

BOARD OF SUPERVISORS
COUNTY OF YORK
YORKTOWN, VIRGINIA

Resolution

At a regular meeting of the York County Board of Supervisors held in the Board Room, York Hall, Yorktown, Virginia, on the ____ day of ____, 2026:

Present

Vote

Douglas R. Holroyd, Chairman
Thomas G. Shepperd, Jr., Vice Chairman
Sheila S. Noll
M. Wayne Drewry
G. Stephen Roane, Jr.

On motion of _____, which carried ____, the following resolution was adopted:

A RESOLUTION TO APPROVE AN APPLICATION TO AMEND THE 2040 LAND USE MAP CONTAINED IN CHAPTER 11 OF THE YORK COUNTY COMPREHENSIVE PLAN, CHARTING THE COURSE TO 2040

WHEREAS, the York County Board of Supervisors has sponsored Application No. CP-10-14 to request consideration of a proposed amendment to the land use designations contained in *Charting the Course to 2040: The County of York Comprehensive Plan*; and

WHEREAS, said application has been forwarded to the York County Planning Commission in accordance with applicable procedure; and

WHEREAS, the Planning Commission recommends approval of this application; and

WHEREAS, the Board of Supervisors has conducted a duly advertised public hearing on this application; and

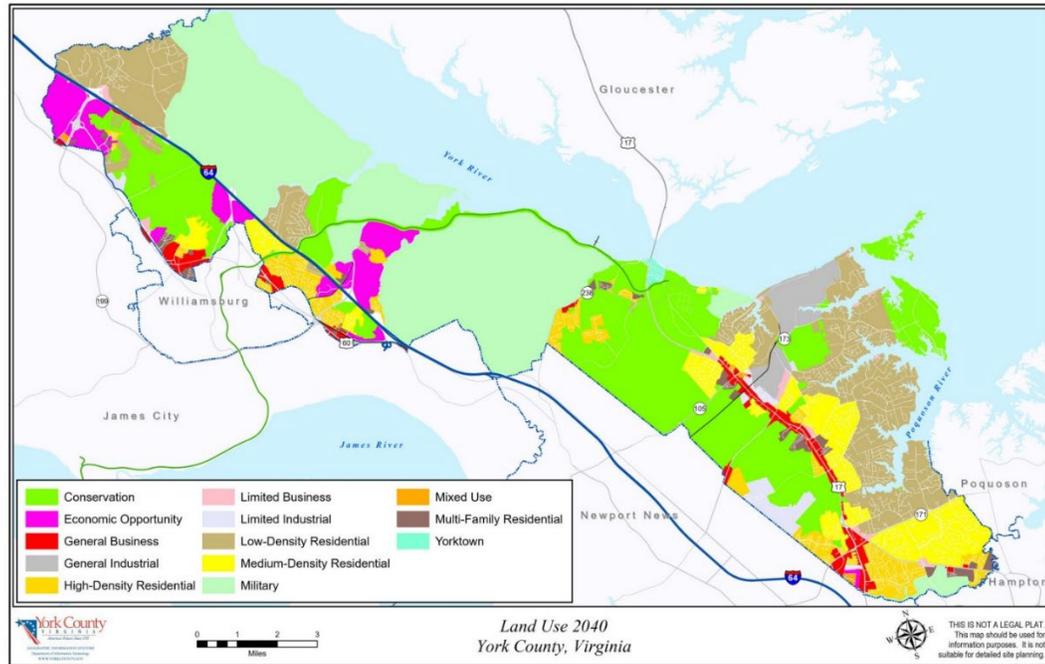
WHEREAS, the Board has carefully considered the public comments with respect to this application; and

NOW, THEREFORE, BE IT RESOLVED by the York County Board of Supervisors this the ____ day of _____, 2026, that Application No. CP-11-26 be, and is hereby approved to amend the *Charting the Course to 2040: The County of York Comprehensive Plan*, as set forth below:

