

COUNTY OF YORK

MEMORANDUM

DATE: February 5, 2013 (PC Mtg. 2/13/13)

TO: York County Planning Commission

FROM: Timothy C. Cross, AICP, Principal Planner

SUBJECT: York County Comprehensive Plan Update – *Charting the Course to 2025*

In accordance with Section 15.2-2225 of the *Code of Virginia*, the Planning Commission will conduct a public hearing on the proposed revised and updated Comprehensive Plan – *Charting the Course to 2035* – at its February 13, 2013 meeting. This draft document was distributed to the Commission members for review and posted on the Planning Division web site for public review on December 18, 2012. The Comprehensive Plan review and update process began approximately one year ago and involved numerous public meetings – some conducted jointly with James City County and the City of Williamsburg and some focused specifically on York County’s Plan – and Planning Commission work sessions, all of which were open to the public and publicized in local newspapers and on the County web site. A project timeline appears in the table below:

Date	Comprehensive Plan Review Timeline
January 2012	James City/Williamsburg/York transportation study completed by HRTPO
February 2, 2012	Joint Community Forum – Magruder Elementary School
February 23, 2012	Joint Community Forum – Warhill High School
February 27, 2012	Joint Community Forum – Williamsburg Community Building
March 15, 2012	Joint Community Forum – Tabb Library
April 11, 2012	Planning Commission Briefing – Demographic Data and Trends
April 30, 2012	Joint Planning Commission Work Session – Legacy Hall
May 31, 2012	York County Public Meeting – York High School
June 6, 2012	York County Public Meeting – Waller Mill Elementary School
June 27, 2012	Planning Commission Work Session – Transportation
July 26, 2012	Planning Commission Work Session – Environment and Historic Resources
August 16, 2012	Planning Commission Work Session – Housing
August 2012	Telephone survey of York County residents
September 5, 2012	PC Work Session – Economic Development and Airport Master Plan
September 12, 2012	Planning Commission Briefing – Telephone Survey Results
September 19, 2012	Planning Commission Work Session – Community Facilities
October 10, 2012	Planning Commission Work Session – General Discussion
October 18, 2012	Planning Commission Work Session – Land Use Map
December 18, 2012	Draft updated Comprehensive Plan distributed to Planning Commission
January 9, 2012	Planning Commission Mtg. – Preliminary Feedback/Schedule Public Hearing
February 13, 2012	Planning Commission Public Hearing
TBD	Planning Commission Work Session(s)
TBD	Planning Commission Adoption/Certification
TBD	Board of Supervisors Public Hearing
TBD	Board of Supervisors Work Session(s)
TBD	Board of Supervisors Adoption (within 90 days of PC certification)

The Comprehensive Plan is the long-range plan for the physical development of the County. Like the County's previous Comprehensive Plans, the draft updated Plan is divided into chapters, or *elements*, covering the different topics related to physical development: Community Facilities, Economic Development, Environment, Historic Resources, Housing, Transportation, and Land Use. The Land Use element appears last because it is the centerpiece of the Plan; information from all the other elements feeds into the application of land use designations to different areas of the County. The Plan also includes an Introduction, chapters on Citizen Input and Demographics, and a Glossary.

Many of the policy recommendations in the Comprehensive Plan are embodied in the Land Use Map, which sets forth the land use designations that are ultimately used by the Board of Supervisors to establish the zoning district classifications for individual properties. Policy recommendations are also reflected in the Goal, Objectives, and Implementation Strategies that appear at the end of each Plan element. The draft Plan proposes revisions to many of the Goals, Objectives, and Implementation Strategies in the current Plan adopted in 2005; a summary of the proposed changes, most of which can be characterized as "wordsmithing" rather than substantive, was distributed to the Commission on January 29 and is attached to this memorandum. The draft Plan also proposes changes to the Land Use Map designations in various areas. Described in the table below and depicted in the attached maps, these proposed changes were discussed at the Commission's October 18 work session and reflect the guidance provided by the Commission at that time:

Location	Proposed Change
Area between Lightfoot Road and Route 199 east of Richmond Road	Add Mixed Use overlay designation
Both sides of Reserve Way east of Mooretown Road	Change from Economic Opportunity to Multi-Family Residential
Both sides of Route 132 between Queen Creek and Bypass Road and south side of Route 132 east of Queen Creek	Change from Economic Opportunity to Conservation
North side of Bypass Road west of Route 132	Change from Economic Opportunity to General Business and Conservation
East side of southern I-64/Route 199 interchange	Expand the existing Mixed Use overlay designation to include areas both north and south of Route 199
North side of the CSX rail spur west of Route 17	Change from Conservation to Multi-Family Residential
Newport News Waterworks property on Baptist Road	Change from High Density Residential to Conservation
Newport News Waterworks property on Mays Landing	Change from Medium Density Residential to Conservation
Newport News Waterworks property on Denbigh Boulevard	Change from General Business and Medium Density Residential to Conservation
County-owned property behind Charles Brown Park	Change from General Business and High Density Residential to Conservation
East side of Rte 17 north of Fort Eustis Boulevard	Change from General Business and Medium Density Residential to Mixed Use
South side of Fort Eustis Boulevard east of Route 17	Change from General Business and Limited Industrial to Mixed Use

Location	Proposed Change
North side of Denbigh Boulevard along the Newport News city line	Change from High Density and General Business with a Mixed Use overlay to Conservation and General Business
South side of Oriana Road	Change from Low Density Residential to Limited Industrial
Airport-owned property at the end of Runway 7/25	Change from Conservation to Limited Industrial
Nature Conservancy property between Seaford Road and Back Creek Road	Change from General Industrial, Limited Industrial, and Low Density Residential to Conservation
South side of Back Creek Road across from HRSD sewage treatment plant	Change from General Industrial to Low Density Residential
East side of Goodwin Neck Road north of Seaford Road	Change from General Industrial to Limited Industrial
End of Commonwealth Drive along the Newport News city line	Change from Economic Opportunity to Mixed Use

In accordance with Section 15.2-2204 of the *Code of Virginia*, the public hearing has been advertised twice in the *Daily Press* (February 1st and 8th), and public hearing notices were sent to Camp Peary, Langley Air Force Base, Newport News/Williamsburg International Airport, the U.S. Coast Guard Reserve Training Center Yorktown, the U.S. Naval Weapons Station Yorktown, and to all adjoining localities. A copy of the draft Plan has been sent to VDOT for review in accordance with Section 15.2-2222.1 of the *Code of Virginia*; VDOT expects to complete its review by the end of February. In addition, although not required by the *Code of Virginia*, staff has sent letters to all affected property owners to notify them of the proposed change in land use designation and the various opportunities to provide comments. In all, there are 65 affected property owners representing a combined total of 136 affected parcels.

Preliminary comments, suggestions, and questions about the draft Plan that have been received from Planning Commission members have been compiled into the attached document titled “Planning Commission Comments on the Draft Comprehensive Plan dated December 15, 2012.” In most cases staff has included a response; some of the comments, however, involve matters of policy that will likely require further Planning Commission discussion, and these are noted as such. There may, of course, be other items that the Commission wishes to discuss in addition to these.

Staff has also received written comments from citizens and property owners (also attached), and the Commission will undoubtedly receive additional comments at the public hearing about specific provisions and recommendations in the proposed Plan. Accordingly, staff recommends that the Commission defer action and a recommendation to the Board of Supervisors until the comments and issues raised by Planning Commissioners and/or citizens can be discussed. Staff recommends that the Commission schedule a work session in February for this purpose; this would allow action to be taken at the March 13 regular meeting or later, if necessary. Section 15.2-2226 of the *Code of Virginia* requires the Board of Supervisors to take final action on the Plan within ninety (90) days of the Planning Commission's recommending resolution, but there is no statutory deadline for the Commission to complete its work on the draft Plan. Depending on the number of discussion items, additional work sessions might be necessary.

Attachments:

York County Planning Commission

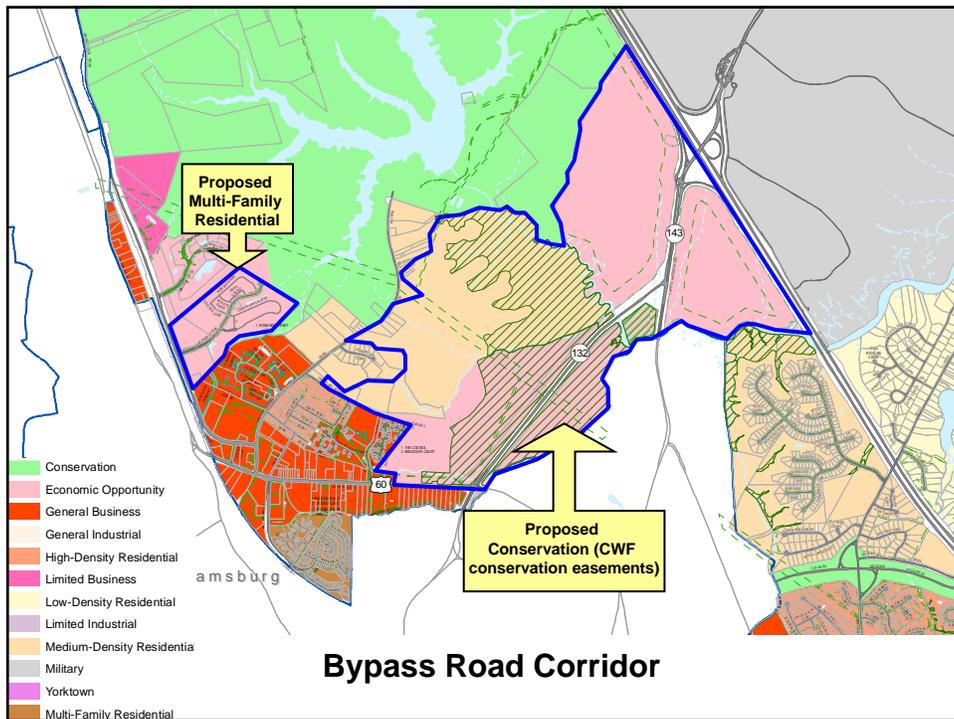
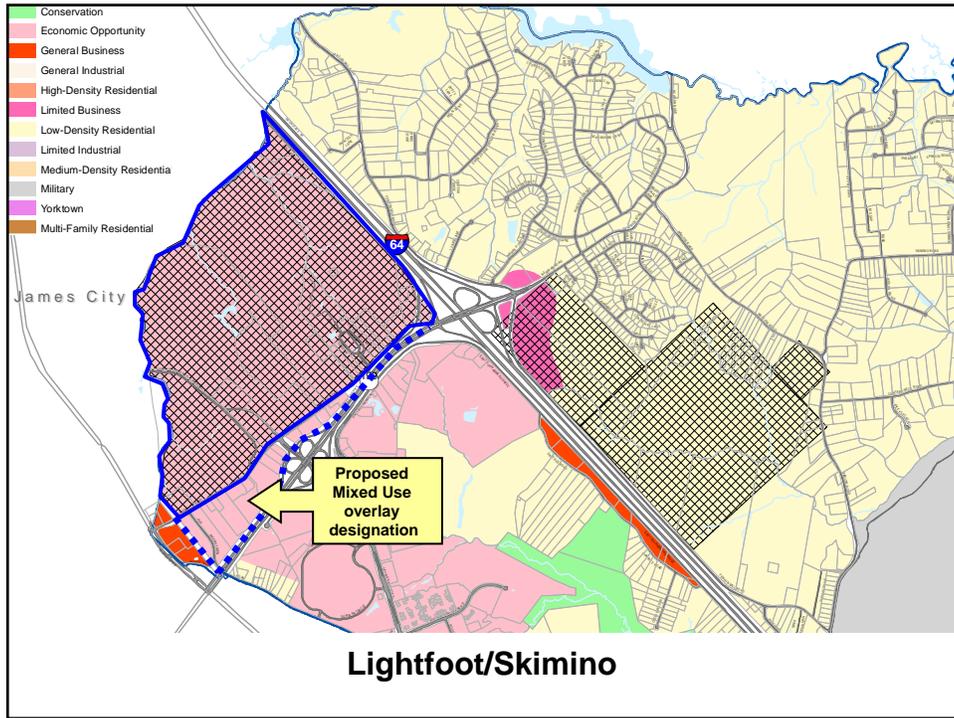
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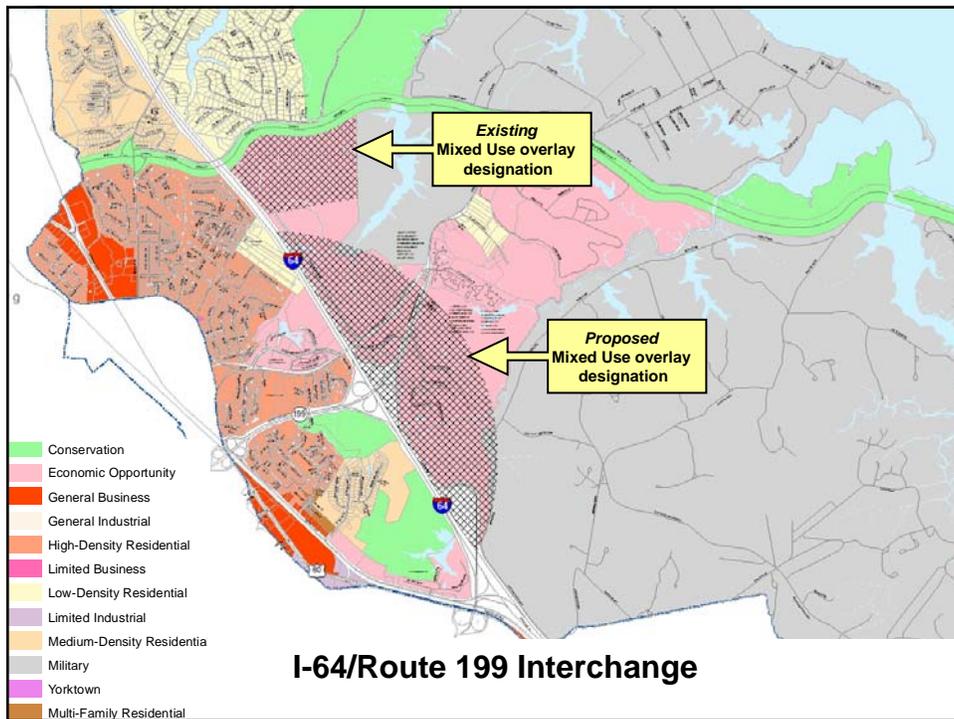
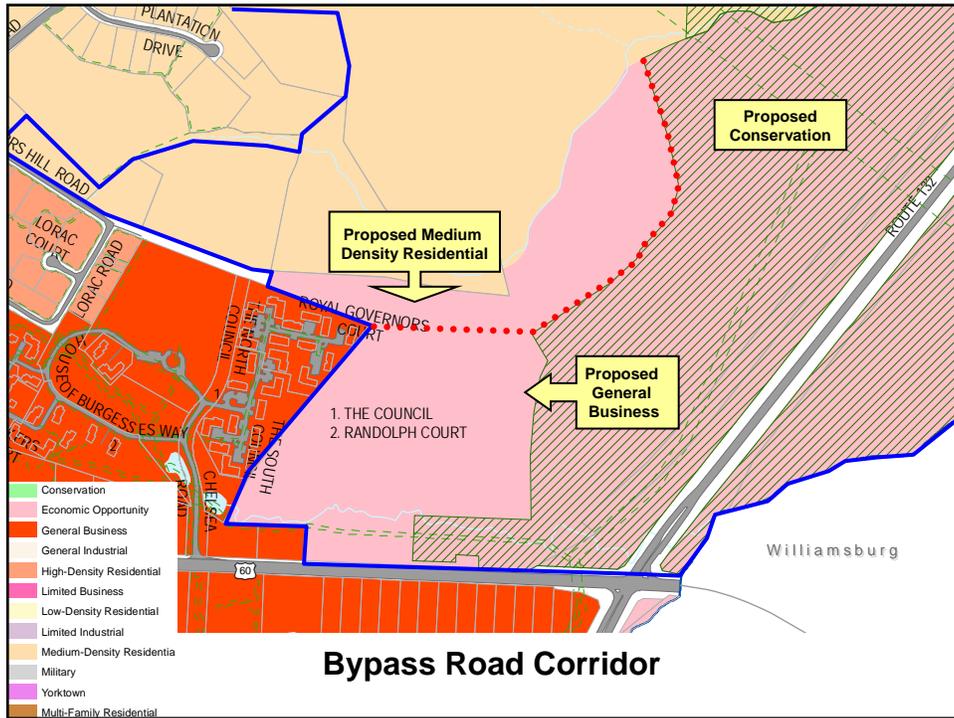
- Maps of proposed Land Use Map changes
- Summary of proposed changes to Goals, Objectives, and Implementation Strategies
- Compilation of Planning Commission comments and staff responses
- Citizen and property owner comments

