



Agenda
Spotsylvania County
Planning Commission Meeting
Board Room / Richard E. Holbert Building

November 20, 2024
6:00 PM

Call to Order

Invocation

Pledge of Allegiance

Determination of a Quorum

Review and Approval of the Minutes

1. Review & Approval of the Draft minutes from October 16, 2024

Announcements

1. Planning Update

Reports of Standing Committees

Unfinished Business

Plat(s) to be Reviewed and Voted

1. P24-0001 Hatcher's Landing (Berkeley Voting District)

Public Hearings

1. CA24-0003: Spotsylvania County Board of Supervisors, Ordinance No. 23-189

Discussion Items

1. UC22-0003: Small Area Plan Survey Summaries and Initial Proposals

Public Comment

Adjournment

By Order of the Spotsylvania County Planning Commission: The Planning Commission reserves the right to amend this agenda on the day of the meeting. The Commission encourages the participation of all county citizens. For those with special needs, please notify the Planning Department Office of any accommodation required five days prior to the meeting you wish to attend.

**Spotsylvania County
Planning Commission Agenda
Executive Summary**

Meeting Date: Wednesday, November 20, 2024

Title: UC22-0003: Small Area Plan Survey Summaries and Initial Proposals

Type: Information Only

Agenda Title: UC22-0003: Small Area Plan Survey Summaries and Initial Proposals

Recommendation: N/A- Work Session

Summary: Concerning the small area plan survey results collected between September 1, 2023 and April 1, 2024, staff developed summaries for each of the proposed candidate locations identifying major themes and proposed policies and methods aimed at achieving a clearer vision to guide development. Insights did not stop at survey responses received, however. We have also factored in feedback received by the community through other means including but not limited to, the: Bowman Center Town Hall meeting on March 20, 2024, in person stakeholder meetings with the Rappahannock Railroad Museum, Shannon Airport, common themes and concerns raised in recent years by the community, elected and appointed officials during public hearings for areas in which small area plans are proposed.

The purpose of this work session will be to discuss initial thoughts and proposals aimed at each of the respective small area plan candidate areas.

Overall, we feel like many of the themes identified can be addressed as part of the ongoing zoning ordinance update and as part of the upcoming 5-year update cycle associated with the Comprehensive Plan. Within the Comprehensive Plan we note a number of small area plan proposals would result in land use scale backs in some areas within the Primary Development Boundary, support existing targeted public facilities or recommend new public facilities, transportation improvements. Other proposals such as is the case with the Bowman Center industrial park area, staff recommends further site analysis and visioning in the form of an onsite environmental and urban design study with particular focus paid to the internal road network and connections,

and County property along the Rappahannock Riverfront and the FMC Wastewater Treatment Plant upland from the river planned for decommissioning. For reference, staff has attached the small area plan survey themes and initial planning proposals for the candidate areas, including: (1) Sylvania-Bowman Center Area- (garnered 93 responses); (2) Crossroads Station/VRE Area- (garnered 64 responses); (3) Four Mile Fork- (garnered 113 responses); (4) Lake Anna near Rte 208- garnered 168 responses); (5) Thornburg-Jackson Gateway- (garnered 93 responses). Note that any imagery embedded within the attached is Meta AI generated and was created simply to help provide conceptual visualizations of thematic elements covered in the proposal via text meant to create a unique attraction, establish development character, interest, site activation. Additionally, Planning staff working with County GIS has converted the Small Area Plan geohub website used to collect survey responses to a format that now makes the results of the surveys, including the attached theme summaries and proposals, as well as the raw survey reports available publicly. That site can be accessed [HERE](#).

Financial Impact:

N/A

Staff Contacts:

Jacob Pastwik, Kimberly Pomatto
Jacob Pastwik, Planner
Kimberly Pomatto, Director of Planning & Zoning

Legal Counsel:

Additional Background/Other Considerations:

N/A

Consequence of Denial/Inaction:

N/A- Work Session

ATTACHMENTS:

1. Sylvania-Bowman Survey Themes and Initial Proposals
2. Crossroads VRE Survey Themes and Initial Proposals
3. Four Mile Fork Survey Themes and Initial Proposals
4. Lake Anna Mixed Use Survey Themes and Initial Proposals
5. Thornburg-Jackson Gateway Survey Themes and Initial Proposals

Sylvania-Bowman Survey Themes and Initial Planning Proposals

Friday, November 8, 2024 1:27 PM

SYLVANIA-BOWMAN AREA

KEY THEMES FROM SURVEY AND TOWN HALL

- Traffic congestion and remediation is significant concern (Tidewater Trail Cited). Traffic congestion identified as the main dislike of the area (approx. 77%)
- Maintaining industrial footprint and railroad viability
- Recognizing the RR Museum now and into the future
- Riverfront opportunities. Proximity to the river noted as a primary attraction in the area yet access opportunities and river oriented development is missing. Proximity to the River is single most popular "like" of the area (approx.) 68%, followed by transportation access/convenience (approx. 34%). Lack of access to the River was identified as a significant dislike in the area presently with approx. 63% of responses), followed by lack of bike/ped (approx. 40%) and parks and recreation (approx. 44%)
- Of existing conditions, the main attractions/landmarks include Rappahannock River (72%), A Smith Bowman Distillery (59%), Fredericksburg Field House (53%), Shannon Airport and Railroad Museum (47%, 42% respectively)
- Opportunity to access and interpret Franklins Crossing site is significant opportunity
- Support for Tidewater trail 4-laning
 - Staff notes this project forthcoming with Smart Scale approved
- Bike/Ped friendly planning and linkages. Of the future trajectory of the area, development that would increase open space, emphasize walkability, recreational trails and amenities was top selection with approximately 63% of responses.
- Location for startups to grow business, farmers and vendors market
- Specialty shops, artisanal businesses, unique food/restaurant opportunities
- De-emphasize housing growth as primary focus. However, of housing, it will help activate the riverfront area
- Preservation of vintage buildings
- Family friendly, recreation and open space opportunities, recreation complex/center
- Riverfront recreation such as boat ramp
- Curb appeal suffering in the area; "visually unappealing", area currently more of a pass thru than a destination per feedback
- Staff has raised concern about limited parking or onsite parking restrictions and towing ultimately working against customer base or leading to negative experience or avoidance. Need to assure available parking and wise use of limited land area for it.
- For development type respondents would like to see going forward, beyond walkability, trails and recreational amenities (approximately 63%), Mixed Use type development was 2nd place with 29% support. Within the mixed use category, commercial (appr 24%), employment center (approx. 13%), and residential uses (approx. 21%) were identified for future use visioning.
- Housing affordability raised as a concern of nearly 66% of respondents. Of those, vast majority identified need for housing priced between 200k-300K (approx. 27%), and below 200K (approx. 24% of respondents). For rental rates, of respondents to the question, monthly costs at or below 1,500/mo. Were favored by 46% of respondents.
- For improvements sought for the area, survey respondents had a wide array of interests, including chiefly: creation of more open, green spaces and public riverfront access (approximately 67%), better landscaping and improved appearance of storefronts (approx. 58%), improved roads (approx. 51%), and traffic safety (approximately 47%), parks and recreation opportunities (approx. 44%), bicycle and pedestrian connectivity (approx. 41%). Of the types of businesses sought for the area, restaurant(s) were most sought after with approximately 60% of respondents, followed by entertainment venue (movies, music, theater) (approx. 36%), and grocery store (approx. 27%), specialty boutique (clothing, gift shop) (approx. 26%), personal service establishments (approx. 20%).

PLAN PROPOSAL DETAIL

- Environmental Site Assessment to determine developable areas.
 - Major question is size and extent and whether any impacts from reported landfill onsite?
 - Staff would like to verify the extent of readily developable areas going forward from which to plan for investment, connections, infrastructure.
- Staff suggests commissioning a more robust Urban Design Plan (architectural ad site design concepts) and market study to further establish a County vision for the ultimate buildout, look and feel and activities for the area going forward.
 - Architectural guidance would be sensitive to vernacular of recent National Register of Historic Places and Virginia Landmarks Register designation of the Sylvania-Bowman collection of structures. Staff notes studies of the existing collection of historic structures onsite note Industrial architecture and/or art deco inspired design.
 - For the Bowman Center area, the project would emphasize continued use of the rail spur in support of rail siding industries and other industrial uses, emphasizing non-volatile, non-toxic industry, set amongst a mixed use activity center whose primary focus is chiefly on non-residential

attractions and uses.

-Consider upgrading a number of from private to public and additional connectivity enhancements constructed to industrial friendly and mixed-use friendly standards in the Bowman Center area.

-Capital lane is upgrade candidate for wide travel lanes and on street parking along the east side of the road (mixed use side)

-Dill Smith Dr? Opportunity to more clearly connect w/ Capital Lane as a cross street?

-Cross street connections necessary from Main Street over to the east.

-First Street connection to Joseph Mills Dr as Sylvania Heights linkage? Note, majority of respondents support greater connectivity between Sylvania Heights and Bowman Center area (approx. 54%)

-Opportunity for additional street connections onsite for development flow, establishing land use separations, enhanced access, visitor experience

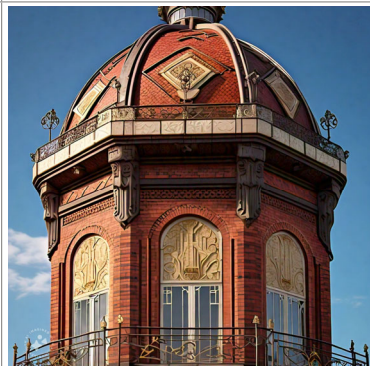
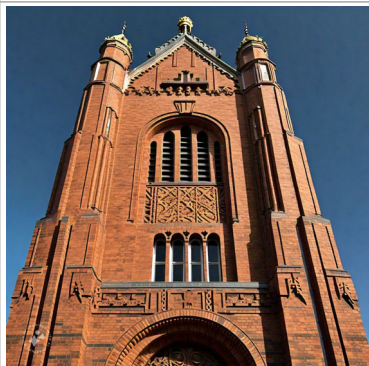
-Promote mixed-use friendly streetscape improvements (street trees, benches, bus pulloffs w/ shelters, sidewalk or path network, street lights)

-Potential for structured parking to conserve space for attractions. Provide access for larger market of customers onsite cognizant of current parking restrictions on location that can work against customer having positive experience.

--Structured parking oriented along east side of Capital Lane leaving riverfront areas clear of parking lots.

-Promenade atop river bluffs

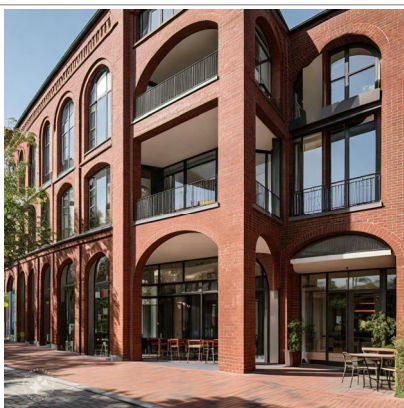
- "The point", a visual vertical element such as a clock tower, cupola, belfry, turret, spire, silo tower overlooking the promenade, river area, amongst terraced facades. META AI Sourced thematic architectural elements below:





- Promenade facing structures, as part of terrace design, promote first level arcade or pillared design, or arched colonnade to provide covered outdoor opportunities for passage and/or seating areas. Creates interaction between interior environment and outdoor environment, lengthens opportunity for outdoor interaction in inclement weather. Meta AI Sources thematic elements below:



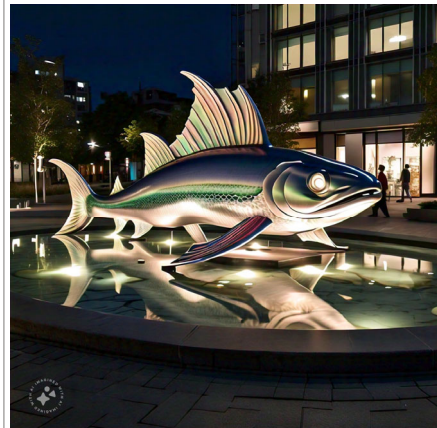
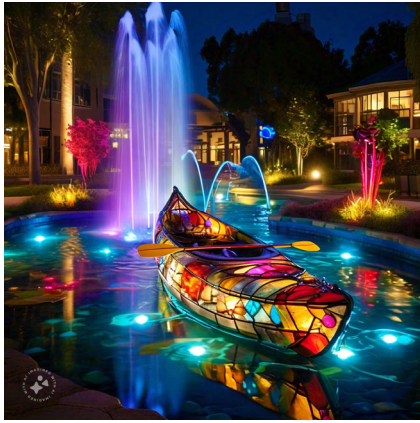


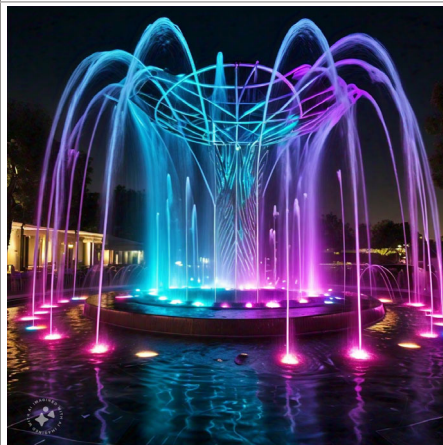
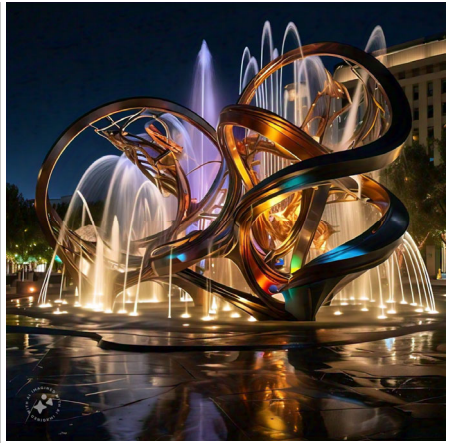
-Illuminated Water feature/fountain, opportunity for sculptural/art interest. Potential Rappahannock River interest (fishing, fish species, etc.).

