



**Vote DOUG HOLROYD
for
York County Supervisor, District 1**

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District 1 Update: May 2023

Residents and Homeowner Associations are encouraged to share these updates within their communities. I welcome your comments and questions.

York County Comprehensive Plan

York County approves a Comprehensive Plan once every 6-7 years. It sets the basis for strategy and development for up to the next 20 years. The Plan is the singular guiding document that sets priorities for growth, development, and conservation.

The County Planning staff issued the draft plan on May 5th and it is currently being addressed by the Planning Commission.

The link to this document is as follows:

<https://www.yorkcounty.gov/2541/2040-Comprehensive-Plan>

As citizens, you have one last opportunity to voice any concerns about this proposed Plan. The Comprehensive Plan will be addressed as part of the agenda at the June 14 Planning Commission meeting. Citizen input is allowed during the Plan review period. A working session will then be held on June 22nd to finalize any proposed changes to the Plan prior to forwarding it to the Board of Supervisors for approval.

Citizens should not assume that a separate Public Forum will be scheduled unless there is overwhelming feedback to the Planning Dept / Planning Commission.

Email: tcross@yorkcounty.gov

Now before you react to the fact that the Comprehensive Plan is 296 pages, I recommend that you read the Citizen Input Section 1, pages 5-7 covering Public Meetings. This summarizes many hours of public meetings and the input received from nearly 100 citizens.

You can continue to read through the document, but I feel the more contentious issues are in the final two chapters, Transportation and Land Use.

Transportation begins on Page 195.

I recommend you review pages 2 through 6 to better understand the current road conditions and the areas with the highest accident rates.

For District 1 the most hazardous roadway segments are: Waller Mill Road (from Bypass Rd to Mooretown Rd), Barlow Road (from Skimino Rd to Rochambeau Dr), Bypass Rd (from Commons Way to Chelsea Rd), Pocahontas Trail (from Busch Gardens interchange to Busch Way) and finally I-64 Eastbound interchange at Route 199 to Water Country and Marquis)

Interchanges requiring improvements: Richmond Rd at Lightfoot Rd, and East Rochambeau Dr at Airport Rd.

Page 27 of the Transportation Plan addresses improvements that were submitted to VDOT for State funding to improve Route 199/Mooretown Road interchange, and to provide a Mooretown Road Extension through Williamsburg Pottery. Neither of these submissions were approved, and one of the most hazardous roadway segments in the County remains unaddressed.

Land Use begins on Page 235.

The Upper County overview begins on Page 20 with Lightfoot and Skimino and continues to Page 30 with Marquis and South Pod. Page 47 provides a summary of the Goals, Objectives and Implementation Strategies. It is important to note items 1 & 3 specifically.

1. "The Zoning Map is probably the most fundamental tool for implementing the Comprehensive Plan."
3. "Prepare a detailed area plan to provide guidance for future land use, development and infrastructure enhancements in Lightfoot."

Please note the statements made in this section that highlight the importance of the Zoning Map as the most fundamental tool for implementing the Comprehensive Plan, and the criticality of preparing a detailed area plan to provide guidance for future land use, development, and infrastructure enhancements in Lightfoot.

The remaining undeveloped tracts of land owned by the Williamsburg Pottery present the last significant area of growth and development in the Upper County. The importance of an Area Plan to establish the desired elements of this growth is essential in setting the residential versus commercial development and the infrastructure improvements needed to support significant growth.

It is also important to note a missing element in the Land Use section of the plan:

- Whereas JCC included specific guidelines in their recently completed Comprehensive Plan to identify and designate specific areas for Short Term Rental Accommodations (VRBO, Airbnb), the proposed York County Comprehensive Plan does not address them at all.

In my opinion, the Comprehensive Plan met many of the criteria requested by the citizens:

- Eliminating Mixed Use Overlay designation,
- Identifying the overriding concern of most citizens – that of overdevelopment and loss of green space and rural character.
- Adaptive reuse of vacant or rundown buildings
- Improvement to roadways that are unable to handle today's traffic load.

Additionally, I believe, there are several areas where the Comprehensive Plan falls short in addressing citizen concerns:

- An Area Plan for Lightfoot is needed prior to consideration of any major development in that area, which is a prime target for developers seeking high density residential housing (apartments, townhouses, condos).
- Roadway segments at Route 199/Mooretown Rd, I-64 Eastbound interchange at Route 199 (Water Country), Mooretown Rd extension through Williamsburg Pottery need to be completed or resubmitted for approval.
- The premise of the mixed-use vision for The Marquis articulated in the Plan is that additional residential development is needed to support existing businesses and encourage new commercial development. I oppose converting the few remaining tracts of land set aside for economic development to "rooftops" in an attempt to save currently failing businesses.
- Specific guidelines for approval of Short Term Rentals need to be included in the comprehensive plan to assure balance between homeowner property rights and the interests of neighbors and community residents. Specific areas targeted for high turnover rental usage should be designated. Currently, this lack of specificity is driving a ramp up of housing purchases by Rental Income Property groups in many affordable housing enclaves that remain within the Upper County.
- Bikeway paths need to be further studied, particularly the Marquis to Cheatham Annex old railway tracks.