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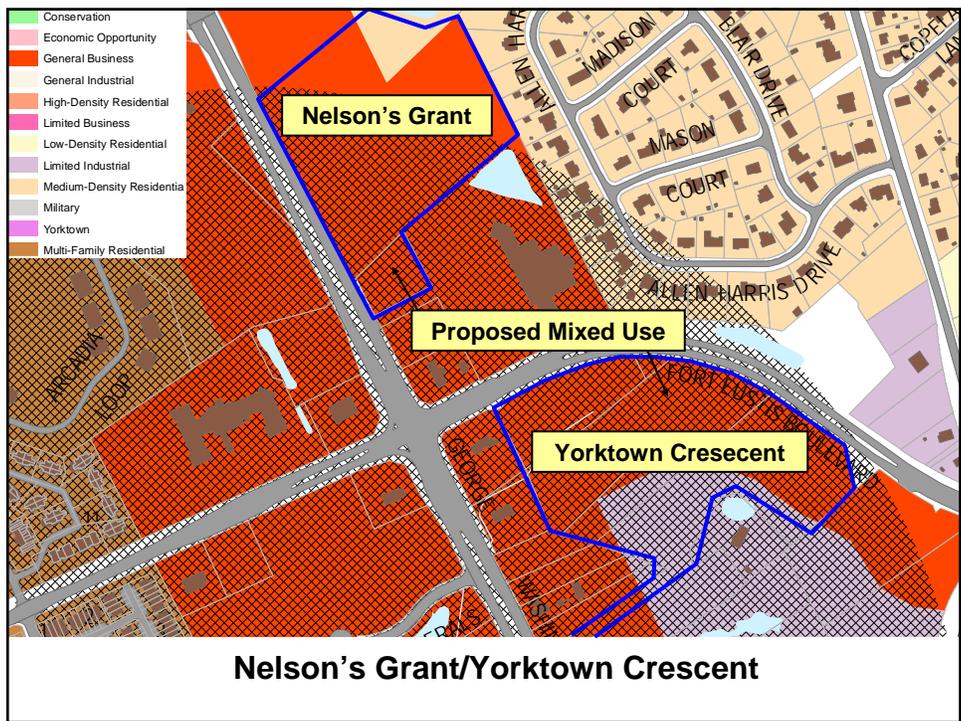
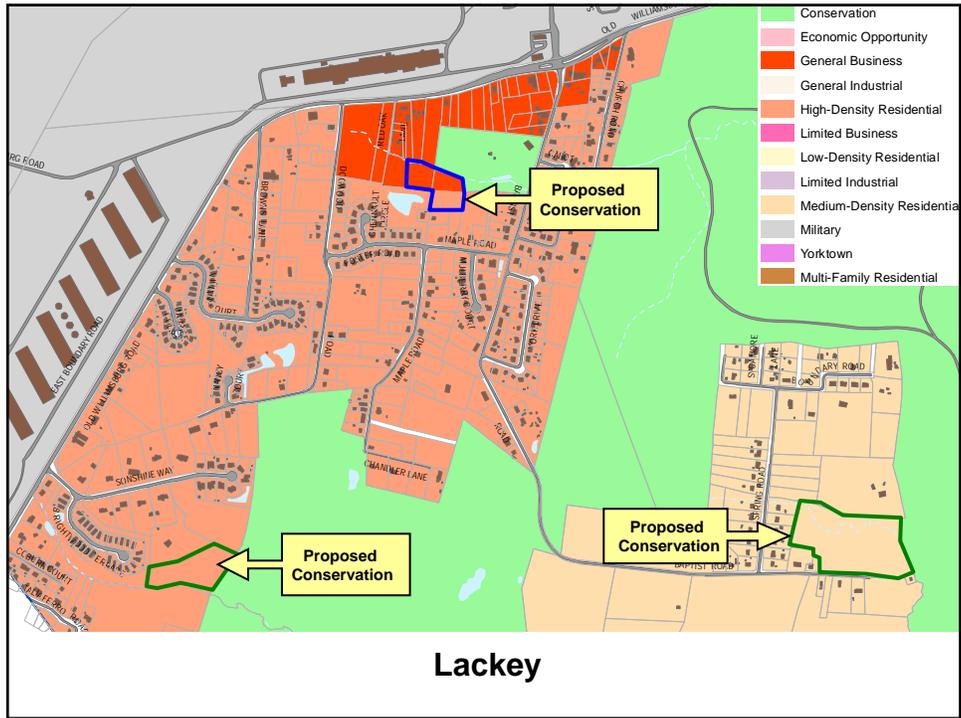
Proposed Future Land Use Map Changes



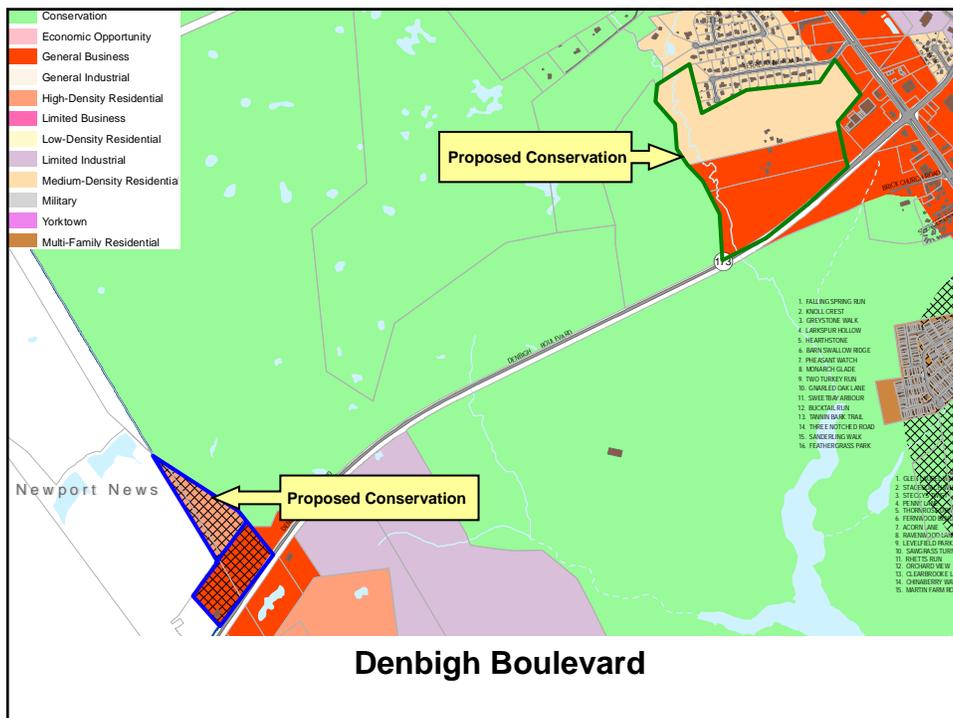
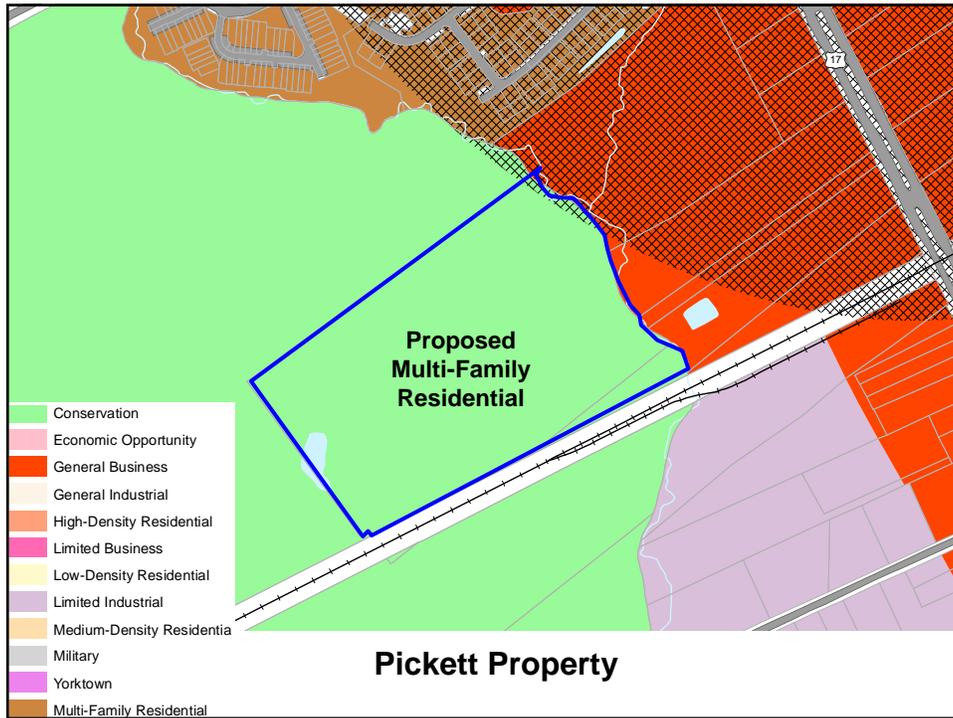
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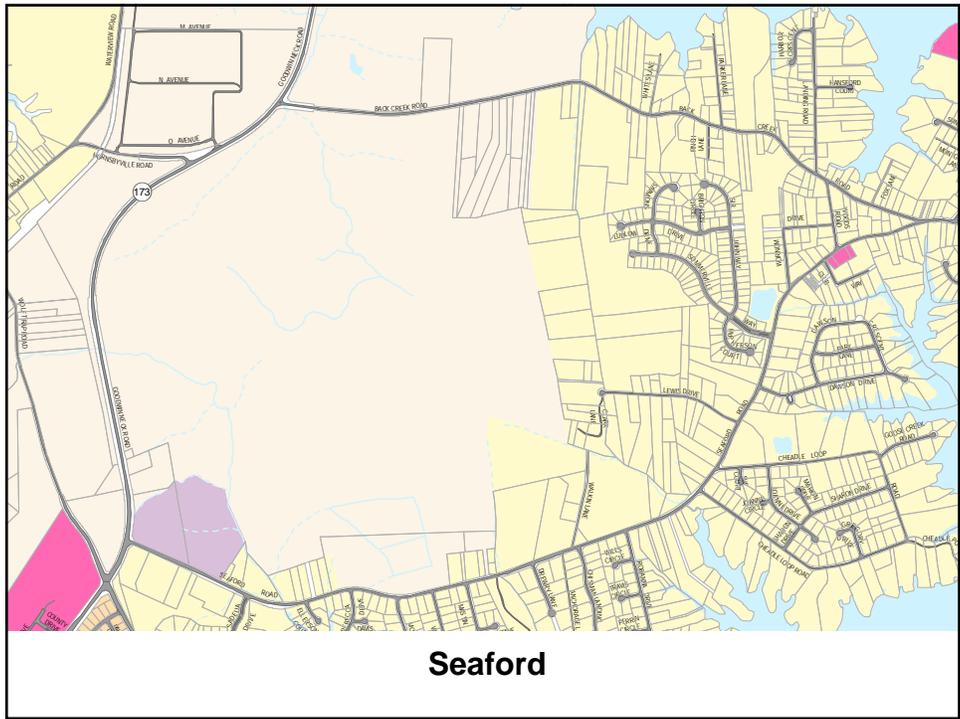
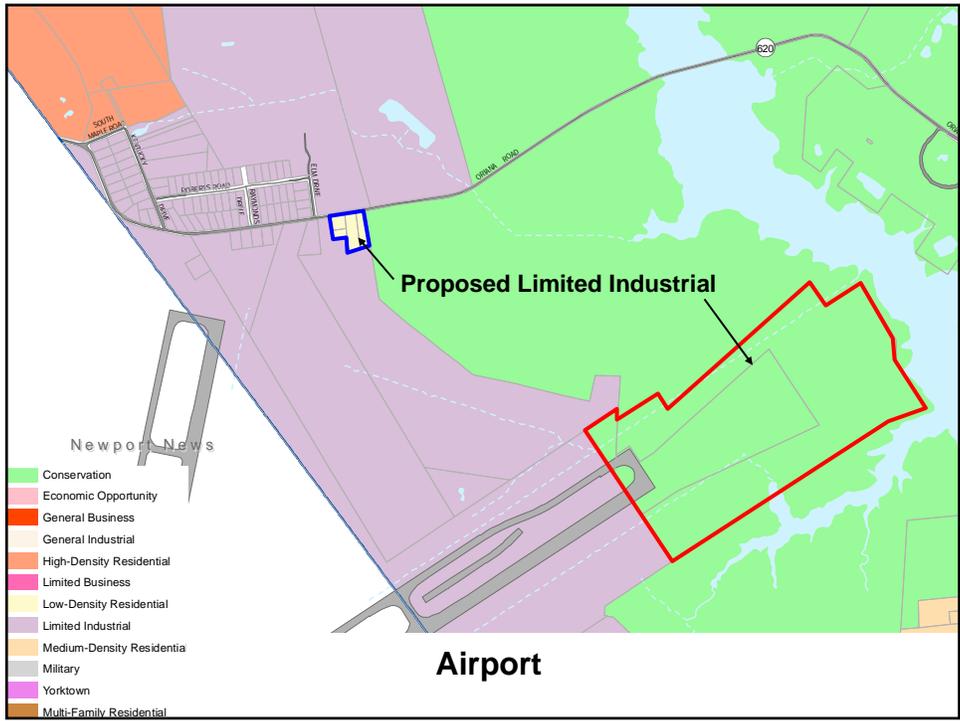
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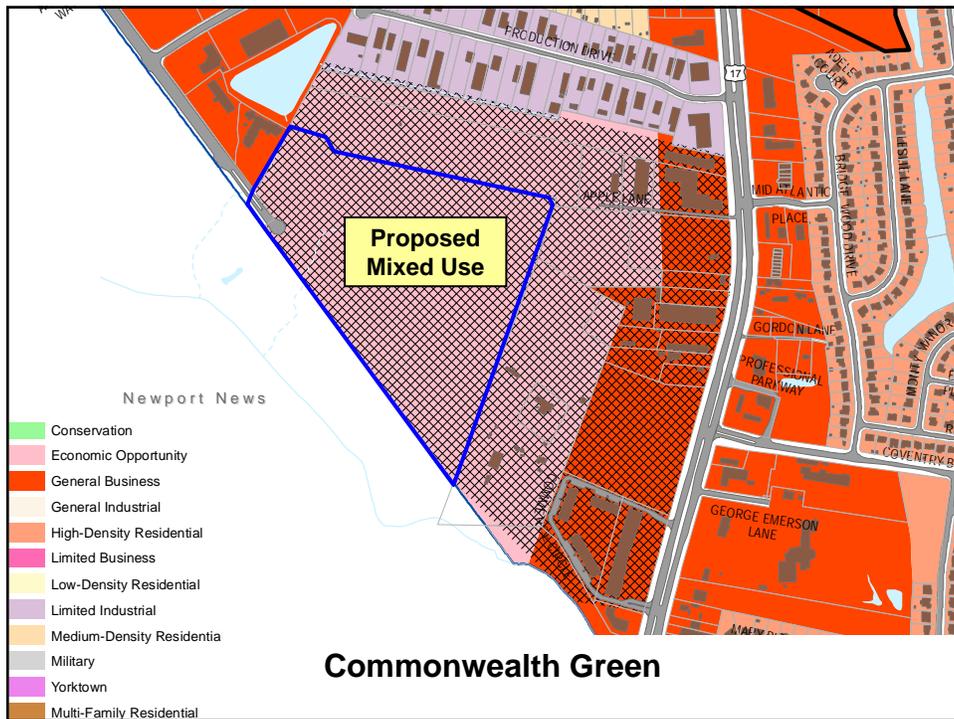
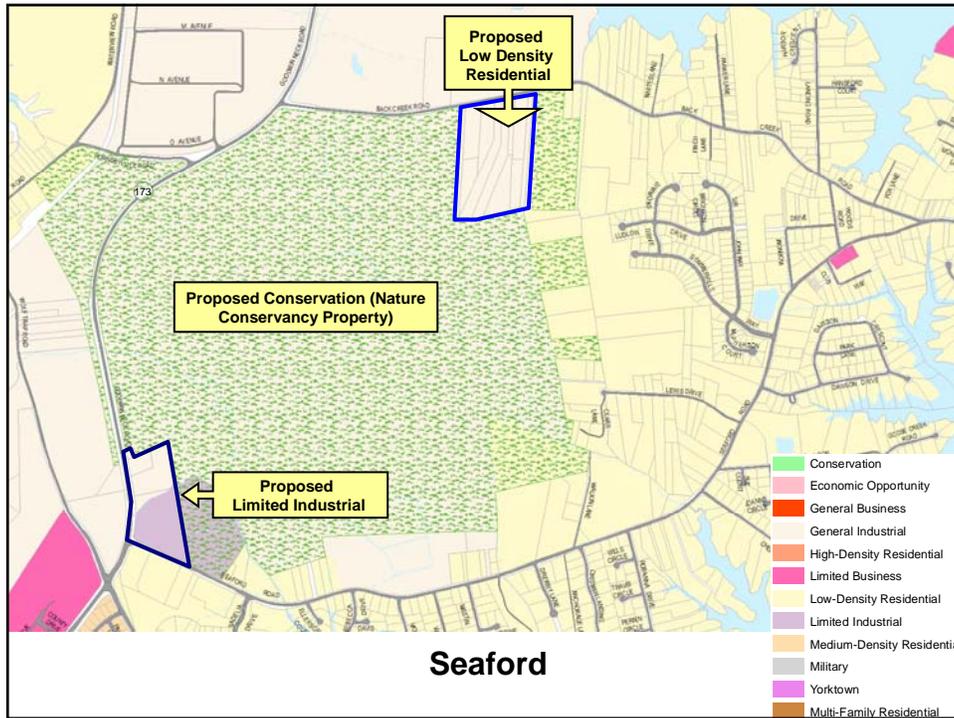
Proposed Future Land Use Map Changes