-Convert to illumination feature out of season

-Multimedia fountain arrangement for night and seasonal variability

-META AI sourced thematic imagery below for reference:







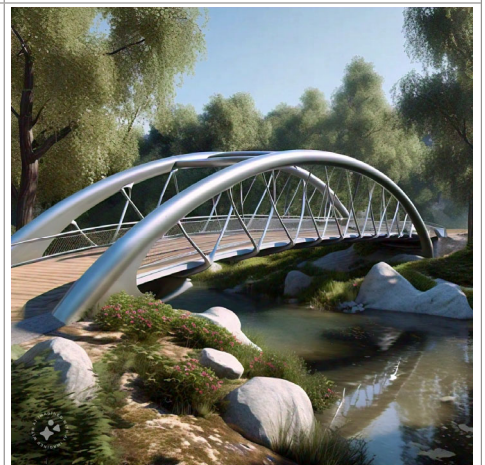
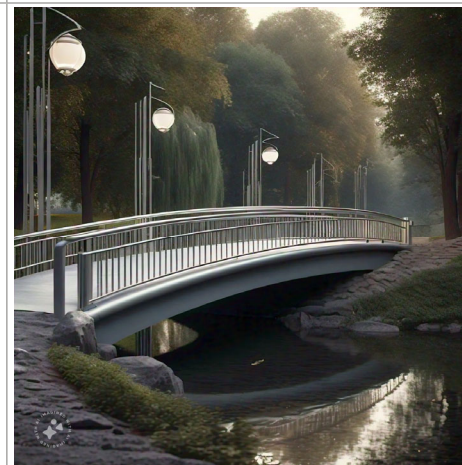
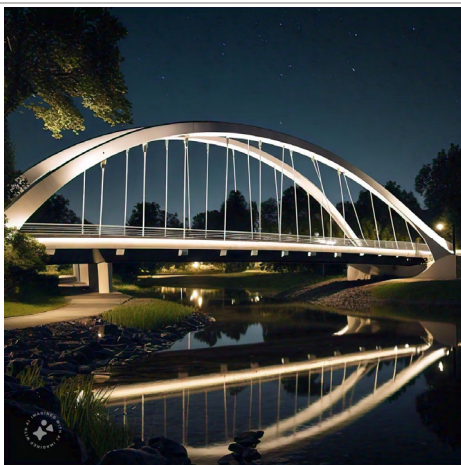
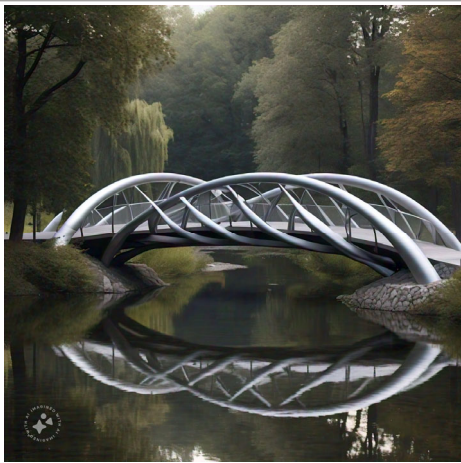
-Splash Pad area
META AI Sourced thematic imagery below:



-Farmers, Holiday Market Venue, Portable Structures/Vendor Chalets,
META AI Sourced thematic imagery below:



-Lansdowne Extension Road as Gateway opportunity. Visual interest, "signature" bridge, street lighting, Deep Run Trail, Scenic overlook opportunity at head of lake/pond?
META AI Sourced thematic imagery below:

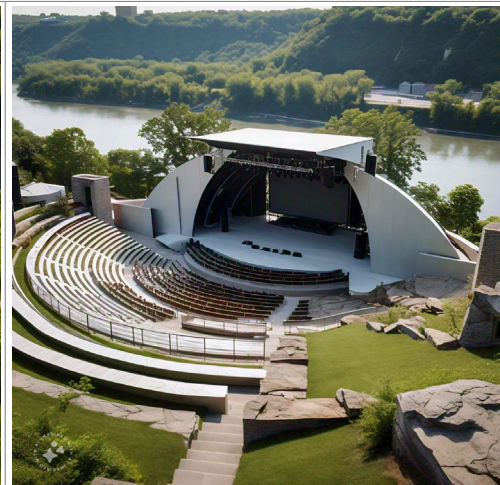
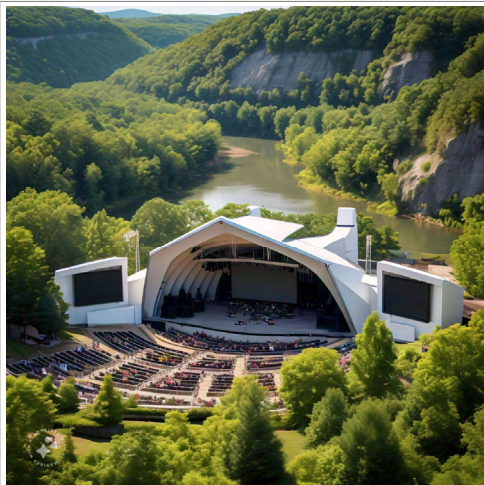
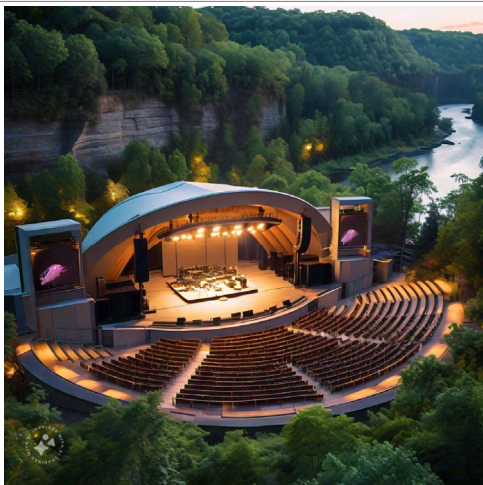


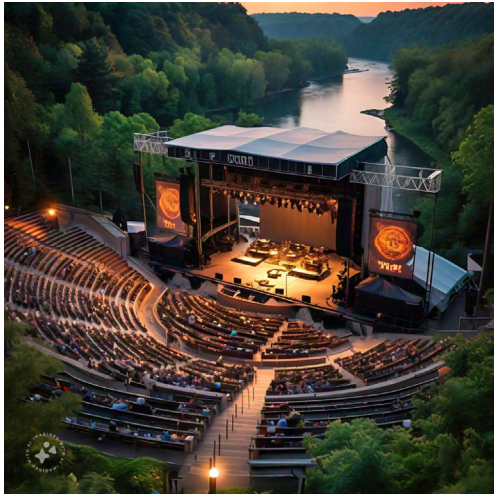


-Indoor theatre for live events (Ashland theater size/capacity?), Outdoor amphitheater for live events overlooking the river.

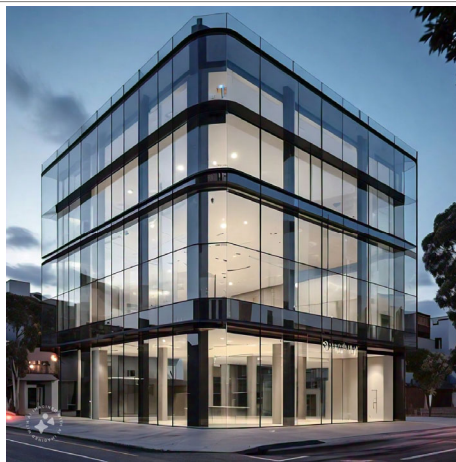
-Explore feasibility of utilizing the natural slope down to the river (taking advantage of topography) to create a scenic riverfront outdoor amphitheater venue, just off the river bluff promenade.

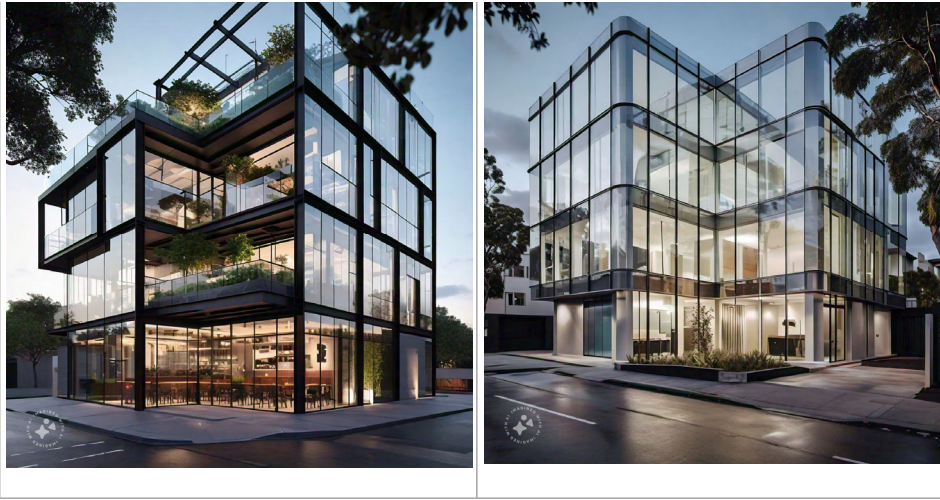
META AI Sourced thematic imagery below:





- Riverside esplanade and/or trail for passive recreation, fishing, canoe/kayak launch, boat ramp, access to Franklins Crossing site w/ historic interpretation opportunities. Riverfront otherwise chiefly left in a more natural forested, vegetative state.
- Consider Virginia Institute of Marine Science (VIMS) preferred shoreline BMPs guidance for the Rappahannock riverfront (points east of the City) as outlined in Appendix D of the Comprehensive Plan.
- Use focus on things like Hotel/Resort, events, conference center, indoor, commercial recreation/athletic facility, brewery, winery, cidery, restaurants and live music venues to create synergy and critical mass.
- Target rail sidings for rail friendly industry. Focus on bulk materials, non-toxics, non-volatiles. Land Use overlay polygons intent on maintaining rail.
- RR themed amenities, expansion opportunities for RR Museum
 - Further explore whether larger historic RR scenic excursions from the museum may one day be able to run down the 3rd rail in the future?
- Terraced buildings 4,5 stories set back behind river bluffs promenade offer outdoor interactions, balcony views, rooftop venues, restaurants, hotel visitor options.
 - Industrial architecture and/or art deco inspired design in complement of NRHP historic structures. Ability to "splash" in juxtaposition more modern or international inspired architecture (glass heavy facades, etc.). Examples Louvre Pyramid in contrast to the Louvre. FLW Martin House visitor center pavilion as contrast to FLW Martin House. New and old architectural style juxtaposed. Modern architecture with reflective glass set against historic or modern-historic buildings. META AI Sourced thematic imagery below:





- Design accommodation for blank walls intended for murals
- Recreation green to include elements such as children's playground, open lawn area, bounded by landscape, sidewalks, benches.
 - Franklins Crossing Access, parking, trailhead.
- On balance and community destination based attraction respecting operating industry and RR.
 - Secondary residential incorporated into mixed use buildings.
 - Enhanced RR crossings for safety?
 - Staff suggests adding RR crossing improvements to the Thoroughfare Plan as part of its next update to express Comprehensive Plan support and identify need.
- Enhanced design standard along Tidewater Trl frontage intended to complement architectural stylings present inside the industrial park and provide a street fronting face/ cohesive vision for the project?
- Location for startup business, micro storefronts & offices, market chalets, etc. Ground level commercial
- Work within and around footprint of NRHP historic structures. This is not a demolition plan.
 - Encourage voluntary consult with Spotsylvania Historic Preservation Commission simply for feedback.
- Infill existing developed areas to address housing. Suggest County code change to better align infill development in areas like Sylvania Heights. Staff notes of the survey that detached housing was the most favored housing type identified as affordable housing type need (approx. 34%), followed by attached (approx. 25%)
- County establishes a clear vision with Comprehensive Plan policies and complementary environmental and design studies, supported with strategic Code changes, to let the private sector/development community build the vision.
- Ongoing zoning ordinance update will consider feedback received. Staff intends that the County Code update will provide more opportunities to provide for smaller footprint, more affordable housing options. Consider incorporating an allowance for overnight accommodations associated with the airport use.
- Consider prioritizing Thoroughfare Plan identified Improvements in the area including further upgrades to the Tidewater Trail Corridor, Lansdowne Road Extension, Shannon Airport Access Road.
- Continue implementation of the Trailways Master Plan
- Already supported by gateway signage policy in the Comprehensive Plan, staff recognizes this location as a Spotsylvania County gateway location for travelers arriving from the north through the City of Fredericksburg. Area should be considered for gateway amenities such as enhanced landscape, welcome signage, public art installation, etc.

Crossroads VRE Survey Themes and Initial Planning Proposals

Wednesday, October 30, 2024 1:24 PM

CROSSROADS VRE AREA

KEY THEMES FROM SURVEY

-The majority of respondents (approx. 63%) answered that they do not typically utilize the VRE service, however the VRE Station is identified as the primary "like" about the area per 75% of respondents. Area "likes" were followed by access to major transportation routes (approx. 48%). Existing aesthetic of community, approx. 34%.

-Approximately 33% of respondents used the VRE at least 1-2 times per week. Of that percentage, approximately 16% of users were regular users at 3-4 days, or 5 day users weekly. The most common reason for those who used VRE was for work access, with a much smaller limited population utilizing the service for recreational travel.

-VRE ridership has been slowly increasing from the Spotsylvania station since the Covid-19 pandemic where ridership experienced a significant reduction. Since 2015, VRE boardings at the Spotsylvania Station had shown increasing ridership over time based on boarding survey data collected since station inception. An October 3, 2018 survey of passenger boardings found a total of 789 passengers riding the rail from the Spotsylvania station generally between the hours of 5am and 7:30am distributed amongst eight VRE train arrivals at the station platform. The subsequent October 2019 survey found a slight increase, up to 801 daily riders from the Spotsylvania Station. The Covid-19 pandemic resulted in negative impacts to commuter rail service user volumes in the region, including from the Spotsylvania station. Pandemic related furloughs, pandemic related business closures, quarantines tied to ill or exposed employees, large scale expansions in telework based policies keeping employees out of office settings all contributed to reduced demand for commuter rail services. Results of the Fall 2022 boardings survey found 422 riders from the Spotsylvania station. By the Fall of 2023, ridership had increased slightly to 450 (approximately 6.6%), but still well below pre-pandemic levels. The 2024 survey was conducted by County staff on October 1, 2024. 481 boardings were counted. This is 31 higher than the 2023 figure showing 6.9% growth.

-Concerning commuter rail services nearly 66% of respondents supported consideration of added Amtrak service to the station, and approx. 64% supported added VRE weekend service. Additional trains in service had approximately 38% support of respondents.

-The VRE Station also has been identified as the main attraction or landmark in the area with approx. 78% of respondents. Aligned with proximity to major transportation routes, Interstate 95 proximity followed with approx. 53% of respondents. Proximity to NPS Civil War Battlefield Lands was third, with approx. 45% of respondents.

-Traffic congestion (approx. 64%), lack of parks and recreation options (approx. 45%), and bicycle and pedestrian amenities (approx. 45%) were the three most notable "dislikes" in the area.

-Under missing parks and recreation facilities in the area, 2 comments specifically suggested a little league complex sized significant enough to attract tournaments.