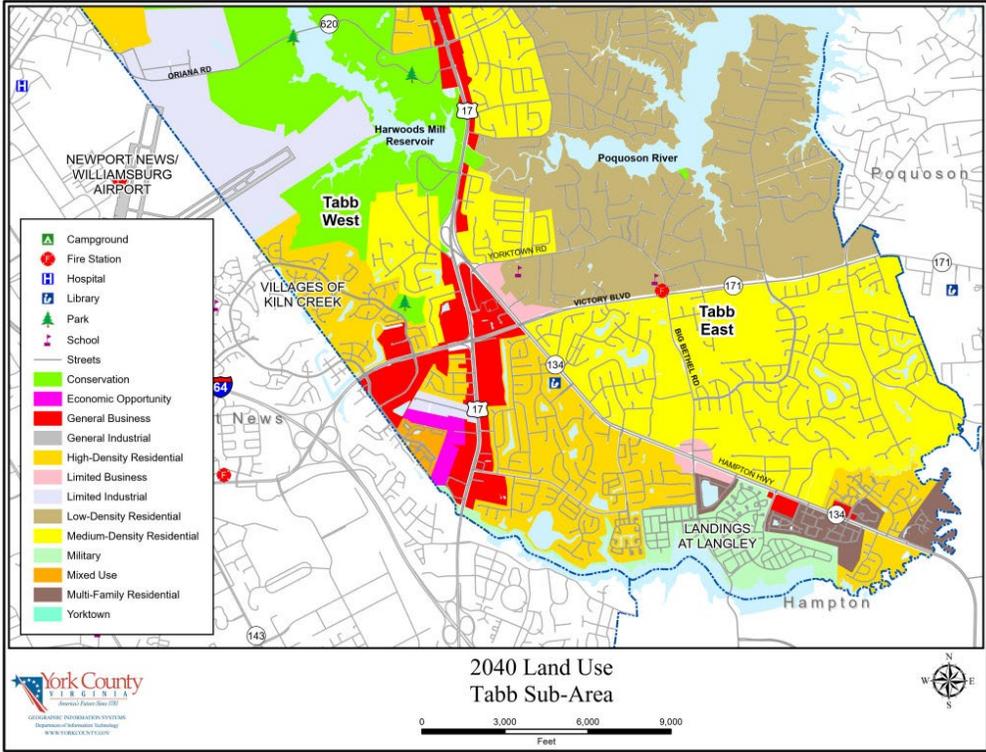
Amend the 2040 Land Use Tab Sub-Area map as follows:

COMPREHENSIVE PLAN (*Charting the Course to 2040*) AMENDMENTS

2040 Land Use map (page 248)



2040 Land Use Tab Sub-Area map (page 277)



Tabb East

The Tabb area is located in the southernmost part of the County and is generally bounded by the Cities of Newport News, Hampton, and Poquoson and by the Poquoson River and Oriana Road. In the area to the east of Route 17 – the Tabb East sub-area – development is primarily residential, with Victory Boulevard serving as the general dividing line between low-density development to the north and medium-density development to the south. Except in a few cases, land use designations in this sub-area mirror this general development pattern, as they have since the original 1976 Land Use Plan. An exception is an area on the north side of Yorktown Road that is designated Medium Density Residential in recognition of the Mill Farm, Kings Villa, and Plantation Acres subdivisions, which have a combined total of 316 homes – almost all of which are at least forty years old – with an average lot size of about 0.5 acre and an overall density of 2.2 units per acre. For most of the area north of Victory Boulevard, however, the proximity of the Poquoson River and Lamb’s Creek and the potential adverse water quality impacts of higher density development warrant a Low Density Residential designation. This is also true in Calthrop Neck, much of which lies within the 100-year floodplain, providing further impetus for maintaining low-density development, even with the availability of public sewer and water. To the south of Victory Boulevard, proximity to waterways is not much of a concern except in some areas along Brick Kiln Creek where Chesapeake Bay RPA buffers limit the possibilities for development. While there are some large nontidal wetland areas, environmental constraints are relatively few. Almost the entire

area between Victory Boulevard and Hampton Highway is designated Medium Density Residential; however, High Density and Multi-Family Residential designations have been applied on the north side of Route 134 in recognition of the existing Yorkshire Downs planned development, The Courts at Yorkshire Downs apartment complex, and the Villas on Shady Banks quadruplexes.

