

LU-0006-2014
9400 Barnes Road

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

MEETING INFORMATION

Group: Planning Commission Working Group

Date: November 20, 2014

SUMMARY FACTS

Applicant:

Debbie Drudge

Property Owner:

Hazelwood Farms, LLC

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

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

Current Property Use (per applicant):

Private recreation (rented to a hunt club), agriculture, residences

Owner Proposed Property Use:

See attached

Owner Justification:

See attached

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

BACKGROUND

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

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

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

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

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

AGENCY COMMENTS:

JCSA

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

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

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

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

Engineering and Resource Protection

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

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

TRANSPORTATION IMPACTS:

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

ECONOMIC DEVELOPMENT:

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

STAFF RECOMMENDATION:

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

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

Economic Opportunity – I-64 Exit 227 Interchange Area

For the I-64 Exit 227 Interchange Area, the primary suggested uses include industrial, light industrial, office, medical/research, and/or tourist attraction uses. Primary uses shall follow the recommendations for the general Economic Opportunity designation described above. Development should refer to the commercial/industrial development standards. Retail commercial uses should be limited in amount and type to support the primary uses. As expressed in the general Economic Opportunity language, the master plan for this area should demonstrate appropriate variation in uses, densities/intensities, pattern and design such that new development is compatible with the existing character of surrounding areas. In particular for this site, buffers, open space, or other similar mechanisms should be used along the southern and western property lines in order to provide a transition to areas designated Rural Lands and Park, Public and Semi-Public Open Space. These parcels constitute a gateway into the County along I-64 and Route 30 which should be reflected in the development's architectural design, landscaping and buffering. Transportation is a key component of this EO area, with proximity to the interstate interchange as an important driver. The phasing and intensity of future development should safeguard this important element by maintaining adequate levels of service at the interchange and surrounding roadways. The primary access for these EO parcels should be an internal access road that connects to Old Stage Road/Route 30. A secondary access onto Barnes Road could be considered depending on the type of development that is ultimately proposed, as well as a more thorough analysis of the adequacy and safety of Barnes Road to handle traffic both from the north and the south. Residential is not a recommended use for this EO area.

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

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

~~For lands within the vicinity of the Barhamsville Interchange,~~ The principal suggested uses for the Stonehouse Mixed Use area are light industrial and office/business park. Commercial uses should be clearly secondary in nature. Commercial development should be limited in scale, comprise a small percentage of the land area of the overall ~~mixed use area~~ development, and be oriented towards support services that employees and residents in the Stonehouse area can utilize. The commercial uses should not be developed in a “strip” commercial fashion, but rather should be internally oriented with limited and shared access to Route 30.

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

Development in the Mixed Use area should also emphasize shared access and parking, consistent treatment for landscaping and architecture, and the preservation of environmental and cultural resources. New residential developments in the Mixed Use area as well as the surrounding existing residential developments should be buffered from the light industrial and office uses through landscaping and architecture treatment, but connected

with pedestrian access where possible. Future development in the Stonehouse area will be conditioned on the provision of adequate transportation access.

RATIONALE:

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

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

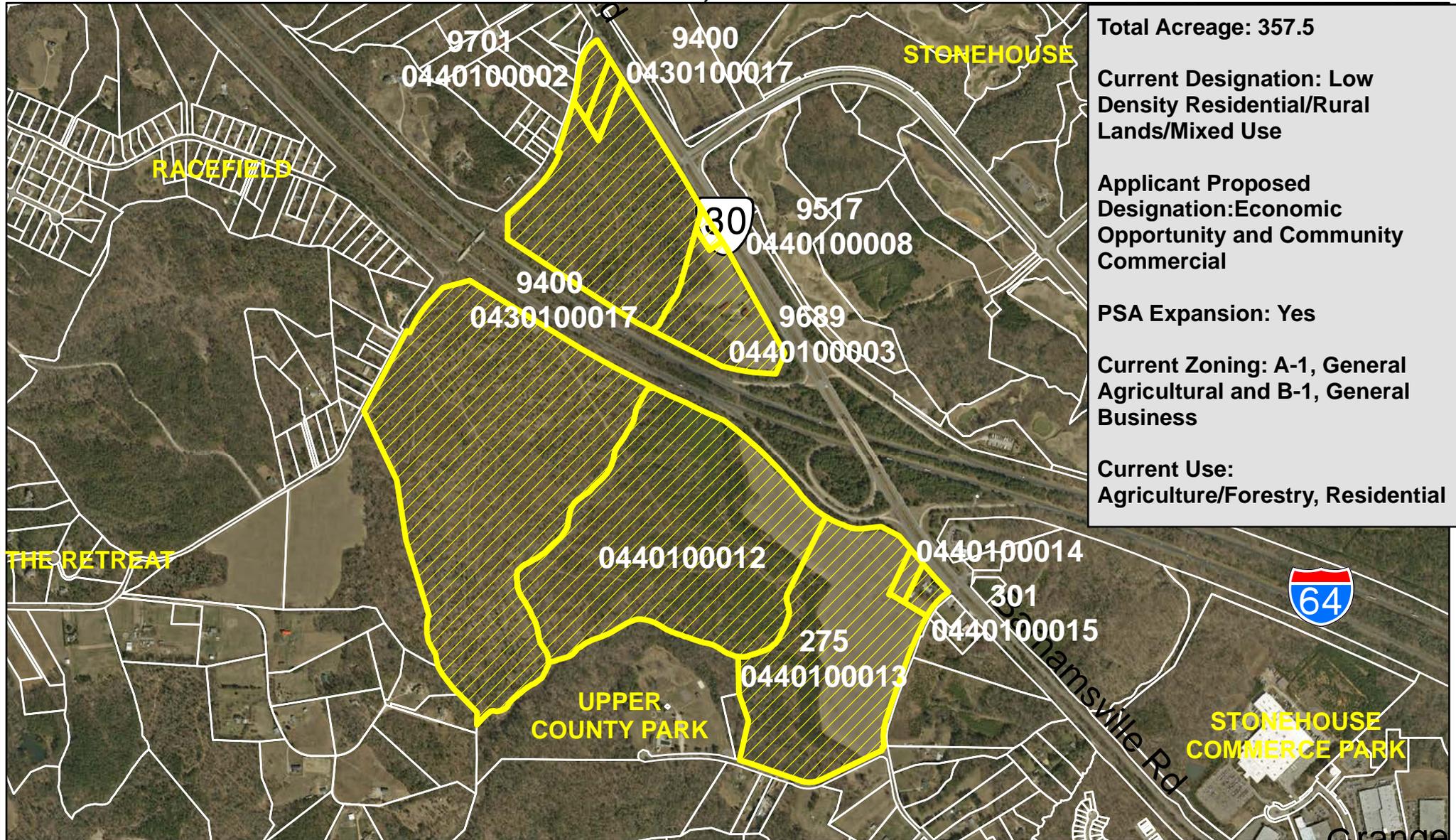
B. Regarding retaining the Mixed Use designation on Tax Map IDs 0440100008 and 0440100009, and changing the designation of 0440100002, 0440100003 and portion of 0430100017 from Low Density Residential to Mixed Use:

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

ATTACHMENTS:

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

LU-0006-2014, 9400 Barnes Road



Total Acreage: 357.5

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

Applicant Proposed Designation: Economic Opportunity and Community Commercial

PSA Expansion: Yes

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

Current Use: Agriculture/Forestry, Residential

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



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

Legend

- Rural Lands
- Low Density Residential
- Mixed Use
- Conservation Area
- Park, Public, or semi-public Open Space
- Primary Service Area

