations are and what should be allowed in terms of the number of rezonings. He said the build-out figure assumes existing properties are built out at their current zoning but that has not been the practice. He said the practice has been to rezone and cram in high-density housing, and he felt that is the point that needs to be in the Plan.

Mr. Cross asked Mr. Holroyd if that means the County should never rezone property.

Mr. Holroyd responded that he feels there should be limits and that the Plan should recognize that County has probably been overbuilt in the past ten years.

Mr. Titus responded that the County as a whole has not been overbuilt, but only overbuilt in certain areas, so the 80,000 build-out figure for the whole County is still valid.

Mr. Holroyd responded that he thinks it is.

Mr. Titus asked Mr. Holroyd what leading indicators he would propose for the Housing element.

Mr. Holroyd responded that they would include the number of future units in the pipeline, the number not yet built, the number that are a result of rezonings, and what the limits should be given that history.

Mr. Titus asked if that means there will not be a problem if the County doesn't rezone property.

Mr. Holroyd said that is true but that he believes property will be rezoned.

Mr. King responded to Mr. Holroyd that in January he will be on the Board of Supervisors and

can vote against rezonings. He moved to approve Resolution PC23-21(R-1) as revised.

Mr. Holroyd moved to table the vote on the Comprehensive Plan to the next meeting so this issue can be addressed.

Mr. Hill explained that the motion to table takes precedence over the motion to approve the resolution.

Mr. Holroyd asked if the Steering Committee Chairman is eligible to vote since he would basically submitting his own work.

Mr. Hill responded that there is no conflict of interest in this situation.

Mr. Holroyd moved to table Resolution No. PC23-21(R-1) to the October meeting so that changes can be made to the Housing and Land Use elements.

On a roll call the vote was:

Yea: (2)	Holroyd, Leedom
Nay: (5)	King, Criner, Wassmer, Titus, Smith

Chair Smith stated that he would entertain a motion to move forward with the proposed resolution.

Mr. Cross stated that the County Attorney has asked that Ms. Taylor be invited to return to the podium to provide the exact language that she proposed be added to the Plan.

Chair Smith asked Ms. Taylor to return to the podium.

Ms. Taylor responded that essentially she was requesting that the phrase “or adversely impact the environment, specifically the ecosystem of the river or air quality” be added following the phrase “residents’ quality of life.” She said adding those elements regarding environmental impacts is her main concern.

Mr. King moved the adoption of Resolution No. PC23-21(R-1), which removes the paragraph from the Economic Development element referring to Princess Cruise Lines and includes the additional language requested by Ms. Taylor.

A RESOLUTION TO APPROVE, CERTIFY, AND TRANSMIT TO THE YORK
COUNTY BOARD OF SUPERVISORS A PROPOSED UPDATED
COMPREHENSIVE PLAN FOR THE COUNTY

WHEREAS, the Code of Virginia (1950), as amended, requires the adoption of a comprehensive plan by all Virginia localities; and

WHEREAS, §15.2-2225 of the Code of Virginia requires certification of the Comprehensive Plan based on the Planning Commission’s recommendation to the Board of Supervisors; and

WHEREAS, on December 5, 1991, the York County Board of Supervisors adopted the County’s Comprehensive Plan titled *Charting the Course to 2010*; and

WHEREAS, §15.2-2230 of the Code of Virginia requires the local Planning Commission to review the Comprehensive Plan at least once every five years and determine whether it is advisable to amend the plan; and

WHEREAS, the last comprehensive review and update of the plan was completed in September 2013; and

WHEREAS, the York County Planning Commission has conducted a complete and thorough review of the Comprehensive Plan from May 2023 through September 2023; and

WHEREAS, on June 14, 2023, and August 9, 2023, the Planning Commission conducted duly advertised public hearings on the draft updated Plan in accordance with Section 15.2-2225 of the Code of Virginia; and

WHEREAS, the Commission has thoroughly reviewed the draft updated Plan and has carefully considered the public comments with respect to the draft Plan;