Proposed Future Land Use Map Changes



Proposed Future Land Use Map Changes



COMMUNITY FACILITIES

GOALS, OBJECTIVES, AND IMPLEMENTATION STRATEGIES

Goal

York County should be a community where the citizens feel safe from crime, receive prompt and effective emergency services when needed, and have convenient access to public facilities at appropriate locations to serve them economically and efficiently.

Objectives

GENERAL

1. Coordinate the location and timing of public facilities in recognition of existing and anticipated needs and characteristics -- including the age distribution and location -- of present and projected future populations.
2. Avoid wasteful duplication of effort in the construction and operation of public facilities.

GOVERNMENT OFFICES

1. Maintain historic Yorktown as the seat of County government.
2. Make optimum use of existing office space and use electronic technology to the maximum feasible extent to minimize the need for physical space to accommodate administrative and storage functions.
3. Provide greater opportunities for the training of County personnel, in particular specialized training for law enforcement and fire and rescue personnel, in a convenient and cost-effective location(s).

DETENTION AND LAW ENFORCEMENT

1. Provide Sheriff's facilities to accommodate manpower levels sufficient to provide prompt and effective crime protection, prevention, and law enforcement to all areas of the County.
2. Provide detention/correctional facilities of sufficient capacity to house securely and safely the County's future adult and juvenile inmate population.

FIRE AND LIFE SAFETY

1. Provide fire stations to accommodate manpower staffing levels sufficient to provide prompt and effective fire and emergency medical response to all areas of the County.
- ~~1.~~ 2. Maintain a five-minute average fire and emergency response time to at least 90% of the County's land area.
3. Ensure that adequate disaster support facilities are in place to accommodate preparation for, response to, and recovery from major emergencies/disasters.

LIBRARIES

1. Achieve higher levels of excellence in library service- according to State standards.

2. ~~Provide convenient~~ Ensure the provision of library ~~service~~ services to ~~all areas of citizens throughout~~ the County.

PARKS AND RECREATION

1. Continuously assess and evaluate future needs for the following:
 - Outdoor and indoor recreational facilities and activities
 - Public areas for passive recreation for citizens to enjoy the outdoors
 - Greenways/Trails to include a network of open space areas, water trails, natural corridors, bike and pedestrian trails, and historical and recreational sites.
2. Protect the natural environment and preserve open space.
1. ~~Provide for a range of recreational facilities and activities adequate in number, type, size, and location to accommodate the needs of County residents.~~
3. Based on the Virginia Outdoors Plan, increase public recreational, fishing and boating access to waterways.
4. Ensure that athletic fields and other recreational facilities are well- maintained.

SCHOOLS

1. Provide a learning environment that is conducive to the education of all present and future school-age children in the County.
2. Achieve and maintain the following overall student/classroom ratios and program capacity guidelines at each school:

SCHOOL LEVEL	STUDENT/CLASSROOM RATIOS	PROGRAM CAPACITY GUIDELINES
Kindergarten – Second	20:1	350-700 students
Third – Fifth	25:1	
Sixth – Eighth	25:1	700-1000 students
Ninth – Twelfth	25:1	1200-1800 students
<u>English Classes</u>	<u>24:1</u>	
<u>Source: York County School Division</u>		

3. Optimize use of school facilities and grounds.
4. Promote lifelong learning.

Implementation Strategies

GENERAL

1. Use the Comprehensive Plan to guide the budgeting of County funds for capital improvement projects.
2. Annually review and update ~~funding, with a resolution from the~~ ten-year Capital Improvements Program and include a process for Planning Commission ~~to certify~~review, and certification by resolution, of its conformance with the Comprehensive Plan, ~~the six-year Capital Improvements Program.~~
3. Provide public buildings that set an example for quality development in the County.
4. Provide regular, ongoing ~~review~~inspection, maintenance, and repair of all public buildings.
5. Where feasible, cooperate with neighboring localities to establish and maintain regional public facilities and programs for the use of residents of multiple jurisdictions.
6. Design public buildings to accommodate a variety of uses.

GOVERNMENT OFFICES

1. Continue to use technology to improve on space-saving computer-based methods of storing and retrieving County files and records.
2. Evaluate the need for and feasibility for constructing a warehousing center for the storage needs of County departments.
3. Provide greater opportunities for the training of County emergency services and administrative personnel in a strategically central location by assessing the feasibility of creating a stand-alone training facility.
- ~~1. Develop a pilot program to test the feasibility of allowing some County employees to work from their homes (i.e., telecommute) using modern technology as a means of alleviating pressures for additional office space.~~
4. Evaluate the need for and feasibility for constructing a maintenance complex in the northern end of the County to reduce travel times and increase field personnel productivity.

DETENTION AND LAW ENFORCEMENT

1. Evaluate and work to address the space needs to accommodate future growth in manpower and support functions of the Sheriff's Office.

—Evaluate the need for, feasibility, and potential effectiveness of establishing Sheriff's substations in strategic locations throughout the County.

~~2. Provide greater opportunities for the training of County law enforcement personnel.~~

FIRE AND LIFE SAFETY

1. Locate and design fire stations in such a way as to provide opportunities for expansion of service as necessary based on future population growth and development patterns.
- ~~1.2.~~ Replace, expand, and/or renovate fire stations when circumstances warrant due to facility upkeep, operational response changes/additions and/or development/geographical changes that impact response etc.

~~2.3.~~ Continue to cooperate with neighboring localities and area military installations through mutual emergency aid agreements providing for the sharing of resources in the event of a major fire or other disaster.

~~3. Provide greater opportunities for the training of County fire and rescue personnel.~~

4. Continue efforts to improve or construct facilities (such as the emergency operations center (EOC), shelters, public safety facilities) needed for adequate major emergency/disaster coordination and support. This should include adequate and appropriately equipped space with necessary utility support (i.e., back up emergency power etc.).
5. Construct additional fire stations when and where necessary in order to meet response time goals, address target hazard needs and/or to meet service demands.
6. Ensure adequate facilities and resources (such as training space, office areas and logistics space) are in place to support the operations that serve the County.

~~3.7.~~ Consider the needs of the Fire and Rescue Service with regard to roadway/driveway access and water availability prior to approval of development plans and in all decisions regarding utility extension and roadway construction.

LIBRARIES

1. Expand the number and range of library books, ~~tapes, periodicals, and other~~digital resources, audio-visual materials, and online access to information as necessitated by ~~population growth, public demand, citizen needs~~ and technological changes.
2. Continue the current practice of ~~contributing funding to~~contracting with the Williamsburg Regional Library system ~~in exchange for~~ library service to ~~York~~upper County residents.
3. ~~Maintain state-of-the-art on-line access to the library services of York County~~Maintain information technology in library facilities.

PARKS AND RECREATION

1. Continue implementation of the "school/park" concept to enhance recreational use of school sites.
2. Develop a comprehensive parks and recreation master plan to ~~coordinate the long-range acquisition of sufficient acreage for recreation facilities and public access to waterfront areas to meet the~~address existing and future demands for both public and private recreation programs and any needs for additional recreation facilities.
3. Consider the need for and feasibility of developing a public space for community events requiring meeting rooms, kitchen facilities, and multi-purpose rooms.
4. Provide for the particular needs of the young, the elderly, and the disabled when planning for recreational facilities.
- ~~1. Consider the need for and feasibility of increasing public recreational, fishing, and boating access to waterways.~~
5. Explore opportunities to work with the National Park Service and the U.S. Military installations/bases to increase public recreational, fishing, and boating access to waterways.

6. Increase public awareness about private and other non-County facilities and programs that help meet the recreational demands of County residents.
7. Promote the provision of open space and recreational facilities in new residential development.
8. Continue to place lighting at County athletic fields to increase usage beyond daylight hours.
9. Evaluate the cost-effectiveness of conversion of selected high-use athletic fields from natural turf to synthetic turf to allow for year-round activities and programs and increased usage during times when natural turf fields would otherwise have to be annually rested or renovated to maintain turf quality

SCHOOLS

1. Consider the general boundaries of residential neighborhoods and their proximity to schools in establishing school attendance zones.
2. Review school enrollment projections every three years.
3. Before approving rezonings and planned developments, consider their potential impact on the school system so as to minimize school crowding.
4. Provide a ~~cafeteria and~~ gymnasium in every school.
5. Provide regular, ongoing ~~review~~inspection, maintenance, and repair of school buildings.
6. Support and strengthen the ~~vocational~~career and technical school program with private sector assistance in the development of the school curricula.
7. Provide for regional alternative education programs.
8. When feasible, alleviate school overcrowding through revisions to school attendance zones as long as there is excess school capacity at the appropriate grade level in the system.
9. Install portable classrooms to alleviate temporary overcrowding (i.e., three years or less).
10. Alleviate long-term overcrowding by optimizing school capacity through permanent additions to and modifications of existing schools.
11. Build new schools if and only if capacity deficits are projected to exceed the minimum program capacity level at the appropriate grade level for five or more years.
12. Encourage future magnet programs, if any, to be located where excess capacity exists.
13. Maintain the formal written agreement between the School Board and the Board of Supervisors providing for the sharing of recreational facilities on school grounds and setting specific terms for their use.
- ~~7.~~ Participate with neighboring localities in providing for regional “continuing education” programs for adults – such as the Regional Partnership for Continuing Education and Peninsula Workforce Center at Thomas Nelson Community College – in York County and throughout the Peninsula.

14.

ECONOMIC DEVELOPMENT

GOAL, OBJECTIVES, AND IMPLEMENTATION STRATEGIES

Goal

Build a healthy and diverse economic base that provides well-paying jobs and generates sufficient revenue to pay for the service needs of both businesses and the citizenry without degrading the County's natural resources or the overall quality of life.

Objectives

1. Continue to expand York County's commercial and industrial tax base.
2. Expand job opportunities for York County residents.
3. Increase visitation to York County.
4. Promote York County as an attractive location for economic development.
5. Enhance the long-term visual attractiveness of the County's major commercial corridors.
6. Encourage mixed-use development in appropriate areas.
7. Encourage creativity in the design of economic development projects.

Implementation Strategies

1. Participate with the private sector and others in the development of two-one or more business/industrial parks in the County, with primary emphasis on improving vehicular access and assisting in the cost of public sewer and water and multiple-site stormwater management facilities in economic development areas.
2. Assist existing businesses with sewer and water extensions that will facilitate their retention and/or expansion.
3. Promote the adaptive re-use of existing vacant, blighted commercial properties in key, highly visible locations by purchasing selected properties, demolishing existing structures, improving the sites, and preparing them for redevelopment by the private sector.
4. Continue the Route 17 revitalization effort and extend it to other commercial corridors, including Bypass Road, Merrimac Trail, and Second Street.
5. Exploit, upgrade, and extend existing rail linkages in York County to promote industrial and warehousing uses.
6. Continue to require landscaping and, to the extent practical, the preservation of existing trees and vegetation in all new economic development and redevelopment.
7. Continue the Yorktown revitalization effort with an emphasis on public improvements to the historic village of Yorktown and as appropriate, consider the need for enhancements at other historic sites in the County.
8. Continue the promotion of the County's sports facilities for regional and Mid-Atlantic competitions ~~Participate in the development of events and facilities~~ designed both to bring

visitors into the area during the shoulder seasons or off-season and to encourage visitors to remain longer.