-The worst traffic concern in the area had to do with congestion along Rt 17 (approximately 66% of respondents), followed by Massaponax Church Rd (approx. 56%), and Benchmark Rd (approx. 42%). Staff notes all the aforementioned corridors have recognized need for improvement and are identified within the Thoroughfare Plan.

-Staff is aware of ongoing vehicle stacking and delays along Benchmark Rd at its intersection with Mine Rd, as it crosses the RR tracks at grade.

-Specific bicycle and pedestrian concerns within the survey all garnered concern from respondents. Lack of bike paths, bike racks, shelters, other bike/ped friendly amenities were identified by nearly 61% of

respondents. Approximately 59% of respondents identified concerns for safety along Rt 17 and Benchmark Rd. Lack of sidewalks and crosswalks were of concern of approximately 56% of respondents. Poor Street lighting was identified by approximately 38% of respondents.

-One comment suggested constructing a new pedestrian bridge over the RF&P Corridor to link acreage west of the RR corridor with the VRE Station area. Staff notes that the Thoroughfare Plan and Trailways Master Plan consider eventual bike/ped passage upgrades as part of the planned widening of the Rt 17 corridor that would involve the existing bridge, as well as utilization of an existing RR underpass tunnel at the end of Eagle Drive with outlet to Benchmark Rd to provide an at grade crossing separated from the RR above.

-When asked if development were to occur what should the area look like within the next 25 years, the most popular feedback received focused on increased open space, developments that emphasize walkability, recreational trails and amenities (approx. 67% of respondents). Focus on the VRE Station, its access, frequency of service followed in popularity with almost 41% of respondents. For insights into development and land use beyond open space and transportation alternatives, mixed-use style development garnered most favor at approximately 27% of respondents, followed by residential development and housing diversification at approx. 22%. Industrial style development including uses such as data centers garnered least favor at approximately 11% of respondents visioning for the area. Approximately 20% of respondents had a different vision for development looking 25 years in the future. Of those who selected the "other" option, direct written feedback received was suggestive simply of no additional development or less development. Some written comments went further to suggest no new development until the road network is expanded/improved.

-Lack of alternative routes for traffic was also recognized by 39% of respondents. For specific intersections or other traffic related concerns, comments received note concern about the Thornton Rolling Road corridor being substandard for traffic loads. Thornton Rolling Road is a recognized 2-lane improvement project per the Thoroughfare Plan. An intersection project is also targeted at Rt 17 and Thornton Rolling Rd. Additional concerns focused on the Mine Rd and Benchmark Rd Rail crossing. County Transportation staff have been working to secure improvements at the rail crossing there. The Massaponax Church Rd and Rt 17 intersection garnered a number of comments.

-Staff notes, a comment received was suggestive of pursuit of silent crossings for the RR.

-Of respondents, approximately 55% noted housing affordability as a personal concern and/or for friends and family. For housing type most sought after as affordable in the Crossroads area, detached housing was favored by almost 44% of respondents, followed by attached housing (approximately 27%). Apartment living had approximately 14% interest of respondents.

-One comment focused on the Rt 17 intersection and Massaponax Church Rd and why it was not included within the bounds of the small area plan survey focus area. The area being considered established Massaponax Church Rd as a western boundary and in part follows Rt 17 to the intersection. We would consider the intersection as being part of the study area. In establishing the boundary, staff recognized that the west side of Massaponax Church Rd, south of Rt 17 had already been established by the Timberlake Subdivision. As an established subdivision within the Primary Development Boundary there are no suggested land use changes in that area per the Future Land Use Map. Staff notes Massaponax Church Rd is identified in the Thoroughfare Plan as a 4-lane improvement project and the intersection of Rt 17 and Massaponax Church Rd is already identified as a Thoroughfare Plan intersection improvement need.

-For improvements sought for the area, survey respondents had a wide array of interests, including chiefly: parks and recreation opportunities (approximately 52% of respondents), and similarly creation of more open, green spaces (approximately 45%), improved roads, and traffic safety (both approximately 33%), bicycle and pedestrian connectivity and greater access to transportation alternatives (both approximately 31%), better landscaping and improved appearance of storefronts (approximately 31%), more shopping, retail, restaurants (approximately 30%). Of the types of businesses sought for the area, restaurant(s) were most sought after with approximately 48% of respondents, followed by no new businesses (approx. 33%), and grocery store (approx. 30%). Approximately 23% identified interest in an entertainment venue (movies, music, theater).

PLAN PROPOSAL DETAIL

- Public Park inventory is limited east of Interstate 95 in the County. All three existing Parks east of the Interstate including Mary Lee Carter Park, Cosner Park, and Lee Hill Park are classified as community parks and as such are limited in physical size and amenities. As identified within the Public facilities Parks and Recreation Element of the Comprehensive Plan, *continue to pursue development of a District Size Park in the Massaponax Church Rd/Lee Hill Area.*
- Continue maintenance and investment in Mary Lee Carter Park.
- Continue implementation of the Trailways Master Plan
- Consider prioritizing Thoroughfare Plan identified Improvements in the Crossroads VRE Area.
- The ongoing zoning ordinance update will consider feedback received. Staff intends that the County Code update will provide more opportunities to provide for smaller footprint, more affordable housing options.
- Consider promoting VRE station enhancements such as improved or expanded indoor lobby, attracting an onsite convenience vendor, improved and expanded restrooms.
- Promote continued VRE parking lot maintenance and upkeep (landscape islands, light poles, wheel stops, improved bicycle parking, bike/ped connection to Crossroads Pkwy along VRE Drive.
- Limit extent of large apartment complexes/ developments within the larger Crossroads area to a walkable catchment area near the VRE Station. Otherwise primary residential focus in the larger area would be detached housing as primary housing type, provision of detached-style housing in duplex form, and lesser more subordinate extent townhome development. Through code amendments seek to achieve a more affordable dwelling option through limited buildable footprint that lends itself to more quaint, more affordable detached housing. For apartment developments, as staff noted as part of the Village at Crossroads, cognizant of the residential unit yields previously enabled Crossroads Station development and then approved with the Village at Crossroads Station rezoning there is little to no additional support for residential development south of Rt 17 between the RF&P Rail Corridor and Thornton Rolling Rd and southward to the Primary Development Boundary line. In the interest of ensuring the mixed use area there develops with a mix of uses and avoids becoming land use skewed residentially, any remaining developable areas within the geography are recommended for non-residential uses.
- Staff suggests removing the mixed use general land use designation in the area of TM 37-A-20 and 37-A-17D with frontage along the RF&P Corridor to favor existing by-right development potential associated with industrial zoning, whereby avoiding introducing residential in close proximity to the RR. The area removed from the mixed-use general designation represents approximately 300 acres. The land use scale back would be replaced with an employment center light designation. This would be a notable reduction in mixed use general land use in favor of underlying zoning.
- Staff suggests assigning a small mixed use general designation in place of the present mixed use light in the area of the Benchmark Rd and Rt 17 corridor, cognizant of future bike/pedestrian connectivity plans for the area and proximity to the VRE Station (approximately 40 acres).
- Staff suggests scaling back the mixed-use light designation fronting along the western side of the RF&P corridor in favor of an employment center and commercial heavy mixed use designation south of Rt 17.
- Suggest reassigning the historically significant LaVue Property (NRHP, VLR), specifically the TM 37-A-41B with an open space designation. The open space designation would remove a mixed use light designation in exchange for approximately 10 acres in open space. Intent would be to promote historic preservation of the historically significant collection of buildings.
- Staff suggests adding RR crossing improvements to the Thoroughfare Plan as part of its next update to express Comprehensive Plan support and identify need.

Four Mile Fork Area Survey Themes and Initial Planning Proposals

Wednesday, October 30, 2024 1:34 PM

FOUR MILE FORK AREA

KEY THEMES FROM SURVEY

-The majority of respondents do not actually reside within the Four Mile Fork area. Staff notes overall the Four Mile Fork area does not have a large residential population within the area being considered. Uses in the area are primarily commercial or industrial. The two largest examples of residential development existing or forthcoming in the area include Lakeside Townhomes and Aspire at Lee's Hill. Additionally, there are a number of long established small clusters of single family detached housing in the area of Hood Drive, Rte 208.

-This area of the County has a long established existing development pattern and numerous comments point to this area as one where revitalization, new growth and investment is suited. Examples of such feedback include, "Would love this area to be more luxury...", "...clean up the commercial businesses and better appearance...", "the area should be completely redone...draw people in off I95 for gas, hotels and restaurant options. The new VA Medical Center should set an anchor for medical offices...", overall growth, creating larger tax income", "more business employment options...markets set up the community", "...Four Mile Fork is the best area for urban and taller buildings. It's the best area for that growth...", "build here and keep other areas green...", "a hub for travelers and VA patients with quality restaurants and hotels".

-For business investment prospects, approximately 39% of respondents noted access to major transportation routes as a primary driver.

-Key "likes" of the Four Mile Fork area include: access to major transportation routes (approx. 62%), and existing business mix in the area (approx. 34%). Approximately 11% of respondents selected other and a common theme based on comments received was that there was very little or nothing to "like" presently in the area. One comment suggested that the area has potential but now there is nothing attractive or interesting to visit. Others cited, congestion, concerns about drug use in the area, degraded state of some buildings in the area, lack of community attractiveness were the basis for the answer. This small area plan candidate area garnered a significant amount of open ended comments identifying the area as "unattractive", "blank", "crowded and junked up", "eye sore", "could use revitalization", "rundown". Extent of car dealerships, large parking lots, old storefronts have been raised as a concern as well by numerous comments. Negative comments generated from the "likes" question can be carried over to the "dislikes" about the Four Mile Fork area.

-Key "dislikes" of the Four Mile Fork area include: traffic congestion (approximately 91%), appearance of the commercial areas (approximately 81%), insufficient streetscapes (example street trees) (approximately 61%), lack of bike/ped amenities (approximately 36%), and proliferation of parking lots (approximately 31%).

-Considering what the area should look like in the next 25-years aspirational-ly, respondents sought: increased open space, developments that emphasize walkability, recreational trails/amenities (approximately 65%), mixed-use development (approximately 30%), increased commercial development (approximately 27%), housing diversification (approximately 18%). Concerning housing, and specifically affordable housing, comments suggested pocket neighborhoods, co-housing, need for more by-right housing types, cottage house communities,

small scaled and green housing.

-Approximately 55% of respondents identified housing affordability as a concern for themselves, family and/or friends. Of affordable housing, the majority of respondents who answered the question sought market values between \$200,000 and \$300,000 (approximately 23% of respondents). Approximately 11% sought values at or below \$200,000. For rental rates, \$1,000 to \$1,500/mo. were most favored for affordability by those who answered the question (approximately 24% of respondents).

-Of housing types, single family detached was preference for the area (approximately 33% of respondents), followed by attached housing (townhomes, villa style homes) with approximately 25% of respondents.

-Traffic related concerns focused on the main corridors within the area including Rt 1 (approximately 78%), Rt 208 (approximately 67%), Lafayette Blvd (approximately 66%), Hood Drive (approximately 48%). Lack of alternative routes were also noted by approximately 48% of respondents.

-For bicycle and pedestrian accommodations, lack of sidewalks and crosswalks was the most notable concern (74% of respondents), followed by safety along the Route 1 corridor (approximately 69% of respondents), and lack of bicycle infrastructure and amenities such as bike paths, bike lanes, bike racks and shelters (approximately 54% of respondents).

-For improvements sought for the area, survey respondents had a wide array of interests, including chiefly: better landscaping and improved appearance of storefronts (approx. 83% of respondents), creation of more open, green spaces (approx. 57%), improved roads (approx. 56%), improved traffic safety (approx. 51%), parks and recreation opportunities (approx. 42%), occupancy of vacant properties by businesses (approx. 49%), parks and recreation opportunities (approximately 38%), more shopping, retail, restaurants (approx. 38%), expended bicycle and pedestrian connections (approximately 38%). Of the types of businesses sought for the area, restaurant(s) were most sought after with approximately 61% of respondents, followed by entertainment venue (movies, music, theater (approx. 45%), grocery store (approx. 28%), retail store(s) (approx. 26%), garden center (approx. 25%), offices (22%-23%). A few comments specifically suggested uses such as an indoor children's playground center, need for an area farmers market, hotels.

-Approximately 36% of respondents supported the idea that the area around Exit 126 was well suited for more urban scale development and taller buildings. 60% were not in support of such density.

PLAN PROPOSAL DETAIL

-Some of the most significant concerns associated with the Four Mile Fork area can be addressed through redevelopment of existing developed areas that were constructed at a time and have aged outside of modern standards. Recent examples where modern standards were applied resulting from redevelopment include Royal Farms at the Rt 1 and Hood Dr intersection, Chik-fi-la at Rt 1 and Market Street, VA Outpatient Clinic, Aspire at the Hill, 7-11 at Hood Dr and Rt 208.

-Ongoing zoning ordinance update will consider feedback received. Staff intends that the County Code update will provide additional opportunities to promote redevelopment potential (making sites attractive to redevelop), realize site design, bicycle and pedestrian accommodations, landscaping and open spaces that will positively transform the area in time. Staff notes the high visibility high traffic corridors in this area cited for lack of aesthetic appeal do fall within enhanced design guidelines under the Highway Corridor Overlay District, however, such standards aren't applied unless and until development or redevelopment

projects activate such regulations.

-Staff suggests County code amendments more favorable to infill development along historically residential streets located between Rt 1 and Lafayette Blvd that would lend themselves to smaller footprint detached dwellings at more affordable prices.

-Overall staff hasn't identified need to change the geography of the existing land use designations onsite. The one exception to this would reassign the Mine Rd employment center light designation to a residential designation considerate of the Porchlight Commons rezoning project approved in 2022 to result in 60 age-restricted attached style residences.

-The County might consider incentivizing redevelopment of sites in the area through various means such as incentive zoning.

-Promote outparcel development where "seas" of asphalt provide excessive amounts of unused parking and large asphalt parking lot retrofits to incorporate modern parking lot landscape requirements to help green these areas and reduce asphalt caused heat island impacts.

-Consider prioritizing Thoroughfare Plan identified Improvements in the Four Mile Fork area.

-Continue implementation of the Trailways Master Plan.

-Already supported by gateway signage policy in the Comprehensive Plan, staff recognizes this location as a Spotsylvania County gateway location for travelers arriving from via Interstate 95. Area should be considered for gateway amenities such as enhanced landscape, welcome signage, public art installation, etc.

-Supplement the land use designation descriptions to identify specific sub-uses of interest per respondents, including but not limited to restaurants, farmers market, indoor children's playground center, entertainment venue, etc. Staff suggests this area or the Thornburg-Jackson Gateway area may also be well suited for an indoor recreation facility and/or golf driving range facility such as Top Golf, Drive Shack or OnCore Golf facility.