Just as Victory Boulevard serves as a dividing line between different intensities of land use, Hampton Highway serves as the general dividing line between medium- and high-density residential development in this sub-area, with most of the area south and west of Hampton Highway designated High Density Residential. In fact, the area between Route 17 and Hampton Highway is the most densely populated area of the County, largely because it includes the Landings at Langley military housing complex, which has approximately 3.9 units per acre and an average of 3.8 persons per household. Although the character of development is a mix of high-density single-family detached homes and duplexes, the Landings at Langley is designated Military since the land is owned by the Department of Defense. Other large high-density residential developments in this area include Coventry (4.4 units per acre), Tabb Lakes (3.4 units per acre), and The Greenlands (2.4 units per acre). East of Big Bethel Road, Multi-Family Residential designations have been applied to recognize three existing apartment complexes (the Belmont Apartments, the Pines of York, and Four Seasons) and The Gables of York quadruplexes.

Commercial land use designations in the Tabb East area are limited to the Route 17 and Hampton Highway corridors and the segment of Victory Boulevard that runs between the two. All of the land along Route 17 within this sub-area is designated General Business, as is the triangular area bounded by these three arterial highways. Along Hampton Highway, a Limited Business node has been designated at the Big Bethel Road intersection. Concentrated nodal commercial development has the advantages of limiting the number of curb cuts and encouraging an economically efficient concentration of uses on commercial sites. The presence of multiple commercial entrances would deteriorate the capacity of this arterial highway; for this same reason, individual residential driveways along Hampton Highway should be discouraged. Because of the proximity of residential development, the preferred development within this node would consist of offices and other businesses of lesser intensity that would not adversely affect residential neighborhoods or generate significant traffic during peak periods. Consequently, this node is designated Limited Business. Less intensive commercial uses are also envisioned along Hampton Highway between Victory Boulevard and Yorktown Road; these areas are designated Limited Business based primarily on their proximity to residential development and Tabb Middle School. In addition, two smaller General Business nodes have been designated along Route 134 at the York Downs Drive and First Avenue intersections in recognition of existing commercial activities.

There is a roughly 100-acre assemblage of land on the south side of Victory Boulevard that is undeveloped and designated Medium Density Residential, but it appears to have extremely limited potential for development because of non-tidal wetlands. Other vacant properties are also designated Medium or Low Density Residential, and in several cases – Smith Farm Estates on Yorktown Road, Victory at Tabb on Hampton Highway, and

Celestial Way on Big Bethel Road – have already been approved for development. A 26-acre dual-frontage lot extending from Yorktown Road to Victory Boulevard, which is designated Medium Density Residential, was purchased in 2020 by the Hampton Roads Sanitation District (HRSD) for the purpose of constructing the Tabb Pressure Reducing Pump Station and Offline Storage Facility, which is intended to relieve pressures to the sewer system during wet weather events and provide flow balancing for HRSD’s James River and York River Treatment Plants.

In 2025, the City of Poquoson and York County adjusted the city-county boundary line between the localities. The Poquoson City Council and York County Board of Supervisors approved the boundary line change, and a survey was prepared and approved by the Circuit Court. The properties on both sides of the new line were brought into each locality. On review of land use designations adjacent to the properties brought into the County, it is proposed to match the existing land use designations. These include low-density residential along East Yorktown Road and medium-density residential along Criner Lane, Elliot Road, and Carys Chapel Road.