9. Upgrade and continuously maintain the County's Economic Development web site to effectively ~~for marketing purposes~~ the County to prospective businesses and industries.
10. Support the development of state-of-the-art telecommunications facilities in appropriate locations in the County.
11. Actively work with regional entities and local colleges and universities to develop and promote regional strategies and plans that will benefit the economic well being of York County, the Virginia Peninsula, and Hampton Roads.
12. Foster mutual communication and cooperation among the County government, the EDA, and the business community.
13. Continue to replenish the Economic Development Authority's Capital Fund for economic development.
14. Provide opportunities for the mixing and integration of different types of uses – both business and residential – within a single development under a coherent overall master plan.
15. Review, and if necessary, amend if deemed necessary. ~~Amend~~ the Zoning and Subdivision Ordinances to continue to provide appropriate opportunities for ~~remove barriers to~~ mixed-use or multi-use development that allows the integration of different types of housing units with each other and with businesses within a single pedestrian-oriented development under a coherent overall master plan.
16. Continue to periodically review, and amend if deemed necessary, the Zoning Ordinance to ensure that its provisions ensure an appropriate balance among economic development, community character and appearance, environmental, and land use compatibility factors.

ENVIRONMENT

GOAL, OBJECTIVES, AND IMPLEMENTATION STRATEGIES

Goal

Establish and preserve a balance between York County's natural and built environment that contributes positively to the quality of life of current and future generations.

Objectives

GENERAL

1. Preserve and protect environmentally sensitive areas and natural resources from the avoidable impacts of land use activities and development.
2. Enhance public awareness and understanding of the importance of environmental conservation and preservation.
3. Continue to implement special development regulations to protect natural resources areas, including low-lying areas, areas with steep slopes, tidal and nontidal wetlands, Chesapeake Bay Preservation Areas, and areas identified by the Virginia Department of Conservation and Recreation, Division of Natural Heritage in the Natural Areas Inventory of the Lower Peninsula of Virginia.
4. Reduce danger to persons, property, and the environment caused by stormwater runoff from developed areas.
5. Reduce or eliminate the loss of life and property damage from natural hazards.
6. Consider climate change and sea-level rise in long -term planning when siting County schools, fire stations, etc.

AIR

Achieve and maintain regional attainment with the National Ambient Air Quality Standards.

LAND

1. Ensure that land development occurs in recognition of the ability of the land to support such development without environmental degradation.
2. Preserve open space for purposes of wildlife habitat and the preservation of ecologically sensitive areas.

WATER

1. Ensure the conservation and enhancement of adequate and safe future water supply areas.
2. Reduce the incidence of failing septic systems.
3. Ensure existing and proposed public and private access facilities (docks and piers) do not have a negative impact on water quality.

4. Protect coastal wetlands, marshes, rivers, inlets and other bodies of water from degradation associated with land development.
5. Protect shoreline property from erosion in a cost-effective manner that preserves and enhances shoreline resources, water quality, wetlands, riparian buffers, and wildlife habitat

6-7. Minimize the need for streambank and shoreline erosion controls.

8. Encourage living shoreline solutions to accommodate for sea level rise and erosion control

NOISE

1. Limit noise impacts associated with nonresidential development and highway traffic.
2. Promote compatible land use and development in areas where aircraft noise exceeds acceptable levels as determined by the Department of Housing and Urban Development.

WASTE MANAGEMENT

1. Achieve a 50% recycling rate.
2. Provide for the convenient, efficient, and safe removal and disposal of leaves and yard debris.
3. Expand markets for recycled and recyclable products.

Implementation Strategies

GENERAL

1. Continue to require that development plans identify environmental constraints and opportunities and show how unavoidable environmental impacts will be mitigated.
2. Continue to require a natural resources inventory to identify environmentally sensitive areas and natural resources prior to any development.
3. Continue to implement the *Strategic Capital Plan for Water, Wastewater, and Stormwater*.
4. Consider using public properties, such as parks and watershed areas, as living laboratories to educate school children about environmental conservation and preservation with such activities as nature hikes and observations, environmental experiments, wetlands delineation activities, etc.
5. Collaborate with civic groups and community organizations on environmental restoration projects to encourage stewardship.
6. Continue to ~~support the Stormwater Advisory Committee and~~ provide educational materials concerning environmental conservation and preservation.
7. Encourage the School Division to provide a meaningful Bay or stream outdoor experience, such as a field trip, for public school students.

AIR

1. Continue to support regional air quality initiatives through active participation in the Hampton Roads Air Quality Committee and the Interagency Consultation Group for Hampton Roads.

2. Continue to discourage the recruitment of industries that emit high levels of air pollutants.
3. Promote transportation modes and strategies that reduce the number of vehicle miles of travel (VMT) on the region's road network, including mass transit, HOV lanes, ride-sharing, bicycling, and walking.
4. Work with VDOT to identify and pursue regional funding (through the Congestion Mitigation and Air Quality program) for transportation improvements – such as intersection improvements, coordination of traffic signal systems, ITS projects, bikeways, and transit – that reduce auto emissions.
5. Continue to prohibit the open burning of leaves and yard debris in proximity to homes and other structures.
6. Pursue activities and strategies, including public education efforts, that decrease air pollutants within the Hampton Roads region.

LAND

1. Promote site design and land development that blends appropriately with natural features and terrain.
2. Retain natural physical features, forests, and woodland areas throughout the development process.
3. Maintain open space requirements within developing areas.
4. Maintain tree preservation and landscaping requirements for all new development.
5. Working with land conservancies, contribute funding for the purchase of conservation easements as a means of protecting and preserving areas with desirable or sensitive environmental or aesthetic qualities, especially shoreline, Resource Protection Areas and groundwater recharge areas.

WATER

1. Identify potential sources of groundwater and surface water contamination and develop mitigation plans and procedures.
2. Seek grants to assist with the development and mapping of abandoned private wells and develop a program to require closure in accordance with Health Department regulations.
3. Monitor the septic tank pump-out program and pursue ~~appropriate~~ criminal penalties for non-compliance.
4. Continue to target public sewer extensions toward those developed areas where the soils cannot support septic systems.
5. Collaborate with the local Health Department to encourage alternative and new technologies for failing on-site septic systems for existing homes.
6. Support the upgrading of Hampton Roads Sanitation District wastewater facilities in accordance with the HRSD's adopted *Development Plan* and its annual *Facilities Management Plan* and *Capital Improvements Program*.

7. Continue enforcement of the requirements of the Watershed Management and Protection Area Overlay District including water quality and vegetative buffers to protect potable water reservoirs.
8. Support the Virginia Department of Environmental Quality's mandate to prevent destruction of non-tidal wetlands understanding they are important groundwater recharge areas.
9. Continue to require appropriate construction methods to control sedimentation, pollutant loading, and stormwater runoff, especially where development takes place in close proximity to water bodies.
10. Ensure that redevelopment of existing waterfront facilities will reduce non point source pollution and proposed shoreline access will address water quality issues consistent with the Chesapeake Bay Preservation Act.
11. Encourage community piers and commonly owned shoreline open space in new waterfront housing developments.
12. Adopt policies to implement the Hampton Roads Planning District Commission (HRPDC) Regional Shoreline Study.
13. Implement the guidelines in the Virginia Marine Resources Commission Shoreline Development BMPs Handbook for construction methods and siting criteria.
14. Consult the Marina Technical Advisory Program (MTAP), available through the Virginia Institute of Marine Science, on marina siting and design issues related to best management practices, water quality, and technical support for marinas.
15. Monitor and develop clean-up strategies for illicit discharges.
16. Continue the implementation of the re-inspection program of Best Management Practices.
17. Provide technical assistance as needed to homeowners' and property owners' associations in the proper maintenance of stormwater management facilities.
18. Encourage the development and use of regional retention and detention ponds in residential and commercial developments wherever possible.
19. Continue to enforce the conditions of the County's stormwater discharge permit in accordance with the NPDES Phase II program.
20. Continue to enforce the stormwater management ordinance with water quality requirements.
21. Continue to rigorously enforce the Erosion and Sediment Control Ordinance to reduce sedimentation and degradation of surface waters.
22. Continue to participate in the York River Tributary Strategies effort as a means of improving water quality.
23. Reduce the non-point source pollutant loading from stormwater runoff on County projects and use indigenous and low-maintenance landscape materials.
24. Encourage property owners to utilize nonstructural erosion control measures, such as re-grading and re-vegetation, to address slight to moderate erosion and to utilize structural measures when erosion is severe and threatens property.

25. Encourage the coordination of shoreline erosion control measures among adjacent property owners.
26. Ensure that vegetative buffers are retained, enhanced, or established.
27. Ensure that drainage patterns are not altered to concentrate stormwater flow in erodible streams.
28. Encourage Low Impact Development and conservation design to reduce impacts to receiving downstream resources.
29. Ensure the provision of required buffers on all perennial streams.
- [30. Continue to incorporate stormwater quality BMP's into County drainage projects.](#)
- [31. Retrofit existing storm drain systems with state of the art stormwater management facilities to minimize flooding while also addressing water quality objectives.](#)
- [32. Continue to favor BMP's with constructed wetlands to improve water quality.](#)
- [33. Implement the agricultural monitoring portion of the Chesapeake Bay Preservation Act.](#)
- [34. Strategically replace dunes and dune grasses at the most vulnerable shorelines.](#)
- [35. Investigate techniques to reduce the incursion of storm surge and tidal flooding of low lying areas.](#)

NOISE

1. Continue to employ Zoning Ordinance performance standards and other regulatory controls where applicable to minimize noise impacts of nonresidential uses on residential areas.
2. Consider the establishment of sound attenuation zoning, as provided for by Section 15.2-2295 of the *Code of Virginia*, to require installation of acoustical treatment measures in residential buildings and structures in areas within the aircraft approach zones for Newport News/Williamsburg International Airport where average noise exposure is 65 DNL or higher.
3. Discourage construction of schools and other noise-sensitive uses, such as hospitals and nursing homes, in areas within the aircraft approach zones for Newport News/Williamsburg International Airport where average noise exposure is 65 DNL or higher and consider establishment of requirements for notations on subdivision plats concerning noise exposure zones.
4. Consider incorporation of noise walls in the widening of Interstate 64.
5. To the maximum extent feasible, prevent construction of homes and other noise-sensitive uses in proximity to the Interstate 64 corridor.

WASTE MANAGEMENT

1. Encourage recycling by both households and businesses as the preferred means of waste disposal.
2. Aggressively advertise in local newspapers and the Citizen News the County's solid waste management programs both to inform residents and businesses of program offerings and to educate those already participating in the program.

3. Expand the list of recyclable items based on participant input and/or market fluctuations.
4. Expand information/education campaigns to instruct the public on the need for recycling by providing materials to interested businesses, civic and homeowners' associations and any interested party.
5. Continue to incorporate recycling education into the public school program from elementary school through high school.
6. Continue to work with the Virginia Peninsulas Public Service Authority (VPPSA) to organize household hazardous waste collection days for materials such as old paint cans, paint thinner, fertilizers and pesticides, etc.
7. Continue to participate in the Household Chemical Collection System to encourage the safe disposal of chemicals that might otherwise be disposed of via storm drains and dumping.
8. Continue the ongoing public information campaign to educate citizens in proper methods of recycling yard waste.
9. Develop a program to publicly recognize and acknowledge "model" yard waste recycling programs by neighborhoods, groups, and individuals.
10. Continue the County purchasing policy emphasizing the purchasing of supplies, where economically feasible, that are made of recycled products and/or are recyclable themselves.
11. Aggressively market the products of the regional composting facility, including bagged compost material for sale to residents who do not own trucks.

HISTORIC RESOURCES

GOAL, OBJECTIVES, AND IMPLEMENTATION STRATEGIES

Goal

Identify, preserve, protect, and enhance the County's existing and future historical resources.

Objectives

1. Update inventories of known archaeological and architectural resources on a regular basis.
2. Continue efforts to coordinate the sharing of information (as through VDHR) as inventories are conducted on the large percentage of the County's riverfront property, especially rich in historic resources, that is owned by the Federal Government.
3. Increased attention should be given to the documentation, inventory and evaluation of African-American resources.
4. Initiate a regional survey and evaluation study of mill sites, particularly those that played an important role in the maintenance of the historic plantation system.
5. Explore funding options for preservation activities.
6. Consider establishment of historic or neighborhood protection districts in historically significant communities.
7. Maintain a local historic archives repository.
8. Promote public education and awareness of County historic resources for persons of all ages. Utilize these resources for the educational, civic, and economic benefit of the County and its citizens.
9. Participate in the Virginia Historic Landmarks and National Register of Historic Places programs.
10. As was done with architectural resources, complete a comprehensive archaeological resources inventory to identify archaeologically sensitive areas of the County.
11. Promote heritage tourism in the County.

Implementation Strategies

1. Combine open/green space preservation with preservation of historic resources where feasible.
2. Utilize current VHDR databases and archives in reviewing and evaluating development proposals, especially in context of the Historic Resources Management overlay zoning district.
3. Require a survey and evaluation report of all known historic sites in conjunction with the submission of all subdivision plans, site plans, and rezoning and special use permit applications that include a conceptual development plan, said evaluation to be prepared in accordance with the Virginia Department of Historic Resources *Guidelines for Conducting*

Cultural Resource Survey in Virginia, and require protection of resources deemed significant throughout the development process.

4. Utilize VHDR staff for technical assistance in administering Zoning Ordinance Section 24.1-374, Historic Resources Management overlay district, with the evaluation of historic sites during rezoning, special use permit, site plan and subdivision plan approval processes.
5. Update the County *Historic Resources Survey* at the time of each Comprehensive Plan update.
6. Initiate a county-wide evaluation study of identified archaeological sites, with special attention being given to early native Indian populations. Assess the significance of and formulate management strategies for the preservation of especially sensitive sites.
7. Utilize GIS (geographic information systems) capabilities to maintain maps and associated archival data.
8. Seek recognition of and inventory known African-American historic sites, such as the Uniontown area located on National Park Service Land near Cook Road and the Magruder community located on Camp Peary.
9. Initiate an architectural investigation of historic farming complexes.
10. Assist and participate in public education activities with local schools and community groups.
11. Continue active participation in [historical commemoration programs such as](#) the Jamestown 2007 Community Program [and the Sesquicentennial of the American Civil War](#), and develop ongoing heritage-themed programs and events to promote County historic resources.
12. Promote historic resources by contributing information through global communication and internet sites.
13. Maintain and update surveys and databases of public and private cemeteries (with landowner permission) within the County.
14. Inventory and evaluate historical mill complexes, including Burwell's Mill (Whittaker's Mill), Ludwell's Mill, and Piggot's Mill archaeological sites.
15. Seek and procure available funding from local, state, ~~and federal~~, [grant](#) and [non-profit organizations](#) and/or tax incentive programs for preservation activities [and work to meet such eligibility or certification standards as may be required by those programs](#).
16. Consider neighborhood or historic preservation districts for Dare, Hornsbyville, Seaford, Tabb, Dandy, Grove, Yorkville, Lackey, Magruder and Skimino.
- ~~17. Seek certification under the VDHR Certified Local Government (CLG) program.~~
- ~~18.~~17. Prioritize sites deemed eligible for inclusion on the Virginia Landmarks Register and/or the National Register of Historic Places, and initiate applications for their certification under these programs.

HOUSING

GOAL, OBJECTIVES, AND IMPLEMENTATION STRATEGIES

Goal

Ensure that decent, safe, sanitary, and affordable housing is available to all County residents.

Objectives

1. Promote the development of pleasant and attractive living environments.
2. Establish land use and development policies and regulations that provide opportunities for housing construction, rehabilitation, and maintenance of affordable housing that addresses the current and future needs of all income levels in the County and that considers the current and future needs within the Hampton Roads Planning District.
3. Provide for a range of housing types and densities corresponding to the needs of a diverse population.
4. Protect residential areas from encroachment by incompatible land uses that adversely affect the quality of life.
5. Increase opportunities for safe and convenient walking and bicycling in residential areas.
6. ~~Encourage~~ Provide opportunities for mixed-use development in appropriate areas.
7. Prevent neighborhood blight and housing dilapidation and work to improve existing blighted conditions.