NOW, THEREFORE, BE IT RESOLVED by the York County Planning Commission this the 13th day of September, 2023, that the proposed updated Comprehensive Plan, entitled *Charting the Course to 2040*, dated August 2, 2023, and updated August 11, 2023, be, and it is hereby, approved, certified, and transmitted to the York County Board of Supervisors with a recommendation of adoption, subject to the following revisions:

1. Economic Development Element (p.45):

~~Princess Cruise Lines recently announced plans to add Yorktown as a port of call on its 2024 cruise schedule as part of a series of custom curated itineraries in summer 2024 that will highlight opportunities to experience the Historic Triangle. Five day long calls are planned in 2024 and will utilize the Riverwalk Landing Piers. This one year pilot program will bring additional visitors who would contribute to the region's economy, benefiting retail, restaurants, and regional attractions, as well as generating revenue for the Commonwealth, the County, and other local governments. Plans are in the works for construction of a new pier at the Watermen's Museum to accommodate the cruise ships if this program proves successful.~~

2. Public Facilities Element (pp. 149-150):

The Code of Virginia sets out the state's funding for the Sheriff's Office in Section 15.2-1609.1 and delineates the number of deputies based on each locality's population (one law enforcement deputy for every 1,500 residents, or ~~48-47~~ law enforcement deputies as of 2020). However, the Board of Supervisors has created and funds additional deputy positions beyond the state's allotment. As shown in **Table 1**, York County has the lowest ratio of officers to residents on the Peninsula, with one law enforcement officer for every ~~775-581~~ residents. James City County, which has its own police department in addition to a sheriff's office, is fairly comparable with one officer for every ~~749-845~~ citizens. The City of ~~Williamsburg-Newport News~~ has the highest ratio on the Peninsula with one officer for every ~~386-302~~ citizens. Since ~~2015~~2017, the ratio has ~~slightly declined~~increased in York County, while also ~~decreasing~~increasing moderately in all other Peninsula localities, with Hampton having the largest difference. It should be noted that ~~data from~~from the total

~~number of inbound calls to the York County 911 call center shows calls for service have increased by 4010% – from 164,026 to 181,763 – between since 2015 with 67,478 calls versus 93,969 in 20192017 and 2022.~~

Effective law enforcement is dependent more on manpower, equipment, and programs than on physical facilities, and because of the County’s linear shape, Sheriff’s deputies cover a great distance. The regional detention facilities built in the late 1990s eliminated overcrowding problems in York County facilities; however, these facilities do nothing to prevent crime from occurring or to make people (other than the jailers and perhaps the inmates) feel safer. Nevertheless, the number of incidents of crime in the County declined by 23% between ~~2015-2017~~ and ~~20202022~~ (**Figure 1**). ~~In fact, York County has one of the lowest crime rates on the Peninsula with only 2,365 incidents reported in 2020The majority of the surrounding jurisdictions saw a decline in incidents of crime, with the largest reduction in the City of Poquoson (25%), (Figure 1). Among area jurisdictions, James City County had the next largest reduction in crime during this time with a decline of 9%, while the City of Williamsburg experienced the largest increase in reported incidents by (18%).~~

3. Public Facilities Element (p. 149):

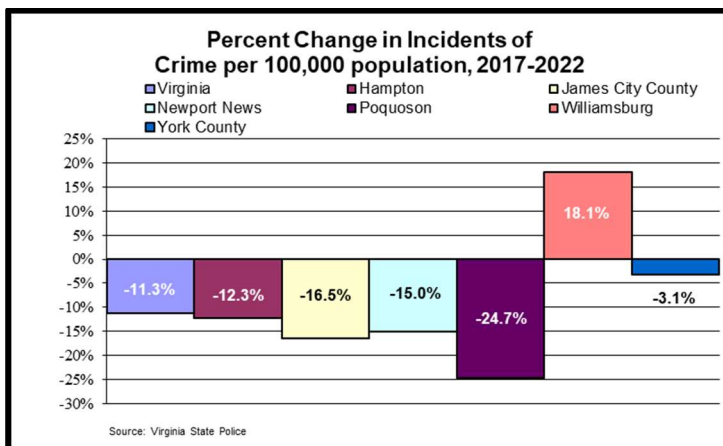
Revise Table 1 to read as follows:

Ratio of Law Enforcement Officers to Population				
Locality	2022 Officers	2022 Population	2022 Ratio	2017 Ratio
Poquoson	28	12,624	1/451	1/513
Williamsburg	41	16,224	1/396	1/405
James City Co.	94	79,488	1/845	1/770
Hampton	398	136,387	1/342	1/516
Newport News	607	183,504	1/302	1/423
York County	123	71,491	1/581	1/791

Source: Virginia Department of State Police

4. Public Facilities Element (p. 150):

Revise Figure 1 to read as follows:



5. Public Facilities-Tourism Strategy 1.2 (p. 192):

Promote and increase year-round visitation to Yorktown and Riverwalk Landing in a manner that does not detract from the village’s historic charm and character and the residents’ quality of life or adversely impact the fragile environment, specifically the ecosystem of the York River and the air quality of the greater area.

6. Transportation Element (p. 220):

Denbigh Boulevard narrows from four to two lanes as it crosses from Newport News into York County. Traffic modeling indicates low to moderate congestion on this road but significant congestion by 2040, ~~perhaps-probably~~ as a consequence of the Huntington development on Denbigh Boulevard and the planned I-64 interchange at Denbigh Boulevard, both in the City of Newport News-on Denbigh Boulevard just west of the city/county line. Construction of Independence Boulevard as part of that development will likely take pressure off Denbigh Boulevard by providing a connection between it and Richneck Road and Ft. Eustis Boulevard to the north, which has significant capacity; however, traffic forecasts suggest that widening Denbigh Boulevard to four lanes will need to be considered in the next twenty years.

7. Transportation Strategy 1.1 (p. 231):

Identify and pursue federal, state, regional, and local funding sources for ~~capacity-enhancing~~ roadway improvements, with a particular focus on those identified in the Transportation element of this Plan depicted on the 2040 Roadway Plan Map.

8. Land Use Element (pp. 251 and 271):

Revise the “Land Use 2040” map and the “2040 Land Use Edgehill-Marlbanks-Hornsbyville-Goodwin Neck-Seaford-Dandy Sub-Areas” map by changing the land use designation of the 11.7-acre parcel located at 7801 George Washington Memorial Highway (GPIN Q08d-4022-2454) from General Business to Conservation.

9. Land Use Element (pp. 253-254):

Although these designations are intended primarily for residential development, it should be recognized that residential and nonresidential development are not necessarily incompatible in every case. Some nonresidential uses can be appropriate in residential areas depending on the character and intensity of both the use and the surrounding residential neighborhood. In most cases, it is recommended that such uses be reviewed and approved by the Board of Supervisors on a case-by-case basis rather than allowed as a matter of right. Such a review ensures that affected neighbors will have an opportunity to make their feelings-positions known to the decision-makers while allowing those decision-makers to take into account the unique circumstances and site characteristics associated with each development proposal. Similarly, accessory uses of single-family detached homes that are of a commercial or quasi-commercial nature – such as home-based businesses (home occupations) ~~or-and~~ short-term rental of rooms in a home – are not inherently incompatible with residential uses but should require a special level of scrutiny to ensure that such activities will not alter the residential character of the surrounding neighborhood or interfere with nearby residents’ quality of life. Likewise, proposals to rent out entire homes on a short-term basis, commonly referred to as “whole house” short-term

rentals, should be subjected to a higher level of scrutiny to prevent the problems that can arise when there is no on-site monitoring of guests' behavior.

On a roll call the vote was:

Yea: (7) Leedom, King, Criner, Wassmer, Holroyd, Titus, Smith
Nay: (0)