-Unique to this particular small area plan candidate area, staff notes numerous comments raised concern about homelessness in the area and low income families taking residence in local hotels. Staff suggests these populations may need additional consideration whether it be in the form of a regional shelter system and/or introduction of use types in commercial districts (such as where hotels, self-storage facilities are located) to the allow for residential conversions intended to serve low income populations, reduce homelessness and lack of shelter for such populations supplemented with assistive services.

-Staff also suggests consideration of secondary residential units tied to commercial buildings including strip retail plazas, in traditionally commercial-only districts. These types of opportunities expand housing diversity and focus supplemental residential development within existing developed areas.

Lake Anna Mixed Use Area Survey Themes and Initial Planning Proposals

Wednesday, October 30, 2024 1:25 PM

LAKE ANNA AREA MIXED USE

KEY THEMES FROM SURVEY

-Staff notes the majority of respondents (nearly 55%) say they do not live in the Lake Anna Mixed-Use Area and are not considering living there. Nearly 31% of respondents expressed that quality of life was their chief reason for residing there, followed by Recreational activities (approx. 18%), and housing affordability (approx. 11%). Many respondents who had a connection to the area lived in proximity to the area in question but not within it as noted by approximately 76% of respondents who either had family or friends there, or frequently travel through the area.

-Traffic concerns. Traffic congestion was identified as the #1 dislike by approx. 66% of respondents. Of traffic concerns, congestion along Rt 208 was identified as the most significant concern by approx. 70% of respondents, followed by traffic safety along Rte 208 with nearly 65% of respondents. Traffic capacity (additional lanes) and lack of alternate routes also had notable response rates of approximately 42% each. Concerning traffic, some open ended comment responses included:

- Rt 208 should be 4-lanes
- Traffic safety enhancement, RT 208 safety enhancements
- Careless and reckless drivers on the road

Additional themes from the survey responses include:

-Maintain the Lake in a rural setting. Don't turn Lake into a "Stafford or Woodbridge", "Tysons, Fairfax, Short Pump", less is better, leave it alone, limit growth.

-Some want absolutely no changes and no new growth. Staff notes underlying existing zoning provides for a base level of growth potential with by-right lots and uses.

-Disinterest in housing density in the form of SFA, Apartments. One comment suggests rural lots should be minimum 1-acre/lot. Another suggests "small quaint homes on a bit of acreage" Disinterest in large volumes of new housing. For housing, when asked what the area should look like in the next 25 years if development were to occur, approximately 31% of respondents suggested increase in single family residential developments on larger lots.

-Some want no commercial business at all while others have identified a number of needs or interests for commercial in the area. Middle of the road comments suggest no "heavy commercial, or "keep commercial along Rt 208", "encourage small business and not large retail"

-Some comments speak more generally to the broader Lake Anna area including references to traffic issues in Louisa or down "roller coaster roads" in the area suggestive of roads outside the immediate Rt 208 mixed use area.

-Water supply concerns. Overall, the feedback suggests rural well and septic supported infrastructure over public utilities and added density associated.

- Staff notes any projects that require public hearing enabling such as those that increase density above by-right potential have Comprehensive Plan land use guidance in place to secure groundwater hydrology studies to not only exhibit well sustainability for uses proposed, but also to analyze for potential impacts upon nearby existing wells.

-Lake health concerns.

- Staff notes the development review process requires administrative oversight review and approvals require environmental codes and health department oversight having to do with environmentally sensitive areas, well and septic systems.
- Light pollution concern. Staff notes, the County does have a night sky friendly outdoor lighting ordinance in effect since 2016.
- Need for internet services.
- Suggestions received seeking better options for restaurants and entertainment venues, outdoor entertainment, outdoor activities, lack of a nearby library or public park with a larger set of amenities (basketball court, pickleball, tennis, biking infrastructure) referenced. For parks, walkability and open space interest, when asked what respondents would like the area to look like in 25 years if development were to occur, nearly 64% of respondents favored increased open space, developments that emphasize walkability, recreational trails/amenities.
- Lack of goods, services, entertainment (approx. 29%), retail options (approx. 27%) were identified as reasons to dislike the area.
- Of support expressed for commercial and essential services, a "town center" referenced, "waterfront for a true village", hotel, grocery store, drug store, restaurants, farmers market, bandstand and park atmosphere, waterfront access, fitness or rec center, "tourist type commercial development". Other suggestions on the smaller scale sought things like "small shops for ice cream, sandwiches, coffee with walking biking paths." Feedback received suggested focusing the Lake Anna Mixed Use Area on both sides of Rt 208. Approximately 29% of respondents would like to see increased commercial development within the next 25 years if development were to occur.
- Concern raised about goods and services, tax revenue flow to Louisa County. One comment suggested "Make Spotsy side of the bridge more business friendly so more businesses will locate on Spotsy side."
- Lack of safe bike/ped infrastructure. Lack of such amenities were identified as a dislike of the area by approximately 23% of respondents.
- Lack of health care providers, emergency services.
- Concern about proliferation of short term rentals and interest in limiting them. Short term rental issues were identified by approx. 28% of respondents as a dislike of the present condition.
- Limited suggestions seeking higher density development and extension of public water and sewer infrastructure to serve the area.
- One suggestion looked to extend the mixed use designation to the intersection of Lawyers and Rte 208 as a means to reach state park related traffic. Staff notes a commercial land use designation is already in place within the land use map and would support the type of pass by or state park traffic. The intersection is outside of the Lake Anna mixed use area that is the focus of this project but the land use map does contemplate state park related traffic with the commercial designation.
- Lake Anna was viewed as the most significant landmark/attraction in the area with approximately 91% of support from survey respondents, followed by built attractions such as marinas, restaurants, breweries, wineries, distilleries (approx. 45%)
- Affordable housing concern was identified by nearly 48% of respondents, with remainder not being of concern. Considering affordable housing price points and rental rates, approx. 15% sought values in the 200K-300K range, 15% sought 300K-400K range. Approximately 8% sought below 200K.

Policy Item: Leave geographic extent of the mixed use area as is or to reduce extent and scale back? The Lake Anna Mixed Use area at present can be described as being broken into a north and a southern

section, divided by Douglas Creek. The northern section encompasses approximately 725 acres, and southern section approx. 735 acres. The southern section offers more lakefront opportunities and has a greater degree of existing development in rural residential, marina and boat storage at Sturgeon Creek Marina, self-storage, boat storage. The north section does have a variety of commercial businesses oriented along the Rt 208 corridor including marina, Long and Foster Realty, Smile Lake Anna (5205 Cts Road), Hotel Lake Anna, Churches such as Bethel Christian. This area feeds into the commercial cluster just north of Rt 208 & Lawyers Rd. One consideration would be to scale back the Lake Anna Mixed Use area to just include the south section and then identify the Rt 208 corridor north of Douglas Creek as a rural commercial corridor outside the PDB on well and septic, extending northward as far as Bradley Lane where the existing commercial cluster can be linked. The remaining acreage that had been under Lake Anna Mixed Use would scale back to rural residential. Alternatively, staff suggests considering scaling the northern mixed use area extent back to just north of Lake Anna Village Drive, and reverting the northern area back to rural residential and agricultural and forestal. The Rte 208 and Lawyers Rd area commercial cluster would remain in commercial due to existing character of development and uses there and also to complement feedback suggestive of commercial uses benefitting from lake anna traffic at the Lawyers Rd intersection with Rt 208. These geographic scale backs may impact a number of Lake Anna concept roads that were added as part of a 2022 Comprehensive Plan amendment intended on establishing a road network framework to serve the areas with development being the driver of the roads.

PLAN PROPOSAL DETAIL

-Unless direction on extent of Lake Anna Mixed Use area changes, no significant changes are proposed.

- The 2021 Comprehensive Plan reigned in the Lake Anna Mixed Use designation to support well and septic based rural residential single family detached lots, as well as emphasizing commercial development generally compatible with suggestions from survey responses.
- Bike/ped accommodations have been incorporated into the Trailways Master Plan sub-chapter along the Rt 208 corridor extending from the Lake up to Bradley Lane. Continue to implement the Trailways Master Plan.
- Existing Comprehensive Plan policy establishes the land use vision and of particular interest to this area seeks to secure groundwater hydrology studies considerate of project ability to support itself while not impacting neighboring supplies. Additional environmental policies and environmental codes based oversight seeks to identify potential impacts and identify mitigations whether it be with water quality, stormwater runoff, erosion and sediment control, etc.
- Rt 208 corridor is already identified as a 4-lane improvement project with bike/ped accommodations. Lawyers, Lewiston, Ryland Payne Roads also identified as 2-lane improvement projects. For Lewiston Rd, an intersection improvement and intersection realignment is also planned. Corene Rd and the Lake Anna Mixed Use portion of Ridge Rd also identified as 2-lane improvements. The intersection of Rte 208 and Anna Pt Lane has also been identified as a planned improvement in the Thoroughfare Plan. Recommendation would be to continue to implement and prioritize Thoroughfare Plan improvements.

-Explore locating a public park in the area with a wider variety of recreational amenities located centrally in the southern part of the County in proximity to the Rt 208 corridor. Staff notes that the nearest public parks include Arritt Park and Belmont Park. Both Arritt and Belmont Parks have limited size and amenities as a Community Park, and Special Use Park respectively. Belmont Park was improved in 2023 with planting of over 70 trees, a soccer field, playground accommodating of 20-25 children, perimeter walking path. The Arritt Park inventory includes 1 small multi-purpose field, 2-small diamonds, 1 picnic shelter (10 tables), playground, restrooms and picnic area (4 random tables).

-Add an intersection improvement project to the Thoroughfare Plan at Rte 208 and Lawyers Rd.

-Potential new concept roads scale back dependent upon size and location of Lake Anna Mixed Use Area (see policy question above).

-Short term rentals are a concern that extends beyond the bounds of the Lake Anna Mixed Use Area.

Staff suggests any County oversight change dealing with short term rentals be addressed as a separate

task with broader geographic reach. This is not a Lake Anna Mixed Use area, small area plan specific issue.

-Overwhelming feedback from survey responses and feedback from the Board in lead up to the 2021 Comp Plan update suggests lack of support for extending public water and sewer to the area in support for higher intensity development.

-The ongoing zoning ordinance update will consider feedback received.

-Staff intends that the County Code update will provide more opportunities to provide for smaller footprint, more affordable housing options.

-Consider prioritizing Thoroughfare Plan identified Improvements in the Lake Anna Mixed Use Area.

-Already supported by Comprehensive Plan policy language seeking to establish gateway signage at County entry points, staff recognizes this location as a Spotsylvania County gateway location for travelers arriving from the south through Louisa County. The area should be considered for gateway amenities such as enhanced landscape, welcome signage, public art installation, etc.

-For the Lake Anna Mixed Use area as it currently exists or should the PC and BOS support a geographical scale back if the area, considerate of the area remaining, staff suggests supplementing the land use designation descriptions to identify specific sub-uses of interest per respondents in the survey including but not limited to medical care facilities (including urgent care), gym facility, grocery store, restaurants, drug store, hardware store, specialty retailers, farmers market, entertainment venue, etc. We can amend language to ensure specific commercial wants and needs expressed by feedback are mentioned as of interest for enhanced suggestive guidance.

-Pursue a Rt 208 corridor safety analysis extending from the Louisa County line northward to Camp Town Rd to identify road safety conflict points and identify warranted improvements such as addition of turn lanes, etc. This item extends well beyond the Lake Anna Mixed Use area but comes with a theme about the Rt 208 corridor outside of the PDB, a central artery that bisects the County and is integral to both the Primary Development Boundary and Rural Spotsylvania County.

-Consider adding a golf cart friendly code to the Lake Anna Mixed Use area. Geographic extent yet to be determined. In consult with VDOT, staff determined such a code would be required. Louisa County has example in place.

Thornburg-Jackson Gateway Survey Themes and Initial Planning Proposals

Wednesday, October 30, 2024 1:33 PM

THORNBURG-JACKSON GATEWAY

KEY THEMES FROM SURVEY

-Survey respondent association with the Thornburg-Jackson Gateway area was primarily through those who live within the County, but outside of the area in question (approximately 52%), frequently travel through the area (approximately 44%), and live directly within the area (approximately 34%). Answers were not exclusive and respondents had option to identify the various ways the area applied to themselves.

-For those who do live within the area, quality of life (approx. 22%), access to transportation routes (approx. 17%), housing affordability (approx. 17%) were the top three choices as to why the area was attractive for living. Approximately 15% of respondents identified "other" as to their reasoning for residing there. Common answers included "rural setting" and "away from congestion".

- One particular comment staff noted was that existing rural homes should be protected and green space maintained around them. This particular theme has been applied to proposed land use scale backs generally along the Po River Corridor within the Primary Development Boundary as described below, as well as areas in the Rt 1 and Hickory Ridge Rd intersection area.
- From a business prospects perspective, of those who provided reasoning for why the area was attractive for business or investment included: accessibility to major transportation routes (approx. 31% of respondents), growth potential (approx. 22% of respondents), and costs and affordability (approx. 18% of respondents). Most respondents acknowledged they did not own and weren't considering opening a business in the area themselves (approx. 48%).
- The key "likes" associated with the area included: transportation accessibility (a convenience factor). Access to major transportation routes was heavily selected by approximately 60% of respondents. Transportation access was followed by community appearance/aesthetic with approximately 23% of respondents. The third most popular response was "other" and feedback received in its regard tended to focus on maintaining rural character, greenspace. Housing affordability was fourth with approximately 20% of respondents.
- The main attractions/landmarks cited in the area presently, based on survey respondents are Interstate 95 Exit 118 (approx. 62% of respondents), followed by Dominion Raceway (approx. 39% of respondents), and Roxbury Mill historic site (approx. 32%).
- Key "dislikes" in the area include: Traffic congestion (approx. 73% of respondents), lack of parks and recreation (approx. 43%), and lack of business and retail options (approximately 32%). 30% of respondents disliked the existing business mix and an equal percentage identified lac of bike/ped accommodations as a dislike. For lack of parks and recreation facilities, like the Bowman Center area, a comment was made suggestive of a little league field complex and/or more athletic fields to keep up with demand.
- Of transportation related concerns, the majority of respondents identified traffic congestion along the Rt 1 Corridor and bailout traffic associated with Interstate 95 as chief concern (approx. 83% of respondents). The intersection of Rt 1 at Morris and Mudd Tavern Rd was identified as the second most concern for transportation by approximately 67% of respondents. Thirdly, lack of alternative routes was acknowledged as a problem by approximately 32% of respondents.
- Of those concerned about bicycle and pedestrian traffic in the area, lack of sidewalks and crosswalks was identified by approximately 63% of respondents. Second, Route 1 corridor safety specifically was identified by approximately 62% of respondents, followed by lack of bicycle infrastructure and amenities (approximately 53% of respondents).
- For long term 25-year vision, the majority of respondents sought open space, developments that

emphasize walkability and recreational trails/amenities. This was followed by "other" at nearly 25% of respondents, and mixed use developments (approx. 23%). Of those who responded other, common themes included avoidance of dense residential development types in favor of detached housing, or avoidance of development all-together to leave the area in a rural condition.