Implementation Strategies

1. Provide opportunities through zoning for a variety of housing types.
2. Use the “Affordable Housing Incentive Provisions” and other development opportunities of the Zoning Ordinance that promote cost-containment.
3. Continue to use federal and state housing subsidies, grants, loans, and tax savings programs to help meet the housing needs of lower income residents.
4. Continue to require landscaped transitional buffers between residential development and incompatible land uses.
5. Continue to require open space, recreation space, and street trees at appropriate locations and in appropriate numbers, in new residential development.
6. ~~Amend the Zoning and Subdivision Ordinances to remove barriers to mixed-use development that allows the integration of different types of housing units with each other and with businesses within a single pedestrian-oriented development under a coherent overall master plan. Monitor the implementation of the mixed-use concept in York County and review the effectiveness of the Planned Development Mixed Use (PDMU) provisions of the Zoning Ordinance and make revisions as necessary to meet County objectives.~~
7. Ensure that ~~Amend~~ County development ordinances, in conjunction with VDOT street design standards, adequately address the need for ~~to require~~ sidewalks ~~in more instances~~ within and

between residential neighborhoods and between homes and nearby schools, parks, and shopping areas.

8. Research the effectiveness of and consider establishment of an “affordable dwelling unit program,” pursuant to as enabled by Section 15.2-2305 of the *Code of Virginia*, to authorize increases in housing density in exchange for the construction of moderately priced housing within a price range defined by the Board of Supervisors.
9. Encourage the use of clustering techniques that provide for the permanent retention of open space for the common use and enjoyment of all the residents in a given development and that provide a superior design and layout to that which could be achieved under conventional subdivision techniques.
10. Continue to support and use private and public rehabilitation programs and funding opportunities to assist low- and moderate-income households in maintaining the physical safety of their properties.
11. ~~Support~~ Provide opportunities for the development of housing for senior citizens in appropriate locations with convenient access to shopping, services, and – where it is available – transit.
12. Continue to provide for the voluntary proffering of conditions in connection with residential rezoning applications, in accordance with the provisions of Section 15.2-2296 et seq. of the Code of Virginia, to help mitigate the potential impacts of residential development, and promote housing affordability, and ensure quality in development design and layout and compatibility with surroundings.
- ~~12-13.~~ Continue to enforce various property maintenance/community character regulations such as grass and weeds, trash and debris, junk or abandoned automobiles and, if deemed necessary to address structural deterioration, consider adoption of Part III of the Virginia Uniform Statewide Building Code (USBC) to provide for the required maintenance of existing structures.

TRANSPORTATION

GOAL, OBJECTIVES, AND IMPLEMENTATION STRATEGIES

Goal

Provide for the safe and efficient movement of people and goods within York County and throughout the Hampton Roads region.

Objectives

1. Promote the development of a regional multi-modal transportation system.
2. Maintain adequate levels of service on County roadways (i.e., LOS C-D or better).
3. Increase funding for transportation improvements critical to the mobility of York County's citizens.
4. Promote development and land use strategies that enhance roadway safety and preserve the carrying capacity of the roadway network.
5. Reduce crash rates on York County roadways.
6. Utilize technology to enhance mobility and safety.
7. Promote the development of improved air transportation service convenient to York County residents.
8. Increase the number of bicycle lane miles in the County in accordance with the *Regional Bikeway Plan* for Williamsburg, James City County, and York County.
9. Provide a safe and convenient walking environment for pedestrians.
10. Provide for the particular mobility needs of the senior population when planning transportation programs and facilities.

Implementation Strategies

1. Continue to support and participate in the regional network and modeling effort of the Hampton Roads [Transportation Planning District Commission Organization \(HRTPO\)](#).
2. Continue to aggressively pursue all available road funding sources through the Commonwealth Transportation Board and the [Metropolitan HRTPO Planning Organization](#).
3. Annually establish priorities for the improvement and expansion of the County's roadway network through the VDOT Six-Year Plan process and the Capital Improvements Program. Primary focus should be on the present and future congested facilities identified in this plan and projects shown on the 20325 Roadway Plan map. High-priority road widening projects in the Interstate and Primary system include Route 17 (George Washington Memorial Highway, [Route 105 \(Fort Eustis Boulevard\)](#)), Interstate 64, and Route 171 (Victory Boulevard).
4. Work with VDOT to coordinate the scheduling of road improvement and utility projects to reduce neighborhood disruption as much as possible.

5. In partnership with neighboring jurisdictions, encourage the General Assembly and the Congress to increase funding for transportation.
6. Participate in the VDOT Revenue Sharing program to the maximum extent permitted under the program guidelines and feasible from a local funding standpoint. ~~and continue to lobby the General Assembly to raise the \$500,000 limit on a permanent basis.~~
7. Continue to limit the number of access points on arterial and major collector roads and review development ordinances (regulatory measures) and incentive-based programs (grants, etc.) to identify possible ways to facilitate consolidation and elimination of access points to reduce conflicts.
8. Continue to support the Williamsburg Area Transport system and its expansion in the upper County and historic Yorktown.
9. Work with local and regional transit agencies to develop transit services for the elderly.
10. Support the development of enhanced passenger rail service on the Peninsula ~~including a regional light rail system running from Williamsburg to the lower Peninsula and higher speed rail service along the CSX corridor~~ consistent with the recommendations of the regional *Transit Vision Plan* for Hampton Roads.
11. Encourage residential development patterns that provide direct driveway access from individual units to local streets and not to collector and arterial roadways.
12. Continue to require the interconnection of subdivision street systems for use by bicyclists, pedestrians, emergency vehicles, and – where such interconnection will not encourage “cut-through” traffic by people living outside the subdivisions – automobiles. In some cases where vehicular interconnections are provided, appropriate traffic-calming measures should be incorporated into the initial development design and street construction to reduce the potential for “cut-through” traffic.
- ~~13. Continue to lobby the General Assembly for stronger laws promoting traffic safety, with special emphasis on the “Photo Red” program, which should be reinstated and authorized in York County.~~
- ~~14.~~13. Promote and support the work of the Transportation Safety Commission, the Historic Triangle Bicycle Advisory Committee, and the Peninsula Area Bicycle Advisory Committee.
- ~~15.~~14. Continue to provide County-funded law enforcement positions used in traffic law enforcement operations.
- ~~16.~~15. Work with the Transportation Safety Commission, the Sheriff’s Office, VDOT, and the Hampton Roads Transportation Planning District Commission Organization to improve traffic crash data collection and analysis for the purpose of identifying dangerous locations on the County’s road network and developing strategies – through engineering, education, and enforcement – for improving traffic safety in these locations.
- ~~17.~~16. Integrate bikeway and sidewalk development into County road construction, reconstruction, and widening projects In accordance with the VDOT *Policy for Integrating Bicycle and Pedestrian Accommodations.*
- ~~18.~~17. Review and if necessary enhance the street lighting installation and service program to consider not only traffic but safety and security.

~~19.18.~~ ~~Continue to~~ Set aside funds annually through the CIP for the construction of bikeway and sidewalk projects in critical locations and pursue federal and state funding for such facilities.

19. Review and update the plan text accompanying the Regional Bikeway Plan map.

20. Review County development ordinances to identify opportunities to require sidewalks in more instances within residential neighborhoods and between residential neighborhoods and each other and nearby recreational areas, community facilities, and commercial establishments.

21. Support the expansion of runway capacity at Newport News/Williamsburg International Airport in a manner that ~~reduces noise impacts on existing County residential areas~~ preserves York County residents' quality of life.

22. Promote compatible land use and development in areas affected by airport activities.

~~22.23.~~ Promote Yorktown as both an origination point and port-of-call for small passenger cruise ship operations.

~~23.24. Investigate dredging needs, including the identification of possible spoils sites, for both recreational and commercial watercraft along navigable creeks in the County.~~

LAND USE

GOAL, OBJECTIVES, AND IMPLEMENTATION STRATEGIES

Goal

Provide for orderly and efficient land use patterns that protect, preserve, and enhance the natural and physical attributes of the County that define and contribute positively to its appearance and character.

Objectives

1. Provide for residential growth that would allow the County population to reach a maximum of approximately 80,000 residents.
2. Establish and maintain a balanced diversity of land uses, with minimal conflicts among different uses, in recognition of the physical characteristics of the County and the capacity of the land and public services and infrastructure to host different types of uses.
3. Consider development patterns and plans established in adjoining jurisdictions when making local land use decisions and designations.
4. Preserve open space throughout the County such that these areas will become an integral part of the community.
5. Preserve and protect certain lands near the shoreline that have intrinsic value for the protection of water quality in the Chesapeake Bay and its tributaries.
6. Enhance the visual appeal of the County's major transportation corridors
7. Encourage the adaptive reuse of existing blighted properties.
8. Encourage beautification of existing development to improve its visual quality and appeal.
9. Preserve, protect, and enhance cultural, environmental, and historic areas.
10. Protect unspoiled vistas and views of the water.
11. Minimize the visual obtrusiveness of telecommunications towers.
12. Pursue and/or continue regulatory, non-regulatory and incentive-based programs that help preserve and enhance the positive character-defining attributes of the County such as abundant open space, tree-lined road corridors, attractive "gateway" entrances, well-landscaped commercial areas, and pleasant residential settings.
13. Encourage the use of cluster development techniques and conservation easements to help preserve open space.
14. Maintain higher development performance standards at major "gateway" entrances and along major "gateway" corridors.

Implementation Strategies

1. Apply the appropriate land use density (units per acre) and intensity (type of use) to each parcel in the County based on the property's physical characteristics and the present or planned availability of public infrastructure, facilities, and services.

2. Establish maximum residential densities as follows:

Single-Family:

- Low Density 1.0 dwelling unit per acre
- Medium Density 1.75 dwelling units per acre
- High Density 3.0 dwelling units per acre

Multi-Family: 10.0 units per acre

3. Revise the Zoning Ordinance and Map as necessary to conform with the ~~2025-2035~~ Land Use Map.
4. Continue to require lower residential development densities in areas where public utilities are not available.
5. In evaluating rezoning and use permit requests, consider the potential impact of the proposed development on public facilities, services, and infrastructure as well as potential fiscal impacts.
6. Guide specific types and densities of development to specific areas of the County through planning, zoning, and utility extension policies.
7. Use all available tools and techniques to defer all or part of permitted development until such time as adequate public infrastructure is in place to support the development, and seek enabling legislation to expand the County's authority in this regard.
8. Use the capital improvement programming process to plan and fund utility and transportation improvements that will guide industrial and commercial development to areas designated for such uses.
9. Maintain "compatibility zones" in areas adjoining jurisdictional boundaries to provide for comparable zoning and development patterns
10. Use conservation easements, clustering, and other techniques to preserve open space.
11. Where appropriate, assist in making conservation areas accessible to citizens through the development of greenways, trails, and similar facilities.
12. Enhance public awareness and recognition of York County's history and heritage through the identification and preservation of significant sites.
13. Require the identification of any and all significant historic sites on all subdivision and site plans and, to the extent practical, require the protection of such sites, depending on the extent of their significance, throughout the development process.
14. Maintain higher standards of development at major gateways into historic Yorktown and Colonial Williamsburg, including the Colonial Parkway, Cook Road, Goosley Road, Route 17 (north of Cook Road), Pocahontas Trail, Route 143 west of Queen Creek, Route 132, Bypass Road, and Richmond Road.

15. For any development in close proximity to the Colonial Parkway, require adequate buffers to preserve the scenic vistas from that roadway.
16. Designate the scenic vistas along the Colonial Parkway as a “corridor protection” area as enabled by the Code of Virginia.
17. Use the following tools to improve the Route 17 Corridor and other commercial corridors where deemed appropriate:
 - preserve and protect existing mature trees to the extent feasible,
 - establish new landscaped areas within the right-of-way as well as within existing and new development,
 - maximize building setbacks so as to provide opportunities for incorporation of green areas in highly visible areas and the retention of appropriate amounts of green space in the event of right-of-way expansion,
 - establish appropriate standards to ensure visually attractive signage, display, and storage associated with business activity, and
 - require the underground placement of new utilities and encourage the underground placement of existing utilities.
18. Utilize the VDOT Revenue Sharing Program or the Transportation Enhancements Program to obtain matching funding to support new or expanded streetscaping/landscaping enhancements along the following “gateway” corridors in the County:
 - Route 17 (George Washington Memorial Highway)
 - Route 171 (Victory Boulevard)
 - Route 134 (Hampton Highway)
 - Route 173 (Denbigh Boulevard)
 - Route 105 (Fort Eustis Boulevard)
 - Route 199
 - Route 143 (Merrimac Trail)
 - Route 60 (Pocahontas Trail, Bypass Road, Richmond Road)
 - Route 162 (Second Street)
 - Mooretown Road
 - East Roachambeau Drive
19. Continue allocating County funds to cover the cost of increased frequency mowing of medians and shoulders along all or portions of the above-named “gateway” corridors.
20. Require the installation of “street trees” along new roads at appropriate locations and in appropriate numbers.
21. Ensure that development along the above-named corridors, and along Interstate 64, protects the natural vegetation and vistas through the establishment of “greenbelt” designations.
22. Work with VDOT, the ~~Metropolitan-Hampton Roads Transportation~~ Planning Organization, and other jurisdictions and ~~other involved parties~~stakeholders to ensure that widening of Interstate 64 is accomplished in a manner that preserves and protects to the maximum extent possible the appealing and attractive tree-lined median areas.
23. Provide business incentives to offer:
 - Free design assistance to businesses interested in property improvements;
 - Matching Grant funding for implementing improvements;
 - Tax exemption for value enhancements associated with renovations;

24. Evaluate the feasibility of establishing a dedicated funding source to facilitate land acquisition for blight removal, greenways, and conservation easements.
25. Facilitate rehabilitation of abandoned and “blighted” properties in areas targeted for enhancement and prepare them to accommodate redevelopment proposals through negotiation of landscape/maintenance easements or fee simple purchase.
26. Consider adoption of Part III of the Virginia Uniform Statewide Building Code as a means of addressing and eliminating blight.
27. Continue to require underground utilities in conjunction with new development and pursue opportunities for undergrounding of existing overhead utilities in conjunction with road improvement projects (e.g., along Route 17) or as separate projects (funded by grant/matching funds and/or County funds) along other high-visibility “gateway” corridors.
28. Continue allocation and accumulation of funds in amounts that will support acquisition of strategically located greenways and/or conservation easements that will contribute positively to the visual character and appearance of the County.
29. Permit construction of new telecommunications towers only where a proven need exists and only when all other opportunities, such as co-location on an existing tower or utilization of other existing structures, have been exhausted.
30. Discourage or prohibit telecommunications towers in historic or residential areas except where no other practical option exists.

Planning Commission Comments on the Draft Comprehensive Plan dated December 15, 2012

Note: Staff responses are provided in italics below each comment/question. Policy issues are noted as “Planning Commission discussion items.”

