

| | |
|--------------------------------------|--|
| <p>5. Croaker Interchange</p> | <p>Future development for the Mixed Use interchange quadrants should be developed in accordance with a binding master plan which maintains the appropriate mixture of principal and secondary uses. The binding master plan shall address how the future development and/or redevelopment of adjacent parcels would be integrated into the overall plan of development for the Mixed Use area.</p> <p>As development occurs for each of these quadrants, an appropriate mixture of preferred and secondary uses shall be maintained at all times. Future development for these interchange quadrants will be conditioned upon County acceptance of a specific plan and implementation schedule to maintain adequate levels of service on the surrounding road system, including the interstate and the interchange. Suggested uses for the two quadrants are outlined below.</p> <p>5A. Northwest Quadrant (adjacent to and east of the Mirror Lakes subdivision)</p> <p>For lands within the northwest quadrant of the Croaker Road and I-64 interchange, the principal suggested uses include commercial and office. Secondary uses may include light industry and moderate density residential development. Moderate density residential development would be accommodated where it does not preclude the development of the principal uses.</p> <p>For the three properties to the west of Point O Woods Road and to the north of Croaker Road, suggested uses are those that meet the description and intensity of the Neighborhood Commercial designation (as found in Chart 3. Commercial/Industrial Designation Descriptions in the Land Use section), including medical offices, professional offices, branch banks, day care centers and small restaurants. These three properties should be designed so they can share a single entrance onto Croaker Road, in a way that implements or incorporates best practices for access management. Particular attention should also be paid to adequately buffering potential development from the existing adjacent residential areas, and complementing the architecture of surrounding uses.</p> <p>5B. Southeast Quadrant</p> <p>For lands within the southeast quadrant of the Croaker Road and I-64 interchange, the principal suggested uses include light manufacturing and office. Secondary uses shall only be permitted where they do not preclude the development of the principal uses. Commercial and limited residential development that complements the principal uses may be considered as secondary uses provided they require significantly smaller portions of land area than the primary uses; are master planned and developed commensurate with an appropriate level of primary uses; are integrated with the primary uses as an interconnected mixed use community as intended in the Comprehensive Plan rather than separate developments; do not significantly diminish the ability of the primary uses to meet level of service standards, particularly for road and interchange capacity; and support the overall quality of economic development expected in this area. Commercial and limited residential development shall be located away from the immediate interchange area. In particular, residential development shall be limited to the area zoned R-5, Multifamily Residential, as of May 5, 2003, and to the portions of the site fronting Croaker Road and in the area between the existing golf clubhouse and along the length of the lake to the dam.</p> |
| <p>6. Lightfoot</p> | <p>The land east of Richmond Road (Route 60) is developed or developing as support uses for the Williamsburg Pottery Factory. The property is adjacent to the railroad and (if passenger or light rail were to become available) would be suitable for a transit-oriented mixed use development with a mixture of limited industry, commercial, and moderate density housing. Recognizing that shallow parcels may limit development options, uses should emphasize shared access and parking in order to mitigate traffic congestion as well as consistent treatment for landscaping and architecture. Uses in this area should complement the adjacent Economic Opportunity designated area to the extent possible.</p> <p>For lands west of Richmond Road (Route 60), the principal suggested uses are moderate density housing, commercial developments and office developments. The commercial uses should not be developed in a “strip” commercial fashion and should emphasize shared access and parking as well as consistent treatment for landscaping and architecture. Measures to mitigate traffic congestion will be critical to maintaining the economic vitality of the area and to maintaining an acceptable degree of mobility. For land west of the Colonial Heritage entrance, for the parcels along Richmond Road with existing B-1 zoning, office uses and low traffic generating secondary uses are recommended in order ensure the commercial separation between Lightfoot and Norge. All other design criteria should follow the existing description for the west side of Richmond Road.</p> |
| <p>7. New Town</p> | <p>New Town is located in the vicinity of and including the Route 199/Monticello Avenue interchange and extends from just west of Route 199 to just west of Ironbound Road and the border with the City of Williamsburg. The principal suggested uses are a mixture of commercial, office and limited industrial with some residential as a secondary use. The development in this area is governed by a detailed master plan and design guidelines for each distinct area within New Town, which provides guidelines for street, building, open space design and construction which complements the scale, architecture and urban pattern found in the City of Williamsburg. New development or redevelopment in this area should follow the appropriate design guidelines and strive to integrate uses as appropriate. Along the west side of the Ironbound Road corridor, the expansion of existing businesses, or similar uses, is encouraged, with the added opportunity for mixed use structures that incorporate housing as a clearly secondary use in upper stories. The area located south of Monticello Avenue and zoned M-1 should follow the same principal and secondary suggested uses, should be developed under a master plan and should follow the same general design guidelines as the rest of New Town.</p> <p style="text-align: right;"><i>(Chart 4 continued on next page)</i></p> |