

Norge / Lightfoot / I-64 Area (Hill Pleasant Farm Application)

The Steering Committee has a number of possible decisions to make on this application. Staff requests that the Steering Committee carefully review the following categories and considerations. These include the following decision points: Land Use designation, extent of the designated area, primary service area inclusion, other possible land use designation assignments, Mooretown Road depiction, and possible designation description language. Staff has attempted to outline how these decisions interact with one another and outline the different possible combinations below.

1. Land Use Designation

Option 1.A: Change designation(s) to Mixed Use, as requested by property owners in the original application. If this option is chosen, choices must be made about 2, 4, 5, and 6 below (if changed to Mixed Use, the area would need to be in the PSA, thereby eliminating item 3 below as a choice).

Option 1.B: Change designation(s) to Economic Opportunity, as proposed in the language submitted by Mr. Tingle. If this option is chosen, choices must be made about 2, 3, 4, 5, and 6 below.

Option 1.C: No change to designation(s): Parcels currently designated Rural Lands remain Rural Lands, as recommended by staff in the staff report. If this option is chosen, only item 5 below would need to be considered.

2. Extent of Designation (if changing to Mixed Use or Economic Opportunity)

If option 1.A or 1.B above is chosen, the extent of the designation will need to be determined.

Option 2.A: Include the 7 original property owners in the Mixed Use or EO designation (area labeled #1a-g on the attached map). These 7 properties would total 613 acres.

Option 2.B: Include one or more of the numbered areas (2 – 12) as shown on the attached map in the Mixed Use or EO designation. If all the properties in areas 1-12 were included, this would include 183 parcels and 1,365 acres of land.

3. Primary Service Area (PSA) consideration

If option 1.B above is chosen, the Committee will need to decide whether to include this area in the PSA.

Option 3.A: Include the EO area in the PSA. If the entire area currently outside the PSA (#1-9 on the attached map) were brought inside, this would mean expanding the PSA by a total of 906 acres.

Option 3.B: Do not include the EO area in the PSA.

4. Designation Extent and PSA consideration if certain options above are chosen

If option 1.A is chosen, or if option 3.A is chosen, but the Committee has only applied the Mixed Use or EO designation to only a certain set of the numbered areas (option 2.B), then the Steering Committee will need to re-evaluate the logical PSA line and the designations within it. Potentially, based on this re-evaluation, there would be a group of parcels being brought into the PSA, but which would not be

designated Mixed Use or EO (see areas numbered 1a-g though 9 on the map). If this happens, the Committee will need to decide what to designate these areas instead.

Option 4.A: Assign one or more of the numbered areas (depending on decision on option 2.B.) to a land use designation: Low Density Residential, Moderate Density Residential, Community Commercial, Neighborhood Commercial, Limited Industry, or General Industry.

5. Extended Mooretown Road

Items 5.A and 5.B below are for Committee discussion and preliminary decision. However, the Committee may wish to revisit this issue and make a final decision later in the process after additional transportation information has been reviewed.

Option 5.A: Show Mooretown Road extended on the Land Use Map as proposed road (this can be done regardless of whether any land use designations are changed or not). Please note that the possible Mooretown Road line shown on the attached map is completely conceptual in nature, and that if this road were built in the future, many detailed studies would need to be done to determine the exact alignment.

Option 5.B: Do not show Mooretown Road extended on the Land Use Map as a proposed road.

6. Designation Description Language

The language below was included as suggested Mixed Use language (should the Committee wish to change the designation) in staff's April 6th memo to the Steering Committee regarding the possible Economic Opportunity designation. If the Committee decided to choose to change the designation for some or all of these properties, a decision would need to be made about whether this language would be appropriate (for either Mixed Use or Economic Opportunity), whether it should be modified in some respects, or whether it should be completely re-written. Staff suggests that the Committee think about the considerations in #7 below before making a decision. Finally, staff would note that should the Committee choose to use this language to describe Economic Opportunity, a recommended residential density range would likely need to be added: if used as a Mixed Use description, this information is already covered in the general Mixed Use description.

For the land in the vicinity of (to be determined), the principal uses and development form should be conceived in a manner that will maximize the economic development potential of the area and will encourage development types that have certain attributes, principally that they have a positive fiscal contribution, provide quality jobs, enhance community values, are environmentally friendly, and have a record of industry stability. Principal suggested uses include industrial, light industrial, and office uses. Retail commercial uses should be limited in amount and type to support uses for the principal uses. Higher density residential (with an affordable/workforce component) may be permitted as a secondary use only in conjunction with a transit system (light rail, commuter rail, etc.) to serve this area; should transit not occur, general higher density residential uses are strongly discouraged. Should transit/higher density residential not occur, mixed-cost housing with a strong emphasis on affordable/workforce meeting any and all applicable County policies may be permitted on site up to 15% of total new development area square footage. This shall occur with the existence prior to or concurrent with their approval (a) a regional plan with adjacent localities to balance residential distribution that specifically discusses this Mooretown Road/Lightfoot area; (b) a guarantee through proffers or other mechanisms that the residential units be phased to be built concurrently or after the commercial component.

No development should occur unless incorporated into regional master planning efforts, which shall address environmentally sensitive areas, available infrastructure (roads, water, sewer, transit, etc.), community character and context, public facilities and adjacent land use to include any adjacent jurisdictions. The regional master planning efforts may take the form of public-private or private-private partnerships; if public-private, the land owner(s) would need to make the majority of the investment. These regional master planning efforts should result in a plan for a single master planned development area which specifically phases development to be in step with, and provide for, adequate amounts or capacities of roads, water, sewer, transit, bicycle and pedestrian facilities, fire stations, police and general government services, parks and recreation facilities, schools, and other facilities and service needs generated by the development. The master plan for the area should also demonstrate appropriate variation in uses, intensities, pattern, and design such new development is compatible with the existing character of surrounding areas. Development should be planned for the site in such a way as to encourage trips by foot or bicycle and to discourage automobile use, and should be concentrated on portions of the site such that the sensitive environmental features are avoided; prime agricultural soils, aquifer recharge areas, and/or soils in hydrologic groups A and B are preserved to the extent possible; and viewsheds from historic Norge are respected.

7. Items for Steering Committee consideration

The following are considerations the Committee may wish to think about before making decisions on the language in #6 above.

1. One of the major considerations brought up by the Steering Committee for this general area and reflected in the possible draft language in #6 is the idea of master planning and making provisions for appropriate infrastructure prior to any development taking place. For parcels not included in the property-owner initiated application, changing the designation on their parcels might have implications for any planned uses that would require rezoning or SUPs. For example, a parcel in Norge or along Peach Street that wanted to proceed with a small business use (e.g. contractors office) that might be in conformance with the existing Community Commercial, Mixed Use, LDR or Rural Lands designation could be adversely affected by being re-designated under the language proposed in #6 above. However, providing general exceptions to the master planning idea could cumulatively result in the opposite of what appears to be the goal: disjointed development with inadequate infrastructure.
2. As previously expressed, staff remains concerned about the effect re-designation would have on the residential character of Pineridge, the lots near the intersection of Rochambeau and Croaker Road, and the area near the library. Staff has not found evidence of existing single family neighborhoods being included in Mixed Use areas previously, other than in Toano where there has historically been more mixed uses in close proximity. Staff believes that when the limits of the Croaker Interchange Mixed Use SW quadrant were delineated in 1997, that the limits were deliberate and acknowledged the differences in access possibilities and character between the different parcels.