PC Member	Comment/Question
Magowan	<p>Excellent historical perspective of previous plans.</p> <p><i>Thank you.</i></p>
Myer	<p>Can we place a copy of the resolution to coordinate the comprehensive plan reviews as an appendix at the back? Think it would add historical value and an appendix would be better than putting it with the base document.</p> <p><i>We always include a copy of the official Ordinance adopting the Comprehensive Plan. We can also include a copy of the resolution agreeing to coordinate the Plan reviews if the Commission and Board so desire. There were actually two such resolutions, one in 2006 agreeing to coordinate the reviews and a second one in 2008 adjusting the project schedule. It should be noted that the schedule and work program evolved during the course of this process such that the original “script” was not precisely followed.</i></p>
Magowan	<p>Great job of capturing citizen input.</p> <p><i>Thank you.</i></p>
Magowan	<p>Excellent summary of the major differences in desires of upper and lower county residents, based on survey responses.</p> <p><i>Thank you.</i></p>
Magowan	<p>Strong statement, which is repeated many times throughout the document, on the desires of all residents to cap build-out population at 80,000, as well as a general statement on the opposition to increased housing densities, with the exception of minor rezoning of vacant land and blighted commercially zoned development for residential use.</p> <p><i>No response necessary.</i></p>
Magowan	<p>The definition of household is confusing and should be clarified. The section discusses families but refers to households, which is inclusive of but broader than families. We need a better definition and distinction between families and households with examples of each.</p> <p><i>The distinction between family and nonfamily households is explained in the footnote at the bottom of the page. The following language will be added to the body of the text and the terms “family” and “household” will be added to the Glossary: “A household includes all the people occupying a housing unit, whether or not they are related to each other. Unlike families, households also include people living alone and unrelated people living together.”</i></p>
Myer	<p>Recommend we define <i>unemployment</i> and <i>jobless</i>. Not certain if they are the same. If they are we should just use one term to avoid confusion.</p> <p><i>The terms are used interchangeably for the sake of variety. The following definition will be added to the text.</i></p> <p><i>“According to the U.S. Bureau of Labor Statistics, a person is considered unemployed (or jobless) if he or she:</i></p> <ul style="list-style-type: none"> <i>• Has no employment but is available for work and;</i> <i>• Has engaged in any specific job-seeking activity within the past four weeks, such as registering at a public or private employment office, meeting with prospective employers, checking with friends or relatives, placing or answering advertisements, or writing letters of application; or</i> <i>• Was waiting to be called back from a job from which he or she has been laid off; or</i>

PC Member	Comment/Question
	<ul style="list-style-type: none"> • <i>Was waiting to report to a new wage or salary job within 30 days.”</i>
Magowan	<p>Good mention of federal lands bisecting the county with some discussion of impact.</p> <p><i>Thank you.</i></p>
Suiter	<p>Can we add what year it was the jail was demolished?</p> <p><i>The jail was demolished in 1998 (please see Page 20).</i></p>
Magowan	<p>Why has York County had the largest increase in ADP in the Regional Jail? This is a statement with no explanation. What types of crimes have caused the increase and what actions are being taken?</p> <p><i>Actually, as shown in Figure 2, York County’s ADP <u>declined</u> during this period, while James City County, Poquoson, and Williamsburg all experienced net <u>increases</u>.</i></p>
Myer	<p>Can we add a table of ratio of Fire and Life Support personnel to Population similar to Table 1 on page 20? Think this would add great value to the narrative. Also I would recommend adding a paragraph about how the Fire and Life Safety Department has updated procedures and purchased equipment to improve responses to emergency situations.</p> <p><i>While the metric may be appropriate for law enforcement agencies because of the manner in which they are staffed and the manner in which they respond, we have checked with the various fire and rescue agencies on the Peninsula and, as suspected, this is not a metric that is typically used by them. Fire and rescue agencies respond to emergency situations in a variety of ways that may differ from one another. Furthermore, the wide variety of call types (ranging from a medical emergency to a multi-alarm fire or specialized emergency response need such as a hazardous material incident) require much different and variable staffing needs, almost all of which require multiple personnel, equipment, and/or apparatus. As indicated in the introductory paragraph and throughout the discussions in the Plan, fire stations are located based upon being able to have adequate response times and having necessary personnel and equipment to respond to emergencies in that specific geographic area and to support other fire station districts when necessary.</i></p> <p><i>In response to the second part of the comment, the following paragraph will be added:</i></p> <p><i>“The Department of Fire and Life Safety is regularly developing mechanisms and processes that support ongoing emergency response effectiveness. For example, fire and rescue response units have the ability to control traffic signals through what are known as pre-emption devices. This allows for a safer and more efficient response through signalized intersections. Other examples include the implementation of electronic EMS field based reporting capabilities that can be interfaced with receiving hospitals. Another process that has been implemented in recent years is a procedure known as Induced Hypothermia which allows EMS field personnel to treat cardiac arrest victims with IV fluids that have been cooled which in turn lowers the body temperature potentially improving chances of survival and recovery. These are but a few examples of ongoing improvements to emergency response systems and processes.”</i></p>
Magowan	<p>There is no statement that addresses a resolution to the shortage of athletic fields. There should be a statement to address whether this shortage is addressed in the CIP.</p> <p><i>Planning Commission discussion item</i></p>
Myer	<p>Need to add the definition of Greenway on this page to the Glossary at the back. In general need to word search for "defined" and place all phrases defined in the main body also in the Glossary.</p> <p><i>This and other definitions will be added to Glossary.</i></p>
Magowan	<p>We need a clear definition of greenways. This was a confusing issue in our discussion during the public meetings. Many folks at the public meeting did not buy into the idea of public roads as greenways. We need a better discussion and clarification of what a greenway is, its purpose, and its advantages to residents.</p>

PC Member	Comment/Question
	<p><i>Since the definition of greenways encompasses pedestrian and bicycle paths, and many bike paths are along roadways, several of the proposed greenways on the map follow public roads.</i></p> <p><i>Planning Commission discussion item</i></p>
Myer	<p>Future School Enrollment & Capacity (Figure 9): I noticed that the graph was based on projections in 2035, but the enrollment appears to top out in 2030. I recommend adding a bar for 2030 in the graph so that the citizens will see the comparison of enrollment and capacity at the projected time of maximum student enrollment.</p> <p><i>The long-range school projections are only intended to give a general picture of what the future might bring 23 years from now. The text includes language suggesting those areas where, if these projections hold true, more school capacity might be needed, but to show it graphically on the chart could give a false impression as to the certainty of the need for additional capacity. Staff recommends not adding this data and wait to see how things progress as we review the Comprehensive Plan in out years.</i></p>
Suiter	<p>Libraries Objective #2: Compared to the old plan we changed the word “convenient” to “adequate”. Adequate is such a generic word. Is convenient no longer the goal? How about “quality” instead?</p> <p><i>The over-arching goal for all Community Facilities is to ensure that citizens have “convenient access to public facilities at appropriate locations...” so, “convenient” in the objective was viewed as redundant. Staff suggests that the word “adequate” can actually be removed from Objective #2 since the reference to the state standards in Objective #1 is essentially a way to quantify “adequacy.”</i></p>
Myer	<p>Numbers are missing for the General Objectives.</p> <p><i>The objectives will be numbered.</i></p>
Suiter	<p>Schools Objective #2: What is the source of the table?</p> <p><i>The numbers in the table are guidelines established by the School Division. A note will be added to the table.</i></p>
Suiter	<p>Schools: Our implementation strategies address building maintenance but our strategies do not. I think they should.</p> <p><i>Building maintenance falls under Schools Objective #1 (i.e., “ Provide a learning environment conducive to ...education”) and General Implementation Strategy #4.</i></p>
Suiter	<p>Fire and Life Safety Implementation Strategy #1: I think #1 should be #1 and #2. These are different enough that I think they should be separate items.</p> <p><i>The strategy will be divided into two separate strategies.</i></p>
Suiter	<p>Fire and Life Safety Implementation Strategy #4: This is so much like #1b that I wonder if we shouldn't rewrite #4 to incorporate 1b.</p> <p><i>Strategy #4 will be incorporated into Strategy #1.</i></p>
Suiter	<p>Libraries Implementation Strategy #3: Do we really want “state of the art information technology”? I'm not sure what that is but it is such a rapidly changing technology I don't think it's possible without spending a lot of money that would be better spent on books and wages.</p> <p><i>The phrase “state of the art” can be deleted since technology is one of the four measures of service and quality addressed by the state guidelines and the actual performance in that area will continue to be guided by the overarching Community Facilities goal to provide services “economically and efficiently.”</i></p>
Suiter	<p>Parks and Recreation Implementation Strategy #1: Do we do this? It says “continue” which means we are doing it.</p> <p><i>Yes, the County still follows the school/park concept. It is discussed starting on Page 31.</i></p>
Suiter	<p>Parks and Recreation Implementation Strategy #2: Do we have one? If not, is there a plan to make the</p>

PC Member	Comment/Question
	<p>plan?</p> <p><i>There is currently no “parks and recreation master” plan.</i></p>
Suiter	<p>Did we address agriculture anywhere? I know it’s a small part of York County’s business but we want to encourage clean business in appropriate areas.</p> <p><i>Agriculture is discussed on Pages 179 and 188 in the Land Use element.</i></p>
Suiter	<p>The table says there was a net increase of 4,590 in York but the text says there was an increase of 5,000 in the private sector and it was 93.4% of the total which makes the total 5,353. Am I misreading it? If so, someone else might as well.</p> <p><i>The number in the table should be 5,524. Regarding private sector employment, the text says “over 5,000” – the exact number is 5,159, which is 93.4% of 5,524. All inconsistencies between the table and the text will be corrected.</i></p>
Magowan	<p>The statement at the end of this paragraph that in general, the county is lacking in Class A offices and office parks, which are going to be the job centers of the future, is a critical statement for planning commission decisions on future requests.</p> <p><i>No response necessary.</i></p>
Suiter	<p>I think we would like York County to grow its base of “Professional” business such as law, medicine, and accounting. I think we should add that as an objective and create a related strategy.</p> <p><i>Planning Commission discussion item</i></p>
Suiter	<p>Do we really want to extend rail linkages in the County? We should talk about that.</p> <p><i>This is what Plains Marketing is doing as part of its \$35 million project to convert the refinery into a transportation terminal, which involves the addition of 33,000 linear feet of railroad track on the former refinery site. The availability of the CSX rail spur to the Goodwin Neck industrial area is a prominent feature in the Office of Economic Development’s marketing efforts for the York River Commerce Park and other properties where there is potential for installation of short rail sidings that could serve new industrial establishments if they were to develop along the existing rail corridor.</i></p> <p><i>Planning Commission discussion item</i></p>
Suiter	<p>Implementation Strategy #8: What is a “shoulder season”?</p> <p><i>In the tourism industry, the shoulder season is the time between the high and low seasons. In our area, this occurs in spring and fall.</i></p>
Mathes	<p>Has guidance been incorporated into the comprehensive plan IAW State Code 15.2-2223.2 which directs inclusion of guidance developed by the Virginia Institute of Marine Science pursuant to subdivision 9 of 28.2-1100? It deals with shoreline resources and management. York County is one of the Tidewater localities required to do so.</p> <p><i>Most of the VIMS recommendations are included. Language will be added to specifically reference the VIMS guidance.</i></p>
Suiter	<p>Typo near the top of the page-“air pollutin”.</p> <p><i>Typo will be corrected.</i></p>
Suiter	<p>The first paragraph addresses a 2003 permit application. I think this should be updated? Did we receive it? Renew it?</p> <p><i>The text will be updated to reflect the fact that the permit was renewed in 2008..</i></p>
Myer	<p>Chesapeake Bay TMDL: Was this part of the recent ruling against the EPA last week. District Court Ruled against the EPA in a case in Northern Virginia regarding stormwater runoff?</p>

PC Member	Comment/Question
	<p><i>According to the court ruling, the EPA cannot regulate stormwater by the flow rate, which is what that particular TMDL was for (i.e., to put a flow rate restriction on the discharge to the creek). The EPA's basis was that the flow rate was associated with and an indicator of the amount of sediments being discharged into the stream. Sediments are part of the Chesapeake Bay TMDL but will be controlled mostly through Erosion and Sediment control construction permitting (not flow rate directly). The ruling does not appear to have a significant impact on the TMDL issue at this time.</i></p>
Myer	<p>Good idea to add this section.</p> <p><i>Thank you.</i></p>
Myer	<p>Recommend we add a table comparing York County recycling program with other localities. I believe the <i>Daily Press</i> had a table with that comparison a few months ago. York County was #1 on the Peninsula and we should highlight that here.</p> <p><i>Information for the other Peninsula localities will be added. York County currently has the highest diversion rate on the Peninsula.</i></p>
Magowan	<p>This summary highlights the need for all planning requests involving construction to include at least some discussion of the impact on the environment. It would be useful to have some information included from the staff on air quality issues and the use of low impact development, as well as continued discussion on stormwater runoff and flooding potential.</p> <p><i>To the extent that these issues can be regulated by the County, it is staff's normal practice to include relevant discussion and information in the briefing materials provided to the Commission and the Board of Supervisors.</i></p>
Suiter	<p>Suggested goal – “Protect the health of our residents by achieving and maintaining clean air and water.”</p> <p><i>The environment encompasses more than just air and water, and many of the environmental objectives and implementation strategies address other aspects of the environment, such as land, noise, and waste management, and issues other than human health.</i></p> <p><i>Planning Commission discussion item</i></p>
Suiter	<p>Land Objective #1 – Suggested rewrite: “Ensure that land development only occurs where the land is able to support such development without environmental degradation.”</p> <p><i>All development, even environmentally sensitive development, results in some type of environmental degradation. The degradation could be loss of wildlife habitat, reduction in stormwater infiltration, increase of traffic (and hence vehicle emissions), litter, increased use of drinking water, introduction of non-native species, etc. The environmental regulations only mitigate environmental degradation. Land Use Objective #2 addresses the need to consider “the capacity of the land and public services and infrastructure to host different types of uses.”</i></p>
Suiter	<p>Land Objective #2 addresses open spaces for wildlife but not for people.</p> <p><i>Open space for the benefit of humans is more a “quality of life” issue than an environmental one and is addressed in the Land Use element. (Please see Objective #4 and Implementation Strategies #10 and #11).</i></p>
Suiter	<p>Water Objective #8: What is an example of this?</p> <p><i>“Living shoreline” projects used to consist of planting wetlands vegetation to provide natural shoreline erosion control. Today, a full spectrum of living shorelines options is available to address various energy settings and erosion problems. Living shoreline projects range from plantings and coir logs to the use of rock sills and breakwaters in combination with beach nourishment. Language will be added to the text to explain living shorelines.</i></p>
Suiter	<p>Waste Management Implementation Strategy #1: What are we at now?</p> <p><i>York County's diversion rate was 49% in 2011, as stated on Page 98. However, the adjusted numbers</i></p>