Total Acreage: 357.5

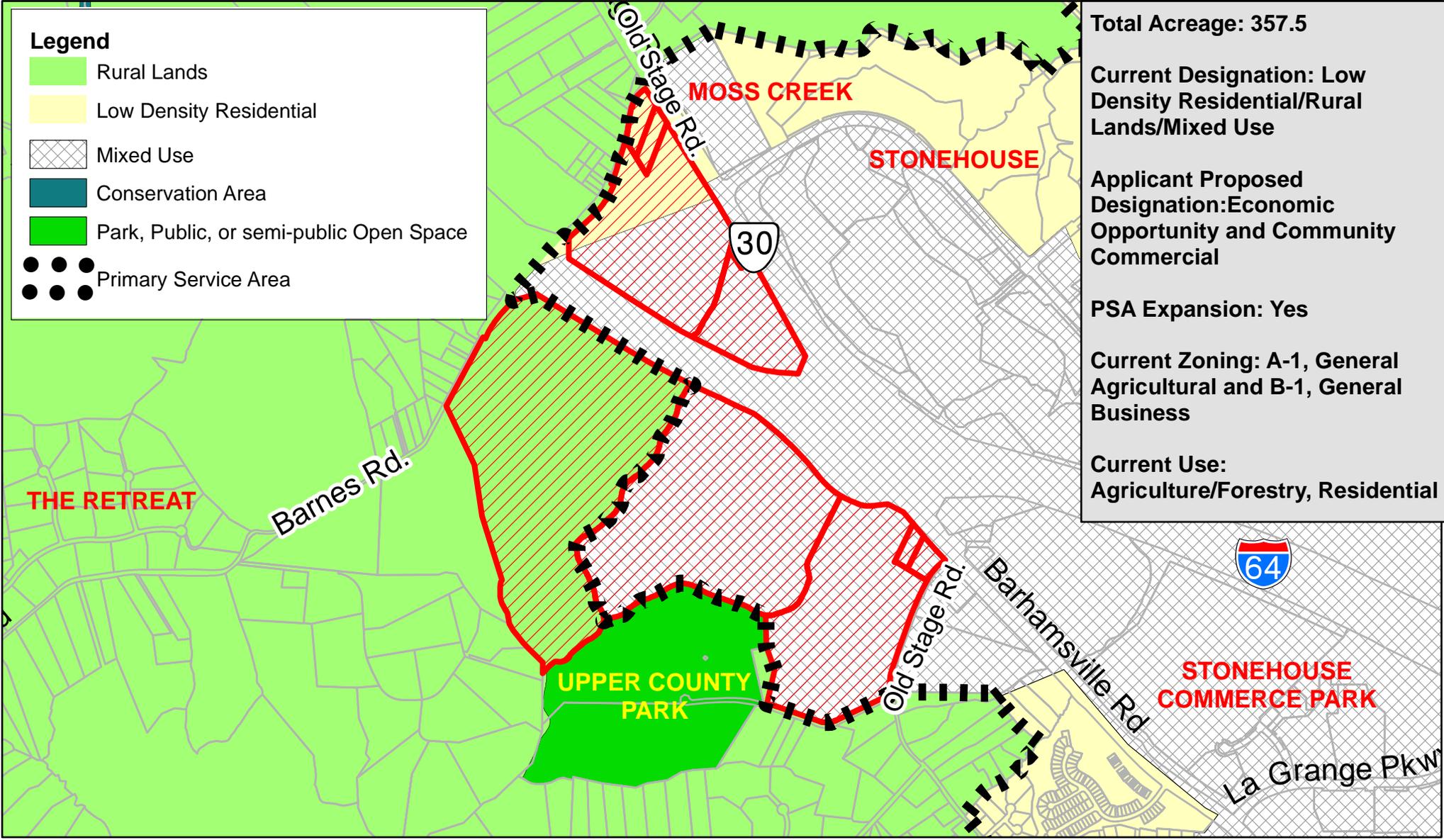
Current Designation: Low Density Residential/Rural Lands/Mixed Use

Applicant Proposed Designation: Economic Opportunity and Community Commercial

PSA Expansion: Yes

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

Current Use: Agriculture/Forestry, Residential



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

Legend

-  Parcels proposed to change
-  Primary Service Area
-  Mixed Use
-  Rural Lands
-  Low Density Residential
-  Park, Public, or semi-public Open Space
-  Economic Opportunity