- Approximately 43% of respondents identified housing affordability as a concern themselves or for their own friends and family. Concerning affordability, market prices below \$400,000 were most favored. Staff notes roughly 8% of respondents identified interest in home costs below \$200,000. For rental rates, most who identified affordability as a concern sought rental rates in the \$1,000-\$1,500 mo. range (approx. 17%). Approximately 10% of respondents identified interest in less than \$1,000 mo. Rental rates. Of housing types supported as the source of affordable units, the majority identified interest in single family detached units (approx. 30% of respondents). Approx. 15% of respondents identified attached style housing.
- For improvements sought for the area, survey respondents had a wide array of interests, including chiefly: better landscaping and improved appearance of storefronts (approx. 55% of respondents), creation of more open, green spaces (approx. 52%), improved roads (approx. 44%), improved traffic safety (approx. 44%), parks and recreation opportunities (approx. 42%), occupancy of vacant properties by businesses (approx. 38%), more shopping, retail, restaurants (approx. 34%). Of the types of businesses sought for the area, restaurant(s) were most sought after with approximately 57% of respondents, followed by drug store (approx. 30%), and hardware store (approx. 31%). A few comments specifically suggested interest in a coffee shop, a daycare, "big box" retail such as a Target, and disinterest in proliferation of used car dealerships.

PLAN PROPOSAL DETAIL

-Significant mixed-use scale backs along the western edge of the Primary Development Boundary. Morris Rd to north of Thornburg D Road, focus on developing a light industry and commerce corridor along the "Thornburg A" new concept road corridor as its spine road.

-After significant scale backs as referenced above, maintain a mixed-use core areas around the periphery of Rt 1 and Morris Rd intersection, the southern and southwestern extent of the Primary Development Boundary south of Morris Rd, and in the periphery of Massaponax Church Rd and Rt 1 intersections.

-Aside from an identified commercial note along Rt 1 at the Hickory Ridge Rd intersection, staff proposes a more rural single family detached "carve out" south of the Ni River within the Primary Development Boundary, involving Joeys Ln, Smith Mill Ct, Turkey Branch Rd. This amendment would remove employment center and mixed use land use designations in favor of public water and sewer supported single family detached residences in a more rural setting. Staff notes approximately 86% of respondents were supportive of this concept intent on respecting existing residential core areas in their character.

-Considerate of historic resources and existing semi-rural forested development pattern west of N, S Roxbury Mill Rd, create a residential land use integrity carve out intended to maintain similar uses and single family detached development patterns generally along the north and south side of the Po River in areas involving Watermill Ct, Stonebridge Ct, Fountain Lane, North Point Dr, Yakima Trail, Waucoma Trail. Between N Roxbury Mill Rd and Rt 1 the northern boundary supportive of this type of single family detached development would be Larkin Chew Ln. This "carve out" would remove the Employment Center designation that originated in the 2008 Comprehensive Plan to a designation more respectful to existing development patterns there and advocate for expanded forested buffering in proximity to the area in relation to a long established commerce vision otherwise envisioned in the area. Staff notes approximately 86% of respondents were supportive of this concept.

-Staff has proposed a number of land use scale backs intended to be survey concern friendly with this proposal and ultimately reduce adjacency conflicts, maintain existing long established

character in some areas. However, we are also cognizant of long established land use direction that has led to inclusion of the area within the Primary Development Boundary, led to infrastructure investment, economic development zone designations, and land use support for a variety of other uses or which proximity to Interstate 95, Exit 118, Rt 1 corridor are all factors. Staff notes direction to establish the area as part of an economic growth area for jobs and investment can be traced chiefly to the 2002 Comprehensive Plan where the Jackson Gateway Development District was established. Per the 2002 Plan, *Jackson Gateway shall be provided with adequate infrastructure as to be the primary location for new office, industrial and commercial development within Spotsylvania County.* The 2002 Development District extended from Massaponax Church Rd from the north and southward as far as the Matta River, including mapped land areas east and west of the Rt 1 Corridor. The 2002 Jackson Gateway Development District generally aligns with the Primary Development Boundary of today. Prior to 2002, the 1994 Comprehensive Plan had noted the area north of Morris and Mudd Tavern Rd as part of a transition district. Per the 1994 Plan, the transition district was *intended to receive public services to support a density of development similar to the Primary Settlement District.*

- Ongoing zoning ordinance update will consider feedback received. Staff intends that the County Code update will provide more opportunities to provide for smaller footprint, more affordable housing options.
- Consider prioritizing Thoroughfare Plan identified Improvements in the Thornburg-Jackson Gateway area including but not limited to improvements at Rt 1 and Hickory Ridge Rd intersection and the Hickory Ridge Rd extension. Staff notes that 2022 amendments to the Comprehensive Plan Transportation Chapter identified new road connections and parallel roads intended to relieve traffic burdens along the Rt 1 corridor, better distribute traffic and provide alternative routing options. These new roads in addition to identified improvements to existing roads and intersections in the area as well.
- Emphasize the Thornburg area commercial heavy mixed use area towards commercial development and tourism to create a synergy around proximity to Exit 118, Dominion Raceway, existing hotel and restaurant clusters, and the Kalahari Resort in development.
- Consider reassigning the land use designation for frontage parcels along Morris Rd within the Primary Development Boundary roughly 1,400 feet west of Taverner Ln as employment center light, reducing the extent of mixed use light along the Morris Road corridor.
- Continue implementation of the Trailways Master Plan.
- Supplement the land use designation descriptions to identify specific sub-uses of interest per respondents, including but not limited to daycare center, grocery store, hardware store, coffee shop, a big box retailer, etc.
- Staff suggests this area or the Four Mile Fork area may also be well suited for an indoor recreation facility and/or a destination golf driving range facility such as Top Golf, Drive Shack or OnCore Golf facility.
- Already supported by gateway signage policy in the Comprehensive Plan, staff recognizes this location as a Spotsylvania County gateway location for travelers arriving from via Interstate 95. Area should be considered for gateway amenities such as enhanced landscape, welcome signage, public art installation, etc.
- Narrow land use focus to target certain uses considerate of limited accessibility and difficult to serve status for PDB area east of Interstate 95 between the Ni and Po Rivers?
- Explore public water community benefit opportunity/option for residences proximate to approved data centers outside of the PDB?

Spotsylvania County Small Area Plans

November 20, 2024

Work Session

Development of Small Area Plans

- The Comprehensive Plan includes a Major Initiative Action item within Chapter 1 to develop Small Area Plans (aka Special Area Plans)

Purpose

- Small Area Plans:
 - Area specific focus;
 - Gain area specific insights from citizens, stakeholders, decision makers, to further refine Comprehensive Plan land use and transportation vision;
 - Provide additional guidance beyond that provided in a county-wide land use chapter;
 - Offer additional insight on the intended uses, character and aesthetics, density, bulk regulations, and transportation connectivity (including transportation alternatives) in the defined area;
 - May be supplemented with more detailed maps and design graphics;
 - May lead to regulatory revisions via County Code and Design Standards Manual to help achieve the development vision for the area;

Locations and Timeline

- Presented and supported for further exploration at December 7, 2022 Planning Commission Work Session
 - Thornburg & Jackson Gateway
 - Four Mile Fork
 - Sylvania-Bowman Ctr.
 - Crossroads Station (VRE)
 - Lake Anna Mixed Use
- Small Area Plan website and survey construction
- Small Area Plan website and survey release September 1, 2023 initially intended to run through January 1, 2024
 - Survey had ongoing advertising through a variety of methods in consult with the County Public Information Officer
- December 1, 2023, effort receives extensive coverage in Free Lance Star Article
- Small Area Plan survey extended to April 1, 2024 in late December 2023 resulting from Board of Supervisors request
- March 20, 2024 Sylvania-Bowman Ctr Area Town Hall Meeting

Timeline Continued

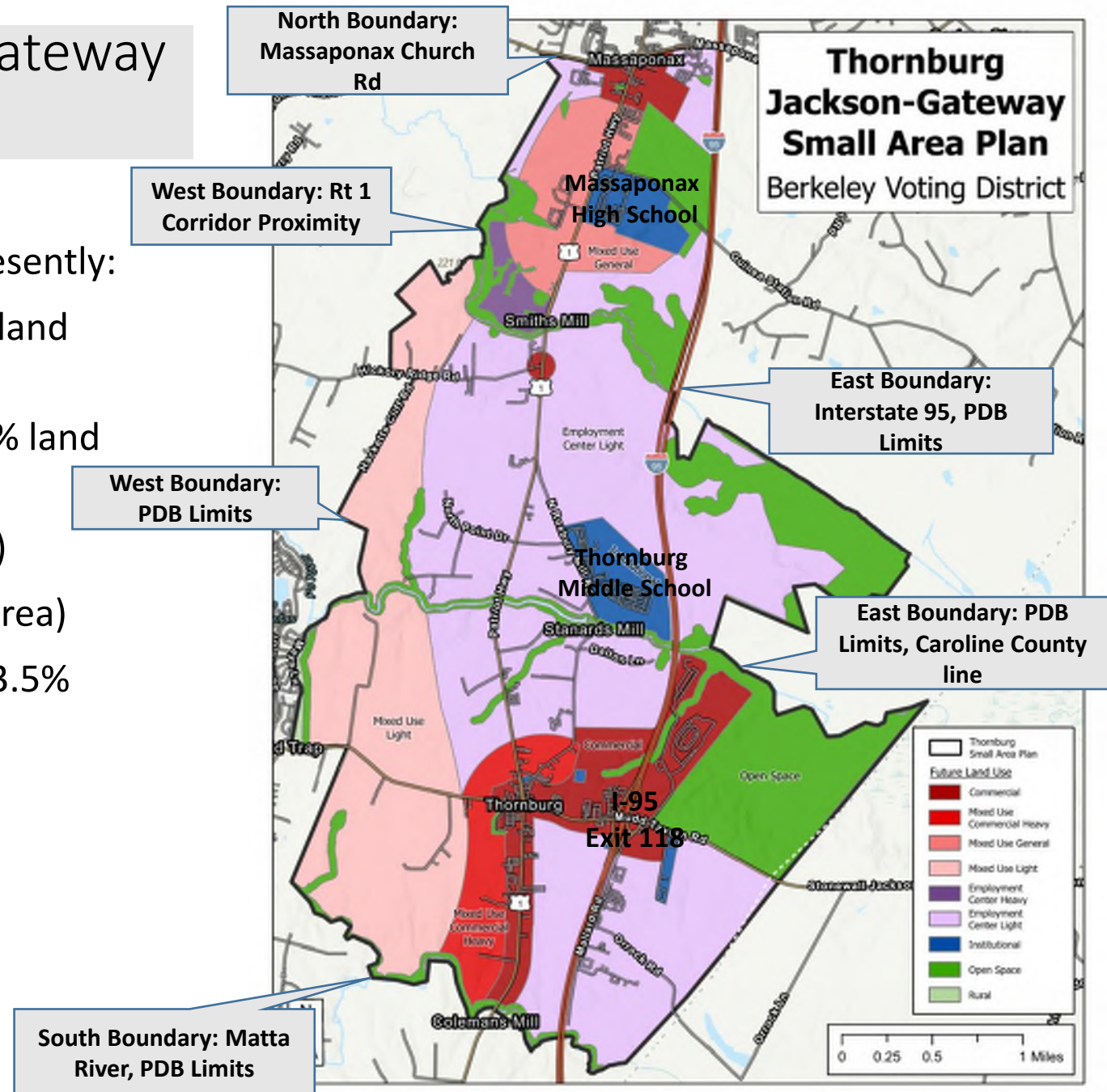
- June 13, 2024 survey reports release date with Board Communication
- Small Area Plan website update to showcase survey results and initial planning proposals
- October 29, 2024 survey theme summaries and initial planning proposals released with Board Communication including notice of intent to discuss with Planning Commission at work session November 20, 2024