PC Member	Comment/Question
	<i>from VPPSA, which include figures from private haulers that do not get reported to the County, reduce that figure to 43%. The text will be updated to include the correct number.</i>
Suiter	<p>Air Implementation Strategy #3: Promote mass transit?</p> <p><i>In order for Hampton Roads to meet federal air quality conformity objectives, mass transit is a key component of our regional transportation efforts.</i></p>
Myer	<p>Reviewing Helmut Walter's comments and think he makes some good points that could be considered for incorporated into the Environment Strategies Section on page 105. Specifically:</p> <ul style="list-style-type: none"> • Assessment of the ability of a County Wetlands Mitigation Bank to improve stormwater management. • Review current models used for the 2, 10, 25, 100 year storms in view of the increased intensity and frequency of large rain events and improve existing maps to better identify those areas susceptible to flooding. • Develop a model to evaluate the various drainage basins in the County in order to determine additional stormwater management requirements. • Update the current stormwater management materials specifically the BMP maintenance Best practices in order to share information with the Homeowners Associations within York County. A plan for public education and involvement <p><i>Response from the EDS-Stormwater Division staff:</i></p> <ul style="list-style-type: none"> • <i>Wetlands Mitigation Banks are normally privately owned as the intent is to make a profit buying and selling credits to mitigate for wetlands destroyed. The County is generally not in the business to make money. It appears some of the basis for Mr. Walter's question was that the County could use the bank to offset areas where it would be destroying wetlands for drainage maintenance and other issues. There is a cost associated with doing that. The County would have to purchase the land and spend money creating the wetlands that it would then have to monitor and maintain. An example of where the County did that is on Charles Brown Park. This wetland was created for mitigating wetlands that were damaged in the construction of the Tabb Library. It is usually more costly to create wetlands than to preserve the existing wetlands.</i> • <i>The current flow models used are per state and federal standards. The County actually requires addressing the 1-year storm, which is more restrictive and based on state standards. This was adopted by ordinance in 2006. The ordinance will need to be amended by 2014 to reflect more restrictive state stormwater regulations.</i> • <i>The County has done analyses of the watersheds in the past and some of the CIP projects were based on that. The County is proposing a future CIP project study of watersheds for the Chesapeake Bay TMDL compliance and retrofits. (This may or may not recommend upgrades to existing private BMPs but ultimately that is a decision for the Board of Supervisors)</i> • <i>Although the Stormwater Advisory Committee (SAC) was disbanded by the Board of Supervisors, the County continues to provide education and outreach to HOAs and anyone in the County. This is a requirement of the County's SWM VSMP permit with the state. The County has a BMP inspector that has met and will meet with HOAs on maintenance issues. The County also works with HRPDC on joint regional educational issues and will continue to utilize fact sheets and brochures that were prepared by the SAC.</i>
Suiter	<p>Waste Management Implementation Strategy #3: I like the idea but York seems to be lagging in this area. Is there any plan to move forward on this?</p> <p><i>York County collects all recyclable materials that local markets and processors will accept and is, in fact, one of the few localities that accept used cooking oil. The County is continually working through VPPSA to expand the range of recyclable materials.</i></p>
Magowan	<p>No comment; very interesting reading.</p> <p><i>Thank you.</i></p>

PC Member	Comment/Question
Suiter	<p>I love this narrative. Since it addresses the history of NWS and Camp Peary, shouldn't we add a brief history of the Colonial National Historical Park?</p> <p><i>We will do so.</i></p>
Suiter	<p>There are two Page 109's.</p> <p><i>Pagination errors will be corrected.</i></p>
Suiter	<p>Page 115 does address the existence of the Park. Could we add the acreage?</p> <p><i>Acreage will be added.</i></p>
Suiter	<p>Objective #9 looks more like a strategy than an objective.</p> <p><i>Agreed – we will move it to the Implementation Strategies section.</i></p>
Suiter	<p>Strategy #9 was in the old plan. Any movement on this?</p> <p><i>There has been no action on this item.</i></p>
Suiter	<p>Strategy #14 was in the old plan. Any movement on this?</p> <p><i>The Whitaker's Mill historic site has been placed on the National Register of Historic Places and is protected by a preservation easement.</i></p>
Suiter	<p>The definition of affordable (per page 140) is spending no more than 30% of income on housing as I review the calculations on page 143 it looks like the principal and interest on the mortgage is the only thing counted toward the estimated cost. Were taxes, insurance and HOA fees included? If not, they will impact the results.</p> <p><i>Taxes and insurance – both homeowners' and private mortgage insurance – were included; homeowners association dues were not. An explanatory note will be added to the table.</i></p>
Myer	<p>Not certain I agree that we have an adequate amount of affordable housing in York County. Table 8 assumes interest Rates stay at 4%. I know this is based on the Code of Virginia definition but if the interest rates increase to 5% or greater this entire paragraph will have zero credibility. I think we can do better with this discussion.</p> <p><i>While the text states that "Based on this analysis, York County has an adequate amount of 'affordable housing,' at least as the Code of Virginia defines it," the footnote at the bottom of Page 143 states "It should be noted that this analysis represents a 'snapshot in time' since mortgage terms, particularly interest rates, are highly subject to change, and the calculation of affordable home prices is extremely sensitive to interest rate fluctuations." The text goes on to discuss tools that are available to the County to increase the supply of more moderately priced housing (e.g., density bonuses, more zoning for townhouses and apartments). We will move the footnote into the text and expand on it as follows:</i></p> <p><i>"It should be emphasized that this analysis represents a 'snapshot in time' since mortgage terms, particularly interest rates, are highly subject to change, and the calculation of affordable home prices is extremely sensitive to interest rate fluctuations. Moreover, the housing slump that began in 2008 has reduced home sale prices while mortgage interest rates have fallen to unusually low levels. The cumulative impact of these market trends has been an improvement in housing affordability for low- and moderate-income households that will last only as long as these trends continue. More moderately-priced housing will likely be needed in the years ahead as the housing market recovers."</i></p>
Magowan	<p>Thank you for the inclusion of the discussion of "pocket neighborhoods"!</p> <p><i>You're welcome.</i></p>
Suiter	<p>Housing Goal -"decent" I'm not sure what that means. Can we come up with a more descriptive word? How is "decent" different from "safe and sanitary"?</p> <p><i>This language appears to date back to the federal Housing Act of 1937, which was intended to provide</i></p>

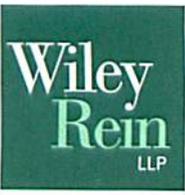
PC Member	Comment/Question
	<p><i>federal assistance “for the provision of decent, safe and sanitary dwellings for families of low income...” The phrase “decent, safe, and sanitary” also appears in the landmark U.S. Housing Act of 1949, which also established the goal of “a decent home and suitable living environment for every American family.” Admittedly, “decent” is a somewhat subjective term that would appear to be covered by “safe and sanitary.” If the Commission feels it is not needed, it should probably be deleted rather than replaced with another adjective.</i></p> <p><i>Planning Commission discussion item</i></p>
Myer	<p>Recommend we add a graphic with the current proposed expansion for Newport News/Williamsburg International Airport. A picture is worth a thousand words and this is the place to show the population in York County what might happen over the next 20 years.</p> <p><i>We plan to include a map showing the proposed/planned ultimate runway alignment, even though it would likely occur, if pursued, beyond the 20-year horizon of the Comprehensive Plan.</i></p>
Magowan	<p>Please clarify the statement, "While such a configuration would extend the runways closer to populated areas of York County, the airport expansion is expected to reduce the noise problem experienced by county residents who live in the path of an airport runway." I expected that the expansion would exacerbate, not reduce the noise problem for adjacent residents. Is this a typo?</p> <p><i>Although it may seem counter-intuitive, this actually is not a typo. However, it does need to be revised. It refers to the 1997 Airport Master Plan, which stated that the runway extensions would allow a shift from military to commercial operations which, combined with a federally mandated phase-out of louder, older jet engines, would cause the noise contours to shrink. Although the new noise contours are indeed somewhat smaller than in the previous Airport Plan, the sentence as written suggests a causal relationship between the runway extensions and the reduced noise impacts, which no longer exists. It will be revised.</i></p>
Magowan	<p>I believe that this paragraph needs to include van pools, which have increased significantly in the past five years. Private companies are offering van pool service between the Hampton/Newport News/Yorktown/Williamsburg areas to the Richmond/Petersburg area. Many of these van pools are subsidized with federal funds for employees who use them as primary transportation to and from work at federal agencies. The closing and downsizing of military installations in the Hampton Roads area has dramatically increased commuter distances, making this mode of transportation a viable option for many employees.</p> <p><i>TRAFFIX, which is discussed on Page 164, offers a van leasing program that will be added to the discussion, and we are working with our HRTPO military liaison to find specific information about military vanpool activity in the region. A military commuter survey conducted by the HRTPO in 2012 suggests that there is not a high level of military vanpooling in the region; only 0.8% of the respondents indicated that vanpools are their primary mode of transportation to work.</i></p>
Magowan	<p>Sidewalks are a possible Planning Commission discussion point on applications requiring construction where the Sidewalk Plan is in effect.</p> <p><i>The recently approved Special Use Permit to allow the former George Washington Inn on Merrimac Trail to be converted into senior housing is a good example of this. The use permit includes a condition requiring extension of the existing sidewalk along the frontage of this property.</i></p>
Mathes	<p>3rd paragraph: Delete second spelling of HRTPO as it was defined in the previous paragraph.</p> <p><i>The duplicate spelling will be deleted.</i></p>
Suiter	<p>1st sentence on the page: “The most fundamental land use strategy for reducing or preventing congestion is not to allow development that will generate more traffic than the road network can accommodate.” AMEN. Can we bold this? Maybe we can make it our motto.</p> <p><i>No response necessary.</i></p>
Suiter	<p>Objective #1: I don’t know what this means.</p>

PC Member	Comment/Question
	<p><i>A regional multi-modal transportation network can be thought of as a vast collection of infrastructure, facilities, and devices that enhance the mobility of people and freight within and through the region. As such, it traverses jurisdictional boundaries and encompasses multiple modes of transportation – automobiles, transit, rail, airplanes, bicycling, walking, etc.</i></p>
Suiter	<p>Implementation Strategy #23: I like this but I don't see it addressed in the text anywhere. It seems more like an objective than a strategy. We need a strategy.</p> <p><i>This has been listed as an implementation strategy because it is an action item rather than a broad objective. Promoting Yorktown as an origination point and port-of-call for small passenger cruise lines might actually be more of a tourism/economic development strategy since the purpose is to generate more tourist activity in Yorktown.</i></p> <p><i>Planning Commission discussion item</i></p>
Mathes	<p>3rd paragraph: Add 'RR, R20, and R13' to the low, medium, and high density definitions, respectively.</p> <p><i>RR, R20, and R13 are zoning classifications, which are related to – but separate and distinct from – Comprehensive Plan land use designations. Though used to implement the Comprehensive Plan, zoning is not part of the Plan and the zoning district names and references may or may not remain the same in the future.</i></p>
Suiter	<p>2035 Land Use Summary shows 1,066 acres of undeveloped Conservation Property. Can it be developed? And why is this table labeled 2035? Is this what we think it will be then? Why not use the most current table?</p> <p><i>As stated on Page 188, the Conservation designation is intended primarily to recognize the vast amounts of parkland, watershed areas surrounding current or potential public water supply reservoirs, and similar reserved areas and ensure their protection. Most of these areas will not be developed. This designation also includes various properties that are protected with conservation easements that preclude or limit development. However, there are a number of undeveloped privately owned parcels in the York Point/Baytree Beach area that are designated Conservation and may have some limited development potential but are significantly affected by environmental considerations (e.g., low elevations, susceptibility to flooding, etc., etc). There is also a fairly large VDOT-owned parcel in the southwest quadrant of the southern I-64/Route 199 interchange that presumably could be developed if transferred to private ownership. It is these properties that comprise the "undeveloped" acreage included in the Conservation designation.</i></p> <p><i>The table shows the gross amount of acreage within each of the land use designations as shown on the Land Use 2035 map, and the amount of land in each of those designations that is undeveloped and which, therefore, has the potential to be used for a purpose consistent with the way it is designated .</i></p>
Suiter	<p>Goodwin Neck: I think a discussion of this section is in order. Lots of possibilities.</p> <p><i>Planning Commission discussion item</i></p>
Suiter	<p>Dandy: What is the Limited Business activity on Belvin Lane?</p> <p><i>The Land Use Plan adopted on December 6, 1983 established a Water Oriented Commercial-Industrial land use designation and one of the areas covered was the existing Belvin Boatworks property in Dandy, which had been in operation at least since the early 1970s. The WCI designation was implemented with the establishment of the WCI zoning district on December 19, 1985 and was mapped to include three of the four parcels that depend on Belvin Lane (a private road) for access. The stated purpose of the WCI District (former Section 24-127(a)) was to "provide opportunities for various types of activities oriented toward and requiring access to the water. The locational characteristics of such uses often dictate that they be within or in close proximity to residential areas or areas with limited vehicular accessibility."</i></p> <p><i>At the time of the district's establishment, 209 Belvin Lane (Parcel No. 20-74) was occupied by Belvin Boatworks/Marina while the two other smaller parcels (Parcel Nos. 20-69 and 20-70A) were occupied by single family residences. The 4th parcel dependent on Belvin Lane for access was rezoned from RR</i></p>

PC Member	Comment/Question
	<p><i>to WCI in 1993 at the request of the property owner (Belvin). At the time of its original establishment and until 1995 the WCI zoning district included single-family detached dwellings as a permitted use, so the WCI classification was appropriate for the two parcels occupied by residences (which are now legally existing nonconforming residences).</i></p> <p><i>The WCI land use designation was merged into the Limited Business designation with the adoption of the 1999 Comp Plan update; however, the WCI zoning remained in place for the four parcels and the WCI zoning district remains a part of the Zoning Ordinance. The current and proposed Comp Plan land use designations recognize that existing zoning pattern.</i></p>
Suiter	<p>Very top of the page says, “commercial development at these intersections should not be permitted to spread along Route 134. I’d like to discuss this. At this point I don’t agree but would like to hear the thoughts of others.</p> <p><i>The concept of concentrating commercial development at major nodes along Route 134 dates back to the 1976 Land Use Plan and is intended to prevent this corridor from developing into a commercial strip similar to Route 17.</i></p> <p><i>Planning Commission discussion item</i></p>
Suiter	<p>Land Use Implementation Strategy #3: Do I read this to mean that the 2035 Land Use map will result in rezoning?</p> <p><i>Comprehensive Plan updates are typically followed by a comprehensive rezoning process, sponsored by the Board of Supervisors, to allow consideration of amendments to the Zoning Map for consistency with any adopted changes to the Comprehensive Plan land use designations.</i></p>
Mathes	<p>Land Use Implementation Strategy #14, states maintaining “higher standards of development at major gateways...”; what is the definition of a higher standard of development?</p> <p><i>This refers to the Tourist Corridor Management (TCM) overlay district standards and guidelines set forth in Section 24.1-375 of the Zoning Ordinance, which pertain to such things as tree protection and replacement, design and architectural features, colors, roof styles, signage, etc.</i></p>
Mathes	<p>Land Use Implementation Strategy #20: “Require the installation of ‘Street Trees’ on new roads.” WHY? From my observations, there are plenty of trees already in the county and when I have seen trees and shrubs put in, many have died. Many will also impact road traffic years later as they grow and crowd the road space. I think it is an expense that can be saved and used better elsewhere.</p> <p><i>The main purpose of street trees is to enhance the aesthetic quality of streets and the overall built environment. Street trees are one way of addressing citizens’ concerns about the loss of vegetation and green space that occurs as land is developed.</i></p> <p><i>Planning Commission discussion item</i></p>
Mathes	<p>Land Use Implementation Strategy #26 states “Consider adoption of Part III of the Virginia Uniform Statewide Building Code as a means of addressing and eliminating blight.” I could find no mention of blight in that document—did you mean another document?</p> <p><i>Part III of the Virginia Uniform Statewide Building Code is a property maintenance code that allows localities to formally cite property owners for violations that contribute to blight, such as broken windows, decaying wood and peeling paint. This is discussed in detail in the “Blight Elimination” section on Page 184.</i></p>
Suiter	<p>Land Use Implementation Strategy #26: I don’t know what this is.</p> <p><i>Part III of the Virginia Uniform Statewide Building Code is discussed in the “Blight Elimination” section on Page 184.</i></p>
Magowan	<p>I believe that a Strengths, Weaknesses, Opportunities, and Threat (SWOT) analysis was conducted during the review and analysis of the update. While strengths and weaknesses are addressed in the plan, the threats and opportunities appear to have been given less emphasis. I would also like to have seen a discussion of major strategic initiatives to ensure the economic viability of the county for the future. I believe that a gap was the lack of linkage with the surrounding military installations, which appear to be</p>