Total Acreage: 357.5

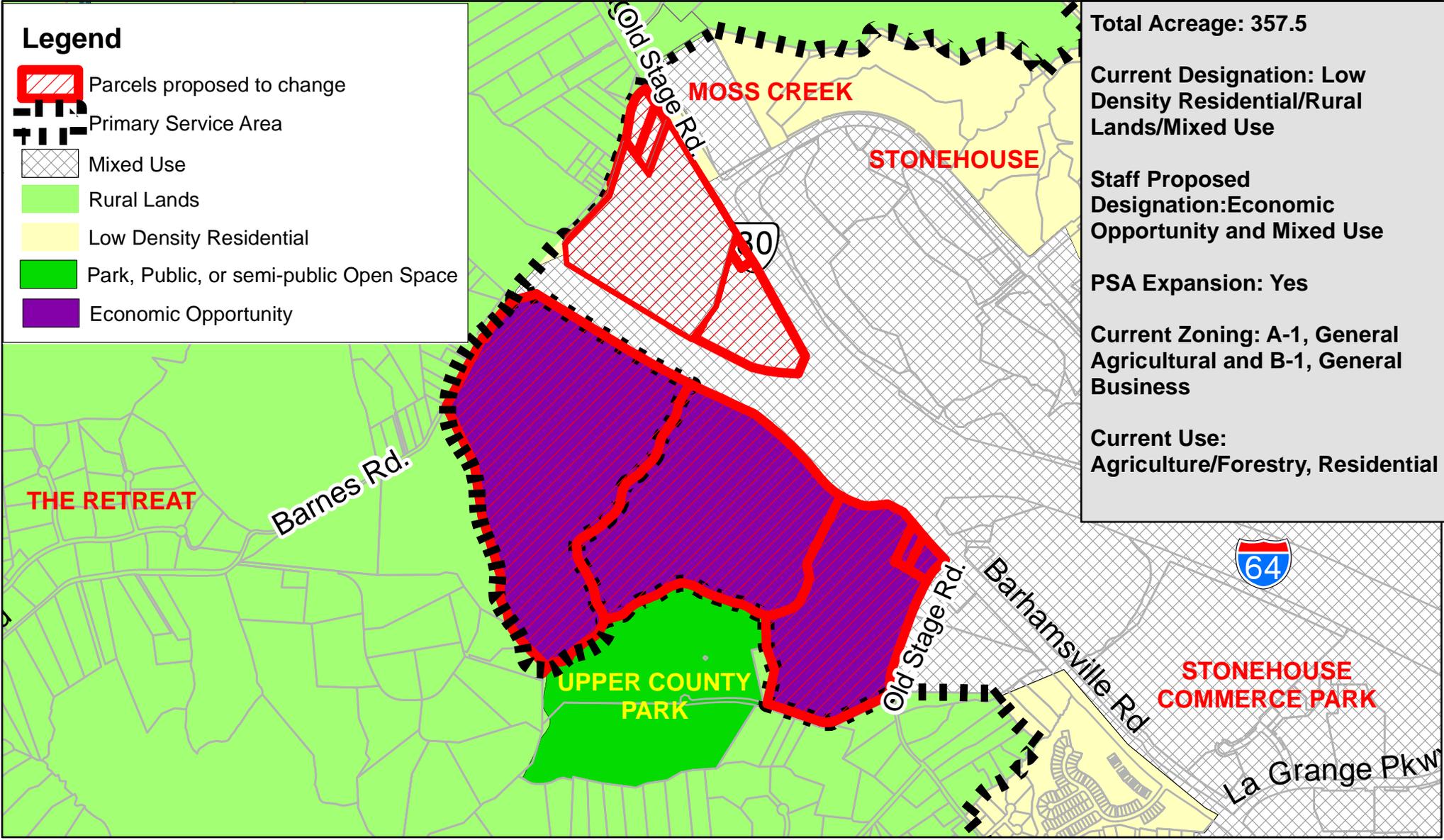
Current Designation: Low Density Residential/Rural Lands/Mixed Use

Staff Proposed Designation: Economic Opportunity and Mixed Use

PSA Expansion: Yes

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

Current Use: Agriculture/Forestry, Residential



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1 inch = 1,461 feet
 0 0.175 0.35 Miles



Move recent material submitted by applicant

DRAFT COMPREHENSIVE PLAN LAND USE NARRATIVE

FOR

HAZELWOOD PROPERTY

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

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

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

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

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

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

More recent material submitted by applicant

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

Submitted with
initial application form

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

9400 Barnes Road, Toano, Virginia.

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

Issues:

Change ALL 9400 Barnes Road designation to Mix Use

1. This is the only one out of the six that does not have a designation of Mixed Use on the ENTIRE parcel.
2. Only a portion of the north of I64 is designated Mixed Use.
3. The south of I64 is designated Rural when the abutting property is Mixed Use.

See Map for the Comprehensive Plan 2009. It shows the division on I64 and Mixed Use area

Change ALL 9400 Barnes Road to be in the PSA

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

Submitted with
original application
form

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

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

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

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

Submitted with
original application form

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

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

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

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

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

The Hazelwood Family, represented by:

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

Public Comment Summary
LU-0006-2014
9400 Barnes Road

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

1. Increase PSA on all 3 L.U. applications. (Community Workshop)
2. Located in the Upper County, this tract is very developable with an opportunistic value of tax revenue without a great deal of impact on the remainder of the County. I-64 promotes business activity and jobs, not necessarily housing. A good example is the Chinese paper manufacturer that ultimately chose Chesterfield County. Providing 2,000 jobs and creating a cash crop for farmers that normally would have been waste – corn and wheat stubble. Clean, sustainable jobs with average wage of \$45K. Then there would have been the ripple effect for support service businesses! (Virtual Community Workshop)

Transportation Impacts Evaluation LU-0006-2014

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

I. Basic Description of Existing Transportation Conditions:

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

II. Existing (2010) Conditions for Surrounding Roadways:

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

III. Future Improvements:

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

IV. Projected Trip Generation Scenarios:

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

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

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

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

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

VI. Other Transportation Considerations:

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

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



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

VII. References:

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