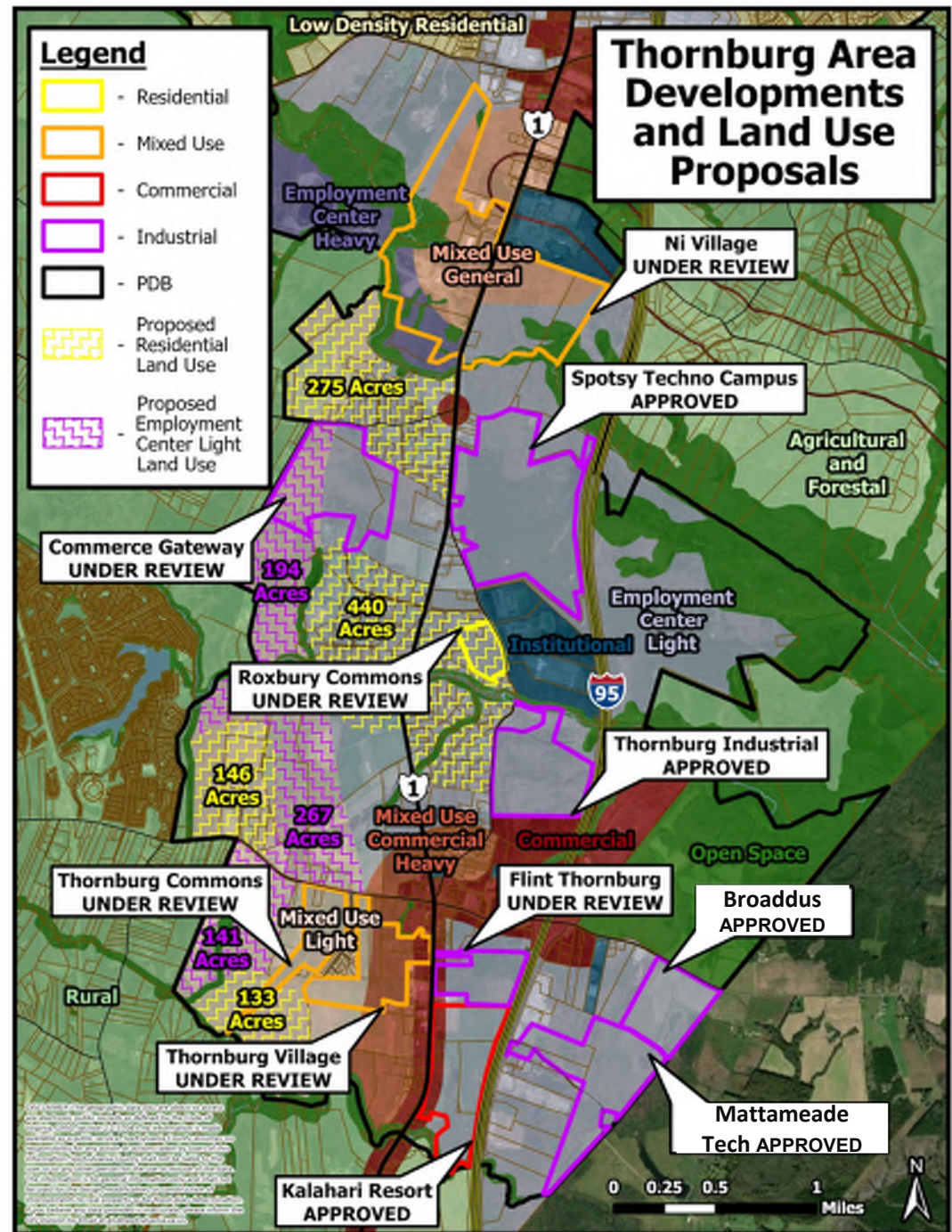
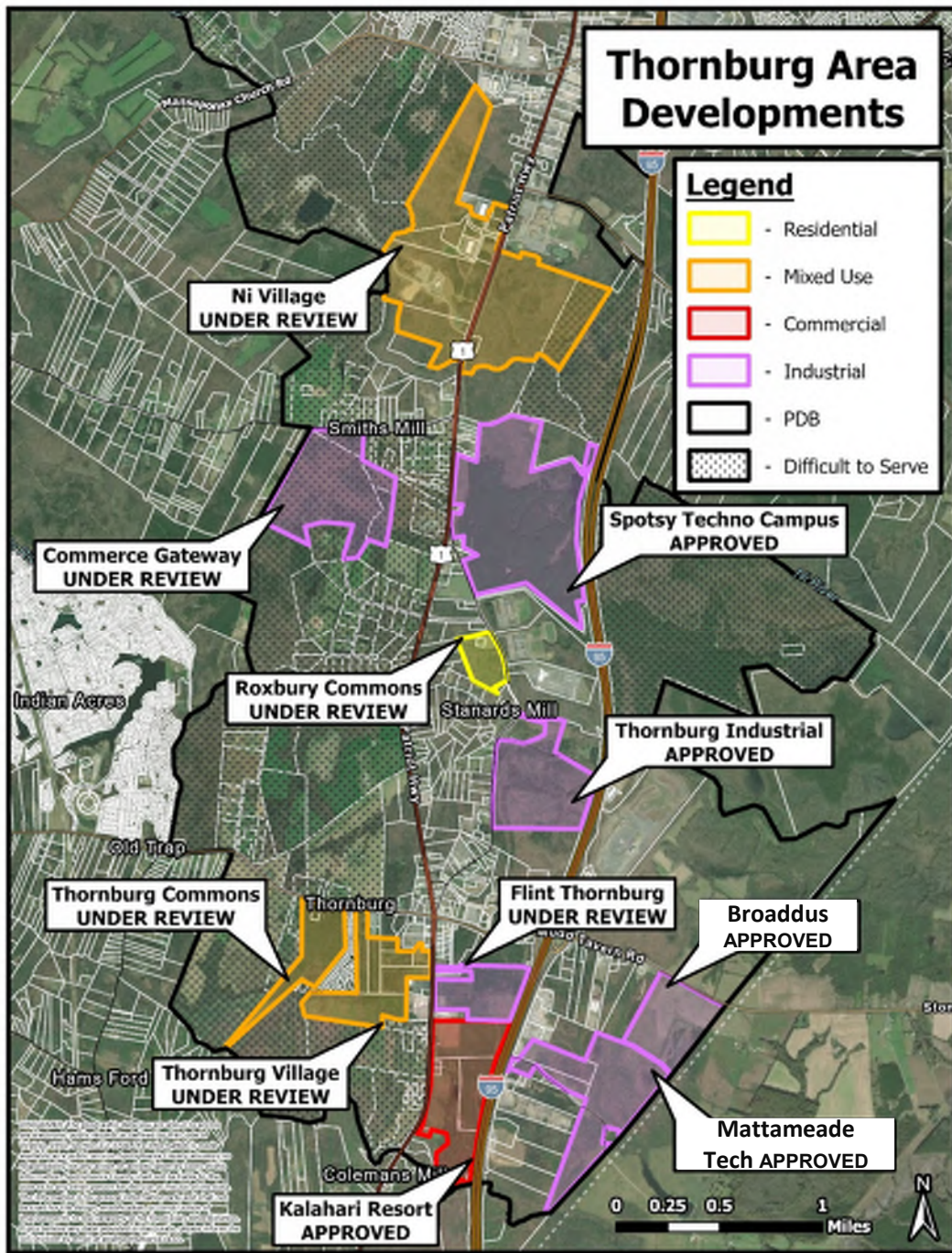
Thornburg & Jackson Gateway Future Land Use

Size: Approx. 7,060 Acres

Comprehensive Plan Land Uses Presently:

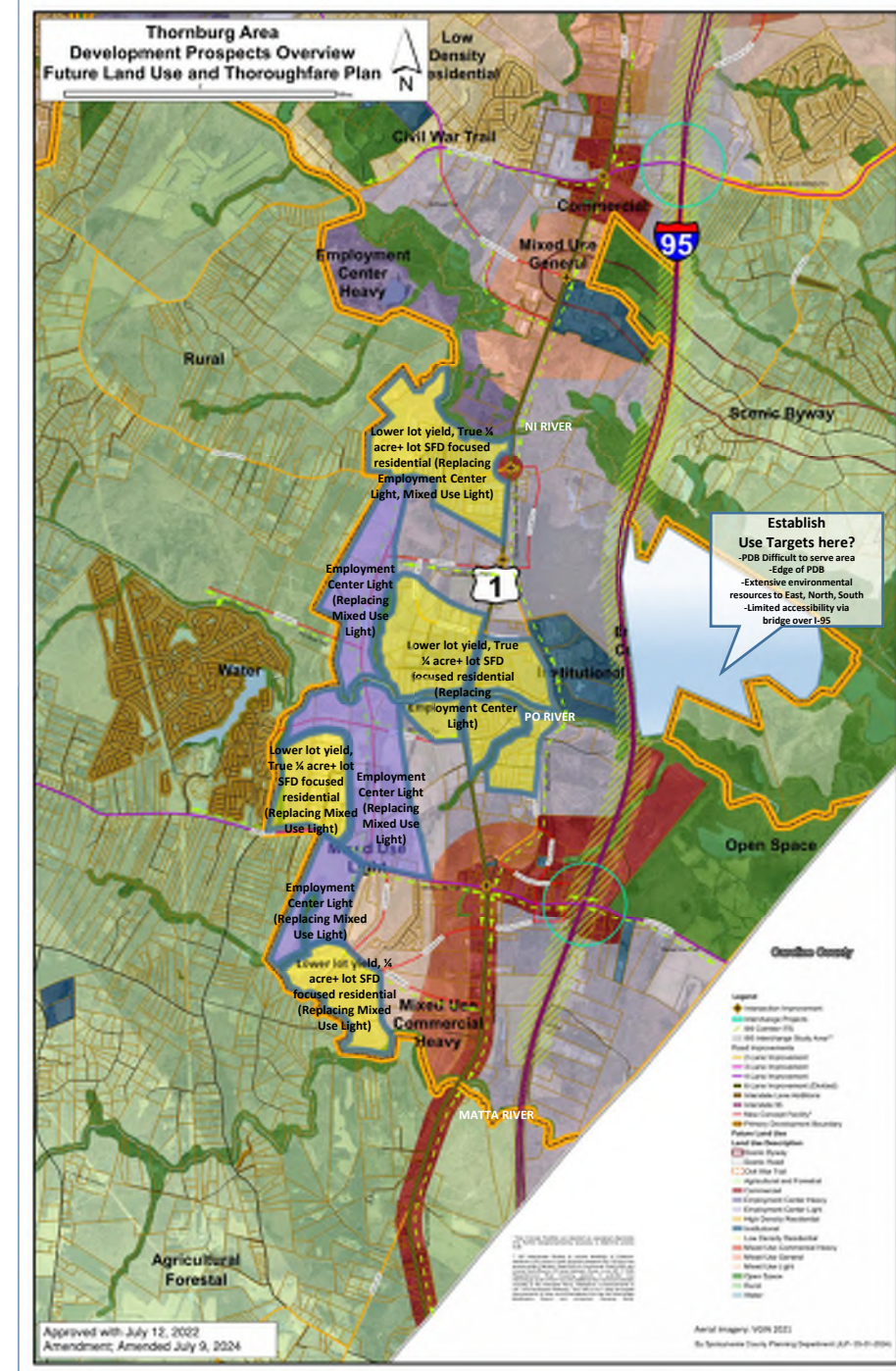
- Employment Center Light (42% land area)
- Employment Center Heavy (0.9% land area)
- Mixed Use Light (17% land area)
- Mixed Use General (4.6% land area)
- Mixed Use Commercial Heavy (3.5% land area)
- Commercial (8% land area)
- Open Space (18.7 % land area)
- Institutional (4% land area)





Thornburg-Jackson Gateway Area Initial Proposals

- Significant reduction in mixed use areas in exchange for single family detached residential areas and employment center light designations
- Employment center scale backs in residential core areas
- Introduction of single family detached oriented land use carve outs on ¼ acre or more lots with public water and sewer availability
- Interest in economic development led use targeting to narrow PDB focus east of Interstate 95 between Ni and Po Rivers?
- Explore public water community benefit opportunity/option for residences proximate to approved data centers outside of the PDB?



Thornburg- Jackson Gateway Area Initial Proposals

- Major survey themes focused on land uses and reducing extent of dense housing, character protection especially of existing residential areas.
 - Pursuit of a happier medium: Land use scale backs intended to be survey concern friendly and maintain existing long established character in some areas.
 - Acknowledge there is long established land use direction that has led to inclusion of the area within the Primary Development Boundary, infrastructure investment, economic development zones, development interest and land use support for a variety of uses of which proximity to Interstate 95, Exit 118, Rt 1 corridor are all factors.
 - The main attraction/landmark cited in the area presently, based on survey respondents are Interstate 95 Exit 118 (approx. 62% of respondents)
 - As of the 2002 Comprehensive Plan the Jackson Gateway Development District was identified as *“proposed to be a new location for commercial, office and industrial development. Often referred to as a “sleeping giant”. The Interstate 95 interchange at Thornburg has the potential to be the next employment center within Spotsylvania County.”*

Thornburg- Jackson Gateway Area Initial Proposals

- Ongoing zoning ordinance update will consider feedback received. Staff intends that the County Code update will provide more opportunities to provide for smaller footprint, more affordable housing options.
- Consider prioritizing Thoroughfare Plan identified Improvements in the Thornburg-Jackson Gateway area.
- Emphasize the Thornburg area commercial and commercial heavy mixed use area towards commercial development and tourism to create a synergy around proximity to Exit 118, Dominion Raceway, existing hotel and restaurant clusters, and the Kalahari Resort in development.
- Supplement the land use designation descriptions to identify specific sub-uses of interest per respondents, including but not limited to daycare center, grocery store, freestanding emergency room, hardware store, coffee shop, a big box retailer, etc.
- Staff suggests this area or the Four Mile Fork area may also be well suited for an indoor recreation facility and/or a destination golf driving range.

Thornburg- Jackson Gateway Area Initial Proposals

- This is a gateway location for travelers arriving via Interstate 95. Area should be considered for gateway amenities such as enhanced landscape, welcome signage, public art installation, etc.

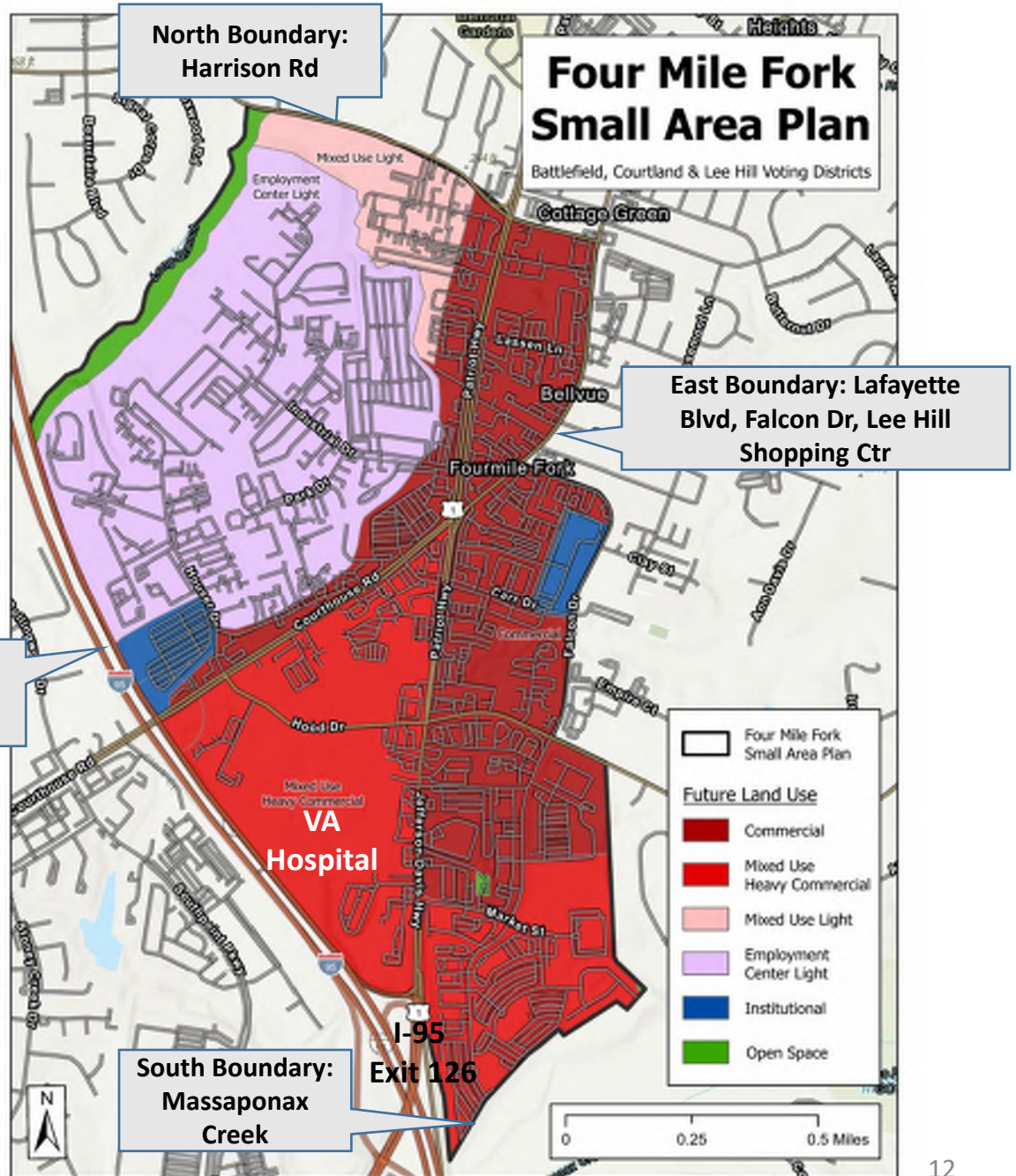
Four Mile Fork Future Land Use

Size: Approx. 934 Acres

Comprehensive Plan Land Uses Presently:

- Employment Center Light (33% land area)
- Mixed Use Light (5.2% land area)
- Mixed Use Commercial Heavy (28% land area)
- Commercial (28.5% land area)
- Open Space (2% land area)
- Institutional (3% land area)

West Boundary: Long Branch, Interstate 95



Four Mile Fork Area Initial Proposals

- Broad acknowledgement of this area as being historically developed and where development would and should occur.
- Overall staff hasn't identified need to significantly change the geography of the existing land use designations.
 - One exception would reassign the Mine Rd employment center light designation to a residential designation considerate of the Porchlight Commons rezoning project approved in 2022 to result in 60 age-restricted attached style residences.
- This is a gateway location for travelers arriving via Interstate 95. Area should be considered for gateway amenities such as enhanced landscape, welcome signage, public art installation, etc.