PC Member	Comment/Question
	<p>the backbone of the lower county's population. Any strategic changes to these installations will have a major economic impact on the county, yet I could not see regular communication linkages between the county and the installations, and the installations were not strongly emphasized in terms of county impact. I recommend that the county planning staff submit a recommendation to the Board of Supervisors to establish this linkage, either through a voluntary position or through a volunteer committee to regularly meet with the installations near or bordering our county to address issues of strategic importance. Another option, although possibly not economically viable, is a paid position similar to the one the city of Hampton has established. Finally, I did not see any evidence of a recent Joint Land Use Study (JLUS). These studies can be at least partially if not completely funded through a grant with the Department of Defense Office of Economic Analysis to address opportunities and constraints for future development related to compatibility and encroachment issues around military installations. I believe that the city of Hampton is either currently conducting or has recently conducted a JLUS. I recommend that the county pursue this study with the Board of Supervisors.</p> <p><i>York County is a member of the Hampton Roads Military and Federal Facilities Alliance (HRMFFA), which is an initiative of the Hampton Roads Mayors and Chairs Caucus. The Alliance was established to collectively focus area efforts on preserving and expanding federal capabilities within the Hampton Roads region. HRMFFA's mission is to attract, retain and expand military and federal facilities across the region for the common good and welfare of the residents of Hampton Roads. Through regional advocacy and influence, the Alliance acts to attract, retain and grow organizations, capabilities, and investments owned, operated or funded by the federal government. District 5 Supervisor Thomas Shepperd serves on the HRMFFA Public Sector Board of Directors, and the County contributes financially to this organization (\$28,225 in FY2013).</i></p> <p><i>York County was a full partner and participant in the JLUS that was conducted for Langley Air Force Base and completed in August 2010. The Board of Supervisors adopted a resolution endorsing the JLUS on November 16, 2010. References to the JLUS will be added.</i></p>
Myer	<p>It might have been a better idea to send out the draft in MS Word if possible and requested that the Commissioners use Tracked Changes or comments to provide feedback. Many of us review large documents as part of our normal daily activities and are comfortable providing feedback with those tools.</p> <p><i>A Word version of the Plan would have exceeded the County's email size limits. Even some of the individual elements would have been too large to email.</i></p>
Suiter	<p>General comment: Each section has goals, objectives and strategies. I think there should be something to link the objectives to the strategies to insure that all the goals are addressed by at least one strategy and all the strategies are supported by an objective. Perhaps we could recode the strategies with letters rather than numbers and then use parentheses at the end of each objective identifying the related strategy and at the end of each strategy identifying the related objective.</p> <p><i>General objectives serve a purpose even when they are not linked with a specific implementation strategy. This is particularly evident during the Planning Commission's annual review and certification of the Capital Improvements Program for consistency with the Comprehensive Plan. For example, the plan does not say anything about replacing obsolete fire pumbers, but it does set forth the goal of maintaining a five-minute average fire and emergency response time to 90% of the County's land area. In addition, such objectives are sometimes referenced in Special Use Permit and rezoning staff report discussions of Comprehensive Plan consistency. For example, the Land Use element includes an Objective to "Encourage the adaptive reuse of existing blighted properties," which has been cited in support of use permit applications involving redevelopment proposals. This Objective has no corresponding Implementation Strategy yet it still serves a useful purpose in providing guidance. In some cases, Implementation Strategies may not relate to a specific Objective but do support the overall Goal for that element, and the addition of a specific Objective would be superfluous.</i></p> <p><i>Planning Commission discussion item</i></p>

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York County

JAN 25 2013

January 22, 2013

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Mr. Timothy C. Cross, AICP
Principal Planner
York County Planning Division
P.O. Box 532
Yorktown, VA 23690-0532

Re: Public Hearing, February 13, 2013

Dear Mr. Cross:

Thank you for your notice of January 15, 2013, advising me of the Planning Commission hearing on the updated Comprehensive Plan.

I plan to attend the hearing and request a few minutes to speak to the Planning Commission concerning the proposed removal of the Mixed Use overlay designation on my family's property in York County.

I look forward to the hearing.

Sincerely,

A handwritten signature in blue ink that reads "Matt Egger".

Matt Egger

Lightfoot Development LLC

5704 Yewing Way

Gainesville, VA 20155

PLANNING DIVISION
YORK COUNTY

FEB 4 2013

PLANNING DIVISION

To: York Planning Commission

Dear Mr. Cross and Associates,

We are in receipt of the notice of the public hearing scheduled for February 13, 2013 and would like to comment in favor of the new proposed zoning that is recommended by you and the commission.

We have reviewed the draft plan and see a benefit to the entire area, its community and York County itself. As it was always our plan to develop the property to a higher use we would like to declare our support for the: Economic Opportunity w/ Mixed Use Overlay on our lot's located at:

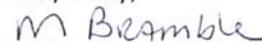
212 Lightfoot Road 216 Lightfoot Road 220 Lightfoot Road 304 Lightfoot Road

Our group having discussed this matter is interested in seeing a potential multi-family hi density usage for our property as it seems to be the best use to insure the highest tax base and income for all interested parties. We have done our own due diligence and have determined that the amount of vacancies in the retail and commercial spaces are excessive and to be considered for a zoning upgrade to an economic opportunity with a mixed use overlay is appreciated and in our opinion that the correct application for our lots would allow for multi-family.

We have been advised by local commercial Real Estate professionals and have spent many hours with visits to our property and the surrounding areas. Within a mile radius from our property there are multiple vacancies adjacent to our lots, both retail and big box stores. With a simple search we *have the* concluded that there is excessive retail and commercial space listed for sale in York County to include over 105 current listings as well as over a hundred units of vacant commercial and retail spaces currently trying to be leased or rented.

We feel we have the perfect area for an apartment or condo project that will enhance the 20 year projection, optimally increase tax revenues and not negatively affect the traffic or the community in any way. The current availability of non-age restricted or luxury apartments in the north county is minimal at best. At Lightfoot Development we would like you to consider a multi- unit high density to include senior housing applications as our lots have 16" water mains and other favorable features that would make our property the perfect location for multi-family project.

Very Truly,



Michael A Bramble / Theo Batistas

Managing Member - Lightfoot Development LLC

Mike Bramble - 703-946-9933 Dr Theo Batistas 571-921-0107

Comprehensive Plan Email Comments

February 5, 2013

From: Morris, Dave
Sent: Wednesday, January 16, 2013 4:44 PM
To: - Planning Division
Subject: Comp Plan Update

We have received notice of the intent to change the Comprehensive Plan Designation for the following parcels owned by the City of Newport News to "Conservation".

Parcel	Address
017 11 2	106 Mays Landing
018 6	1707 Baptist Road

We are in support of the proposed changes.

Please contact me via the contact information shown below if you have any questions.
Dave Morris

David L. Morris II, AICP
Natural Resources Division Manager

Newport News Waterworks
700 Town Center Drive, Suite 400
Newport News, VA 23606
Phone: 757-926-1096
www.nngov.com/waterworks
E-mail: dmorris@nngov.com

From: Alexander of York
Sent: Sunday, January 20, 2013 10:30 PM
Subject: Re: RESPONSE requested if you don't want Yk Cty to raise your real estate taxes

This is but one of many indicators that our Board of Supervisors as a whole have lost there grip on what there real duty as a public servant. It is not to continue to justify the bureaucracy but to reign it in. We the citizens are not concerned with the county government maintaining it's power but rather that the people get the services they need by the most efficient means.

If some services suffer in hard times than so be it. We should establish our priorities on law enforcement and education and the rest will have to withstand the cuts. For example: Sidewalks are nice but if a neighborhood wants them bad enough, they can build them. The zoning bureaucracy can be gutted. Why is the county spending money on prosecuting a case over the definition of "aquaculture?"

I don't know how much was spent on drafting the Comprehensive Plan but that too is a waste of paper it's not yet printed on. It seems to ignore most of the input from the early public hearings only to push the same UN agenda of consolidating population and continued government overreach. While using words like "coherent overall master plan" it contradicts even it's own polling of what the residents of York County like and want, rural open communities, and pushes for more dense "mixed use" developments and contradicts that yet again by insisting on arbitrary restrictions on agriculture, aquaculture and commerce without and direct relevance to infrastructure or impact on the rights of neighbors.

Comprehensive Plan Email Comments

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No, the BoS have plenty of areas to cut spending and if they need any help finding it they have plenty of citizens ready and able to point it out. They can start with two thirds of the text of our zoning and property use laws followed by two thirds of the bureaucrats employed to process it. Oh, and have I mentioned the waste of pursuing a case to VA Supreme Court only to sure up the power of the local bureaucracy to fill out forms and collect fees.

No, thank you! I have all the government I can afford.

Robert Bruce Alexander,
YorkTeaParty.org

From: Anthony Bavuso

Sent: Saturday, February 02, 2013 2:37 PM

To: tim mcculloch; chris.abel; Mark Suiter; hamiltonat; Melissa Magowan; Richard Myer; Todd Mathes

Subject: Comprehensive Plan draft suggests new high density development in York Point/Bay Tree Beach

Dear York County Planning Commission:

Additional language is being proposed in the 2035 draft York County Comprehensive Plan regarding land use in the York Point area of Seaford. **This additional language opens the potential for spot zoning litigation and new high density development in an environmentally sensitive area served by only one egress road.**

The Comprehensive Plan on page 33 of the Land Use chapter in the Seaford section states "much of the low-lying York Point/Bay Tree Beach area consists of salt marshes and other environmentally fragile areas (wetlands, high water table, Chesapeake Bay area) that need to be protected from the potentially adverse impacts of indiscriminate development."

The draft 2035 plan proposes to add this new language: "many of the existing lots have small areas characteristic of High Density single-family detached residential development. Even if these existing small-lot subdivision lots were to be zoned to match their actual size characteristics, that should not be construed as being inconsistent with the overall policy basis of the Conservation designation."

Well what does this new language mean? The plan stipulates that areas in the Conservation designation should "be placed in the **least intensive zoning classification in order to ensure their proper management and protection.**"

So the new language says even though if areas were zoned high density it should not be construed to conflict with the conservation designation which stipulates that it should have the least intensive zoning classification? Merely stating in the plan that it should not be construed as a conflict does not change the reality that a high density zone in a Conservation district is a glaring conflict.

And it could open pandoras box. It will go something like this. Based on this new high density policy language added to the plan, the developed areas of York Point are rezoned into the R13 high density zone. A prominent land developer already owns an undeveloped 95 acre lot about

Comprehensive Plan Email Comments

February 5, 2013

500 feet from the newly rezoned high density area (which very recently on 12-26-12 was consolidated and conveyed to York Point LLC). The land developer will ask, why must my 95 acre lot be in the RC zone with a minimum lot requirement of 5 acres when next door it is zoned R13 with a minimum of about .3 acres?

Spot zoning litigation ensues. The Court will see right through the feeble language in the Comprehensive plan to "not be construed as being inconsistent" and see the reality of the inconsistency that was created. The land developer will win his spot zoning suit and the Court rules that if the developed area of York Point is R13 then it's only fair that rest of the undeveloped land in York Point is also R13.

Now just looking at the 3 undeveloped parcels to the East of York Point road there is 169 undeveloped acres served by sewer. Say only 30% is build-able due to wetlands and area for new roads. R13 with lot minimum allowing for about 3 parcels per acre would allow **more than 150 new houses**. You have opened the door for Summerville in the environmentally sensitive area of York Point/Bay Tree Beach along with the "adverse impacts of indiscriminate development" which the Conservation designation intended to prevent.

I ask the Planning commission to please strike the new nonsensical conflicting language from the propose draft of the Comprehensive Plan. The areas of York Point and Bay Tree Beach were selected for the Conservation district and the RC zone prior to the installation of the sewer system to avoid new high density development in a sensitive area served by only one road for egress. Why would we now start down a road to change what was a good decision in the first place?

Thank you.
Anthony Bavuso
114 Creek Circle, York Point, Seaford

From: Prior, Garet [mailto:gprior@hampton.gov]
Sent: Tuesday, February 05, 2013 8:55 AM
To: Anderson, Earl
Subject: Comprehensive Plan Update Comments

Hey Earl,

My apologies, I meant to send you this email last week after our conversation. Here is the only outstanding comment that we (Hampton Planning Staff) came across when reviewing the plan:

- Why is there no reference to the Joint Land Use Study (JLUS)? The JLUS study does recommend that York County, even though it is not within the Langley AFB hazard zones, coordinate with Langley AFB on efforts of Capital Improvement Programs, noise related land use policies, light and glare standards, and Bird and Wildlife Aircraft Strike Hazard (BASH) zone controls. (*I know that in November 2010 the York County Board of Supervisors passed a resolution to adopt JLUS, but we were just wondering how you coordinate JLUS recommendations with the comprehensive plan.*)

Comprehensive Plan Email Comments

February 5, 2013

Congrats on all the great work that went into this document. We are drafting an official letter to come from our planning director that will be sent to you all within the next week confirming that we reviewed the plan and did not find any major areas of contention or concerns.

Thanks for all you help and let me know if you have any questions.

Garet S. Prior

City Planner | City of Hampton

Community Development Department | Planning and Zoning Division

22 Lincoln Street, 5th Floor

Hampton, Virginia 23666

email: gprior@hampton.gov

phone: (757) 727-6077

COMPREHENSIVE PLAN CONTACT LOG

DATE	NAME ADDRESS	COMMENT
1/16/13	Aida Parsons 409 Oriana Road Yorktown 23693 872-8835	She is happy with the proposed redesignation of her property from Low Density Residential to Limited Industrial as long as she can maintain her home and give her property greater value for sale in the future.
1/17/13	Kim Green 203 Greenland Dr Yorktown 23693	She and her husband own property at 600 Goodwin Neck Road under the name "Beulah Land LLC" that is proposed for redesignation from General Industrial to Limited Industrial, and she wanted to make sure the proposed change would not affect the status of a site plan for the property, which is currently under review by the County. She expressed support for the proposed change since it will bring the Comprehensive Plan into consistency with the current IL (Limited Industrial) zoning.
1/17/13	Lynn DeVito York County Historical Committee	Historic Resources Element County History section: Clarify timing of predominance of tobacco (late 1700s vs. up to Civil War).
1/18/13	Barry Shrout York County Historical Committee	Historic Resources Element County History section: Note that York County was also named for Yorkshire, England. Existing Resources, Museums section: Include mention of people associated with the service and support of watermen and their vessels in the Watermen's Museum description. Implementation Strategies: Add that periodic photographs of historic sites should be taken and archived.
1/22/13	York County Historical Committee	Historic Resources Element Planning Issues for the Future section: Add the York County Historical Museum to the list of participating organizations on the York County Sesquicentennial of the Civil War Committee. Implementation Strategies: The County should undertake a comprehensive archaeological resources inventory for the Yorktown Historic Core area as delineated in the <i>Yorktown Historic District and Design Guidelines</i> . Continue to investigate the possibility of certification under the VDHR Certified Local Government Program. Establish and maintain a historical sign/marker program to promote preservation and public education of historic resources in the County.
1/28/13	Historic Triangle Bicycle Advisory Committee	Transportation Element; Regional Bikeway Map Add proposed bike lane designation to Water Country Parkway. Note existing mountain bike trail at Upper County Park in James City County. Remove mountain bike trail designation near Waller Mill Park.