Four Mile Fork Area Initial Proposals

- Some of the most significant concerns (area perceptions and aesthetics) can be addressed through redevelopment of existing developed sites that were constructed at a time and have aged outside of modern standards.
 - Recent examples where modern standards were applied resulting from redevelopment include Royal Farms at the Rt 1 and Hood Dr intersection, Chik-fi-la at Rt 1 and Market Street, VA Outpatient Clinic, Aspire at the Hill, 7-11 at Hood Dr and Rt 208.
- High visibility high traffic corridors cited for lack of aesthetic appeal do fall within enhanced design guidelines under the Highway Corridor Overlay District, however, such standards aren't applied unless and until development or redevelopment

Four Mile Fork Area Initial Proposals

- Ongoing zoning ordinance update will consider feedback received. Staff intends that the County Code update will provide additional opportunities to promote redevelopment potential (making sites attractive to redevelop), realize site design, bicycle and pedestrian accommodations, landscaping and open spaces that will positively transform the area in time.
 - The County might consider incentivizing redevelopment of sites in the area through various means including but not limited to incentive based zoning.
- Staff suggests County code amendments more favorable to infill development along historically residential streets located between Rt 1 and Lafayette Blvd that would lend themselves to smaller footprint detached dwellings at more affordable prices.
- Promote outparcel development where "seas" of asphalt provide excessive amounts of unused parking and large asphalt parking lot retrofits to incorporate modern parking lot landscape requirements to help green these areas and reduce asphalt caused heat island impacts.

Four Mile Fork Area Initial Proposals

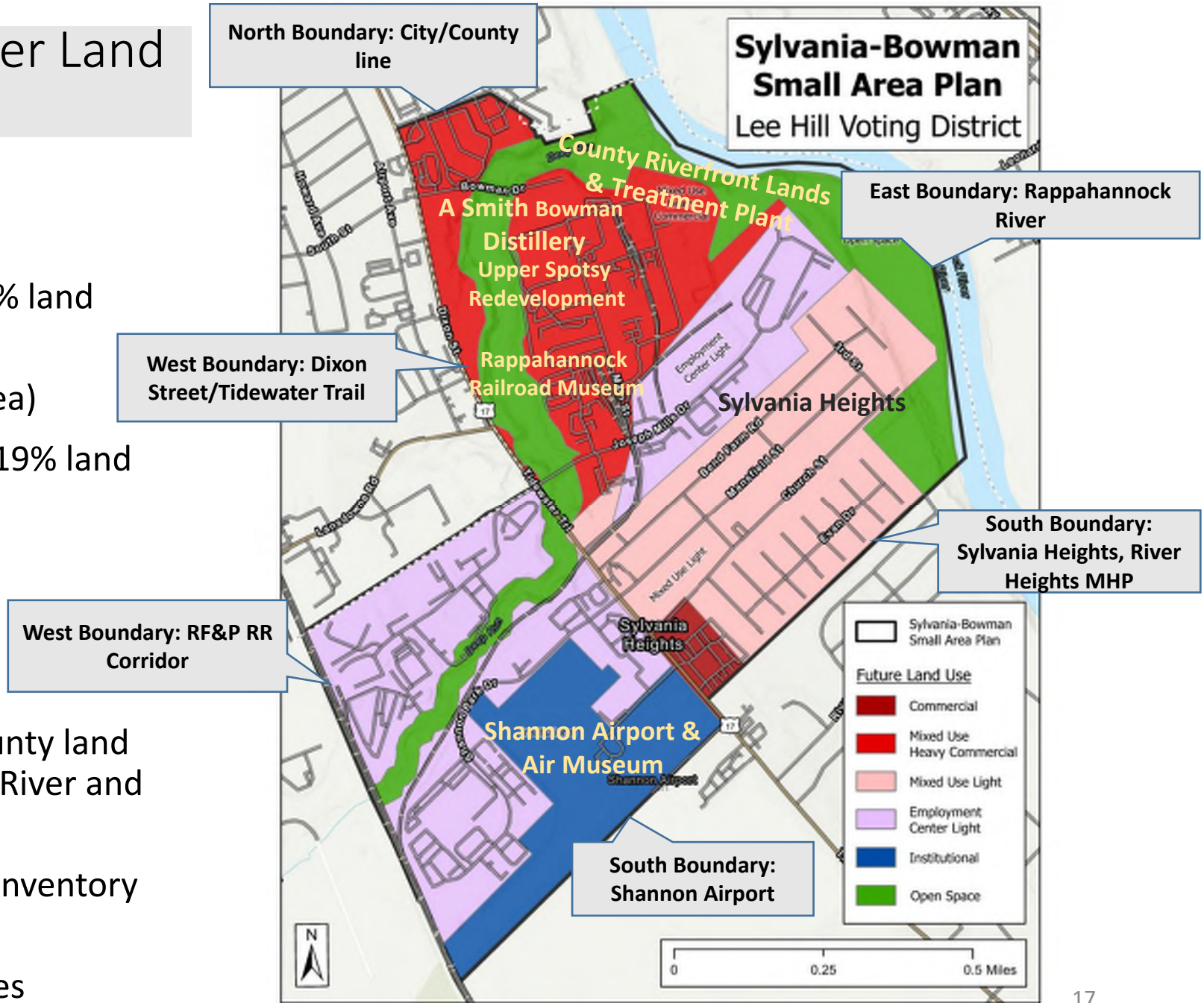
- Supplement the land use designation descriptions to identify specific sub-uses of interest per respondents, including but not limited to restaurants, farmers market, indoor children's playground center, entertainment venue. Staff suggests this area or the Thornburg-Jackson Gateway area may also be well suited for an indoor recreation facility and/or golf driving range facility.
- Numerous comments raised concern about homelessness in the area and low income families taking residence in local hotels. Staff suggests these populations may need additional consideration and broader focus outside of the small area plan process.
- Staff also suggests consideration of secondary residential units tied to commercial buildings including strip retail plazas, a percentage of livable units embedded within hotels, other use types in traditionally commercial-only districts. These types of opportunities expand housing diversity and focus supplemental residential development within existing developed areas.
- Consider prioritizing Thoroughfare Plan identified Improvements in the Four Mile Fork area.

Sylvania-Bowman Center Land Use

Size: Approx. 576 Acres

Comprehensive Plan Land Uses:

- Employment Center Light (28.5% land area)
- Mixed Use Light (20.6% land area)
- Mixed Use Commercial Heavy (19% land area)
- Commercial (1.6% land area)
- Open Space (18.6% land area)
- Institutional (10.5% land area)
- Public-Private prospects for County land inventory along Rappahannock River and Treatment Plant site
- Historic character and building inventory
- Existing industrial, commercial, residential and cultural resources



Concepts & Connections



Sylvania-Bowman Area Initial Proposals

- Environmental Site Assessment to determine developable areas.
- Staff suggests commissioning a more robust Urban Design Plan (architectural and site design concepts) and market study to further establish a County vision for the ultimate buildout, look and feel and activities for the area going forward.
 - Architectural guidance would be sensitive to vernacular of recent National Register of Historic Places (NRHP) and Virginia Landmarks Register designation of the Sylvania-Bowman collection of structures. Staff notes studies of the existing collection of historic structures onsite note Industrial architecture and/or art deco inspired design.
 - Consider enhanced design standard or guidance along Tidewater Trl frontage intended to complement architectural stylings present inside the industrial park and provide a street fronting face/ cohesive vision for the project?
- Work within and around footprint of NRHP historic structures. This is not a demolition plan.
- Encourage voluntary consult with Spotsylvania Historic Preservation Commission simply for feedback on new buildings.

Sylvania-Bowman Area Initial Proposals

- Consider prioritizing Thoroughfare Plan identified Improvements in the area including further upgrades to the Tidewater Trail Corridor, Lansdowne Road Extension, Shannon Airport Access Road.
- Consider upgrading a number of roads from private to public and additional connectivity enhancements constructed to industrial/freight friendly and mixed-use friendly standards (Bowman Center Area)
 - Capital lane is upgrade candidate for wide travel lanes and on street parking along the east side of the road (mixed use side)
 - Dill Smith Dr? Opportunity to more clearly connect w/ Capital Lane as a cross street?
 - Cross street connections necessary from Main Street over to the east.
 - First Street connection to Joseph Mills Dr as Sylvania Heights linkage? Note, majority of respondents support greater connectivity between Sylvania Heights and Bowman Center area (approx. 54%)
 - Opportunity for additional street connections onsite for development flow, establishing land use separations, enhanced access, visitor experience
 - Mixed-Use friendly streetscape improvements

Sylvania-Bowman Area Initial Proposals

- Broad walkable promenade atop river bluffs:
 - "The point", a visual vertical element such as a clock tower, cupola, belfry, turret, spire, silo tower overlooking the promenade, river area, amongst the terraced facades.
 - Terraced buildings 4,5 stories set back behind river bluffs promenade offer outdoor interactions, balcony views, rooftop venues, restaurants, hotel visitor options.
 - Promenade facing structures, as part of terrace design, promote first level arcade or pillared design, or arched colonnade to provide covered outdoor opportunities for passage and/or seating areas. Creates interaction between interior environment and outdoor environment, lengthens opportunity for outdoor interaction in inclement weather.
- Industrial architecture and/or art deco inspired design in complement of NRHP historic structures.
 - Ability to "splash" in juxtaposition more modern or international inspired architecture (glass heavy facades, etc.). Modern architecture with reflective glass set against historic or modern-historic buildings.
- Design accommodation for blank walls intended for artistic murals.

Sylvania-Bowman Area Initial Proposals

- Location for startup business, micro storefronts & offices, market chalets, etc. Ground level commercial
 - Farmers, Holiday Market Venue, Portable Structures/Vendor Chalets
- Illuminated Water feature/fountain, opportunity for sculptural/art interest. Potential Rappahannock River interest (fishing, fish species, etc.)
 - Convert to illumination non-watered feature out of season
 - Multimedia fountain arrangement for night and seasonal variability
- Indoor theatre for live events (theater, comedy, music), Outdoor amphitheater for live events overlooking the river.
 - Additionally, explore feasibility of utilizing the natural slope down to the river (taking advantage of topography) to create a scenic riverfront outdoor amphitheater venue, just off the river bluff promenade.
- Hotel/Resort, events, conference center
- Indoor, commercial recreation/athletic facility
- Additional brewery, winery, cidery....promoting synergy and critical mass.

Sylvania-Bowman Area Initial Proposals

- Target rail sidings for rail friendly industry. Focus on bulk materials, non-toxics, non-volatiles. Add Land Use polygon overlay intent on maintaining rail.
 - RR themed amenities, expansion opportunities for RR Museum
 - Explore whether opportunities exist to run larger historic RR scenic excursions from the museum down the 3rd rail in the future?
 - Staff suggests adding RR crossing improvements to the Thoroughfare Plan as part of its next update to express Comprehensive Plan support and identify need.
- Continued support for small industries, cottage or artisanal industries. Area to maintain extensive employment center designations
- Greenspace and recreational attractions
 - Recreation green to include elements such as children's playground, large splash pad (attraction), open lawn area, bounded by landscape, sidewalks, benches.
 - Franklins Crossing Access, parking, trailhead.

Sylvania-Bowman Area Initial Proposals

- Potential for structured parking to conserve space for attractions. Provide access for larger market of customers onsite cognizant of current parking restrictions on location that can work against customer having positive experience. (Bowman Center Area)
 - Structured parking oriented along east side of Capital Lane leaving riverfront areas clear of large surface parking lots.
- Riverside esplanade and/or trail for passive recreation, fishing, canoe/kayak launch, boat ramp, access to Franklins Crossing site w/ historic interpretation opportunities. Riverfront otherwise chiefly left in a more natural forested, vegetative state.
- Consider Virginia Institute of Marine Science (VIMS) preferred shoreline BMPs guidance for the Rappahannock riverfront (points east of the City) as outlined in Appendix D of the Comprehensive Plan.
- Ongoing zoning ordinance update will consider feedback received. Staff intends that the County Code update will provide more opportunities to provide for smaller footprint, more affordable housing options friendly to infill development.
 - Consider incorporating an allowance for overnight accommodations associated with the airport use.

Sylvania-Bowman Area Initial Proposals

- New major access
 - Lansdowne Extension Road as Gateway opportunity. Visual interest, "signature" bridge, street lighting, Deep Run Trail, Scenic overlook opportunity at head of lake/pond?
- Already supported by gateway signage policy in the Comprehensive Plan, staff recognizes this location as a Spotsylvania County gateway location for travelers arriving from the north through the City of Fredericksburg. Area should be considered for gateway amenities such as enhanced landscape, welcome signage, public art installation, etc.

Crossroads Station/ VRE Land Use

Size: Approx. 2,733 Acres

Comprehensive Plan Land Uses:

- Low Density Residential (1.2% land area)
- Employment Center Light (15.2% land area)
- Employment Center Heavy (16.6% land area)
- Mixed Use Light (25% land area)
- Mixed Use General (19.8% land area)
- Commercial (1.1% land area)
- Open Space (17.6% land area)
- Institutional (3.5% land area)

West Boundary: Lee Hill Park, Oaks MHP

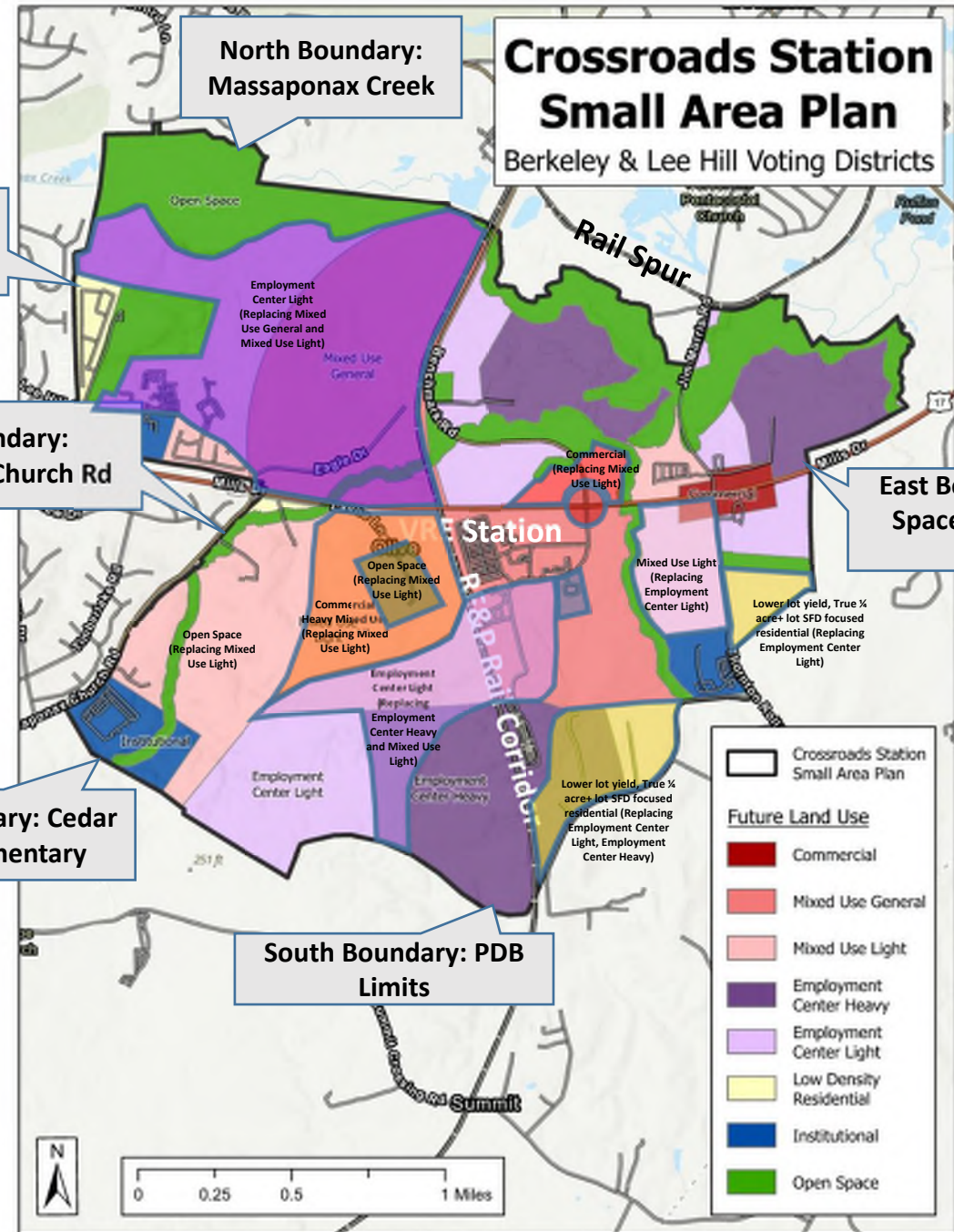
West Boundary: Massaponax Church Rd

South Boundary: Cedar Forest Elementary

North Boundary: Massaponax Creek

South Boundary: PDB Limits

East Boundary: Open Space, Open Space Esmt



Crossroads Station/ VRE Area Initial Proposals

- Public Park inventory is limited east of Interstate 95 in the County. All three existing Parks east of the Interstate including Mary Lee Carter Park, Cosner Park, and Lee Hill Park are classified as community parks and as such are limited in physical size and amenities.
 - As identified within the Public facilities Parks and Recreation Element of the Comprehensive Plan, continue to pursue development of a District Size Park in the Massaponax Church Rd/Lee Hill Area.
 - Continue maintenance and investment in Mary Lee Carter Park.
- Consider prioritizing Thoroughfare Plan identified Improvements in the Crossroads VRE Area.
 - Staff suggests adding RR crossing improvements to the Thoroughfare Plan as part of its next update to express Comprehensive Plan support and identify need.
 - Promote expanded passenger rail services to the station
- Promote continued VRE parking lot maintenance and upkeep (landscape islands, light poles, wheel stops, improved bicycle parking, bike/ped connection to Crossroads Pkwy along VRE Drive.

Crossroads Station/ VRE Area Initial Proposals

- Consider promoting VRE station enhancements such as improved or expanded indoor lobby, attracting an onsite convenience vendor, improved and expanded restrooms.
- Limit extent of large apartment complexes/ developments within the larger Crossroads area to a walkable catchment area near the VRE Station. Otherwise primary residential focus in the larger area would be detached housing as primary housing type, provision of detached-style housing in duplex form, and lesser more subordinate extent townhome development.
- Land use revisions to remove the mixed-use designation from remaining undeveloped or unplanned acreage along Crossroads Pkwy in exchange for non-residential uses.
- Replace mixed-use light and mixed use general designations upon large tracts of industrially zoned lands north and northwest of Eagle Drive with employment center land use. (approximately 300 acres)
- Land use step downs along the edge of the Primary Development Boundary along Thornton Rolling Rd and Patriot Lane away from employment center to minimum acreage targeted single family detached on public water and sewer.

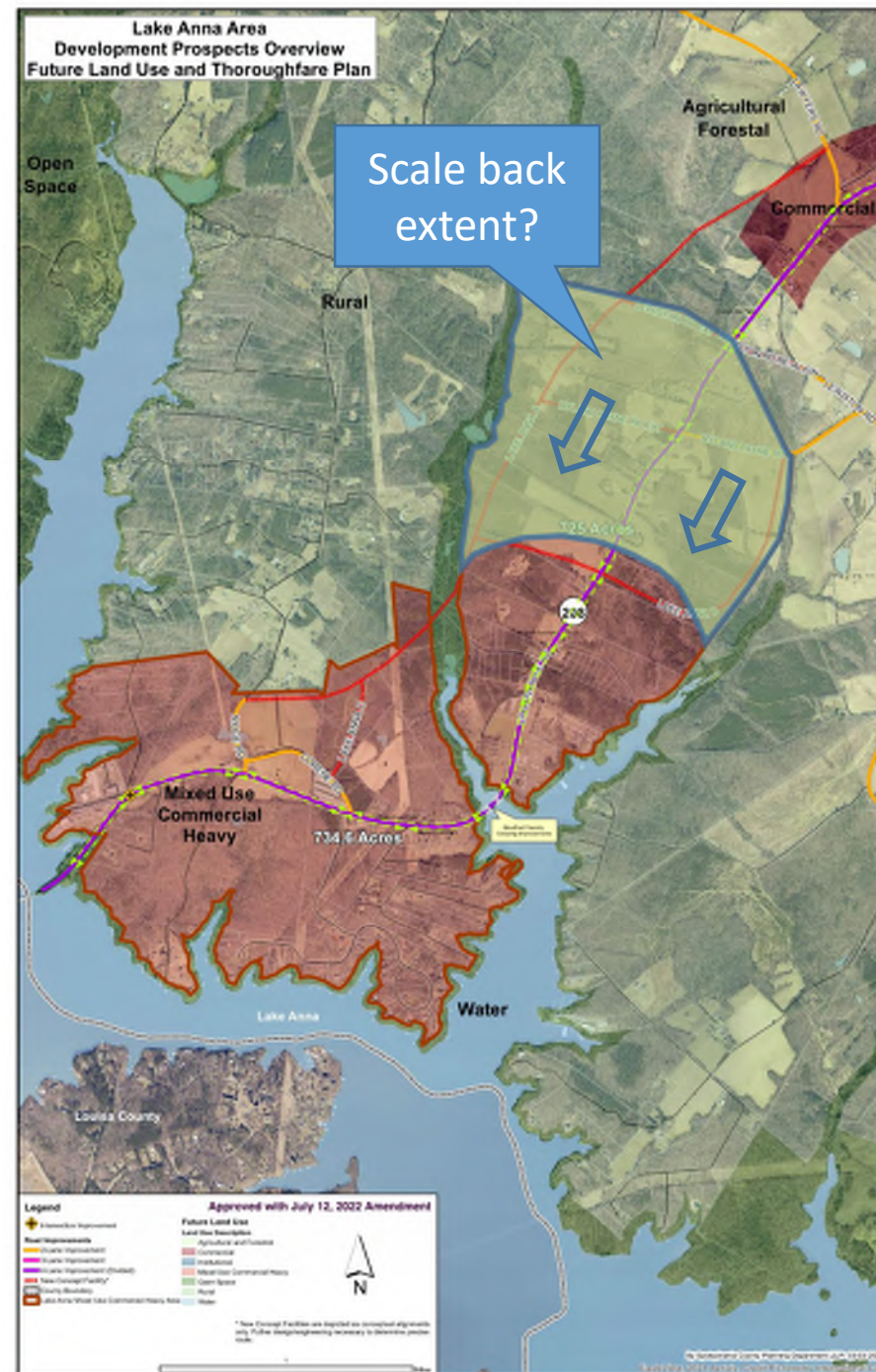
Crossroads Station/ VRE Area Initial Proposals

- Staff suggests assigning a commercial node in place of the present mixed use light in the area of the Benchmark Rd and Rt 17 corridor, cognizant of the crossroads location, future bike/pedestrian connectivity plans for the area and proximity to the VRE Station (approximately 40 acres).
- Staff suggests scaling back the mixed-use light designation fronting along the western side of the RF&P corridor in favor of an employment center and commercial heavy mixed use designation south of Rt 17.
- Suggest reassigning the historically significant LaVue Property (NRHP, VLR), specifically the TM 37-A-41B with an open space designation. The open space designation would remove a mixed use light designation in exchange for approximately 10 acres in open space. Intent would be to promote historic preservation of the historically significant collection of buildings.

Lake Anna Mixed Use

Adopted Land Use and Thoroughfare Plan Map (Lake Anna Mixed Use Zoom In) considers:

- Improvements to existing roads
- Intersection improvements
- Establishing new roads
- Expanded connectivity
- Distribute traffic and reduce burden on Rt 208 corridor with parallel roads and interparcel connectors
- Provide access to inland areas identified for future development
- Establish bike/ped connections consistent with Trailways Master Plan



Lake Anna Mixed-Use Area Initial Proposals

- Leave geographic extent of the mixed use area as is or to reduce extent and scale back?
 - Scale back approximately 450-500 acres north of Douglas Creek (approx. 1/3rd reduction in land area)?
- Unless direction on extent of Lake Anna Mixed Use area changes, no significant changes are proposed for the area.
 - The 2021 Comprehensive Plan reigned in the Lake Anna Mixed Use designation to support well and septic based rural residential single family detached lots, as well as emphasizing commercial development generally compatible with suggestions from survey responses.
- Bike/ped accommodations have been incorporated into the Trailways Master Plan sub-chapter along the Rt 208 corridor extending from the Lake up to Bradley Lane. Continue to implement the Trailways Master Plan.
- Existing Comprehensive Plan policy establishes the land use vision and of particular interest to this area seeks to secure groundwater hydrology studies considerate of project ability to support itself while not impacting neighboring supplies.

Lake Anna Mixed-Use Area Initial Proposals

- Existing health department, County environmental policies and environmental codes based oversight seeks to identify potential impacts and identify mitigations whether it be with water quality, septic systems, stormwater runoff, erosion and sediment control, etc.
- Recommend continue to implement and prioritize Thoroughfare Plan improvements.
 - Rt 208 corridor is already identified as a 4-lane improvement project with bike/ped accommodations.
 - Lawyers, Lewiston, Corene, Ridge, Ryland Payne Roads also identified as 2-lane improvements within the area.
 - Lewiston Rd intersection improvement and realignment is planned.
 - Rte 208 and Anna Pt Lane intersection is planned.
 - Staff suggests adding an intersection improvement project to the Thoroughfare Plan at Rte 208 and Lawyers Rd.
 - Should a scale back of land use extent be pursued, there would be potential warrant to reduce the extent of new concept roads in the area (these were added to the Comprehensive Plan in 2022).

Lake Anna Mixed-Use Area Initial Proposals

- Consider adding a golf cart friendly code to the Lake Anna Mixed Use area. Geographic extent yet to be determined. In consult with VDOT, staff determined such a code would be required. Louisa County has example in place.
- Recommend a Rt 208 corridor safety analysis be pursued extending from the Louisa County line northward to Camp Town Rd to identify road safety conflict points and identify warranted improvements such as addition of turn lanes, etc. This item extends well beyond the Lake Anna Mixed Use area but comes with a theme about the Rt 208 corridor outside of the Primary Development Boundary.

Lake Anna Mixed-Use Area Initial Proposals

- Supplement the land use designation descriptions to identify specific sub-uses of interest per respondents in the survey including but not limited to medical care facilities (including urgent care), gym facility, grocery store, restaurants, drug store, hardware store, specialty retailers, farmers market, entertainment venue, etc.
- The ongoing zoning ordinance update will consider feedback received. Staff intends that the County Code update will provide more opportunities to provide for smaller footprint, more affordable housing options.
 - Short term rentals are a concern that extends beyond the bounds of the Lake Anna Mixed Use Area.
 - Staff suggests any County oversight change dealing with short term rentals be addressed as a separate task with broader geographic reach. This is not a Lake Anna Mixed Use area, small area plan specific issue.

Small Area Plan Website

- Small Area Plan GeoHub Website was used as the survey portal from September 1, 2023 to April 1, 2024
- Small Area Plan GeoHub Website since updated to present the raw survey reports and survey themes and initial planning proposals
- [Small Area Plan Site](https://small-area-plan-spotsygis.hub.arcgis.com/) (*https://small-area-plan-spotsygis.hub.arcgis.com/*)