

2017 Comprehensive Plan Update
 Summary of Revisions to Comprehensive Plan
 Fall 2017

Since late 2016, the Planning Commission has been reviewing the *2010 Comprehensive Plan* and updating its content. As part of the *2017 Comprehensive Plan Update*, the following revisions have been made:

Chapter	Revisions Made
Chapter 1: Introduction	<ul style="list-style-type: none"> • Updated demographics and other countywide statistics. • Condensed language and removed two subsections with repetitive information (<i>Plan Development Process</i> and <i>Plan Updates</i>). • Removed references regarding urban development areas.
Chapter 2: Planning Background	<ul style="list-style-type: none"> • Updated information about the plan development process and regional growth trends. • Condensed language and removed one subsection with repetitive information (<i>Local Planning Challenges and Opportunities</i>).
Chapter 3: Vision and Goals	<ul style="list-style-type: none"> • Updated parts of the Vision Statement, adding language encouraging new development to incorporate high-quality architectural features into their design.
Chapter 4: Economic Development	<ul style="list-style-type: none"> • Updated statistics regarding major employers and jobs within Powhatan County. • Updated related objectives and strategies: <ul style="list-style-type: none"> ○ Revised Objective #1 to read “Implement the 2016 Economic Development Strategic Plan.” Strategies related to that objective align with recommendations made within the 2016 Economic Development Strategic Plan. ○ Removed former Objective #2: <i>Establish targeted geographic areas for economic development along the Route 60 Corridor and along Route 711 east of the Route 288 interchange that call for targeted infrastructure and take advantage of close proximity of workforce housing both inside and outside the county.</i> This issue is addressed in other parts of the plan, including Chapter 5: Housing and Chapter 8: Land Use and Community Character. ○ Removed former Objective #4, Strategy #6: <i>Capitalize on the few remaining options of utilizing the county’s limited Norfolk-Southern Railway access in the Moseley area.</i> Development in the area and limited roadway access make railway access infeasible. ○ Removed former Objective #6: <i>Allocate the costs of growth fairly between the county and the development community. New development should be generally expected to pay its own way and the county should provide clear guidance as to the appropriate level of public improvements and facilities needed to meet new growth demands.</i> This concept is addressed in other parts of the plan. ○ Removed former Objective #8: <i>Implement development regulations that balance the desire to attract new investment in the county with the desire to promote high-quality development and long-term sustainability of new investment.</i> This concept is addressed in other parts of the plan.

Chapter	Revisions Made
Chapter 5: Housing	<ul style="list-style-type: none"> • Added data regarding different housing types and home sales. • Added a subsection entitled <i>Aging in Place</i>. This subsection discusses the need to provide housing suitable for an aging population, since the number of residents age 65 years and over is projected to increase. • Added a subsection entitled <i>Reinvestment in Existing Housing Stock</i>. This subsection discussed the need to encourage property owners to invest in older homes, so that existing subdivisions remain desirable places to live. • Removed former Objective #3: <i>Forecast and plan for a population growth rate and monitor growth relative to that forecast.</i>
Chapter 6: Infrastructure and Utilities	<ul style="list-style-type: none"> • Updated descriptions of existing public facilities, based on feedback received from each county department. Descriptions were updated to include new facilities built since 2010 and other facilities that have been renovated. • Removed section entitled <i>Key Issues</i>. These issues are described elsewhere in the plan. • Removed former Objective #10: <i>Focus infrastructure in the three planned service areas within the Route 60 Corridor East Special Area and Courthouse Village urban development areas being targeted for infrastructure services in the near term future (i.e. five years)</i>. This concept is addressed by other objectives within this chapter (including current Objective #9). • Removed former Objective #11: <i>Consider a service area at the western end of the county along Route 60, but only as a very long-term (i.e. at least ten years) possible growth area</i>. Expanding infrastructure and encouraging higher-density growth along Route 60 west of the Courthouse Village is no longer considered a priority. Most of the area is designated as <i>Rural Preservation</i> on the Countywide Future Land Use Map. • Within the subsection <i>Sewer and Water Utilities</i>, the phasing of public utilities (water and sewer) was modified to align with recommendations made within the <i>2015 Water and Wastewater Master Plan</i>. Parts of the Courthouse Village, Route 60 Corridor East, and Route 711 Village are within the existing Water and Wastewater Service District, with a possible expansion to include the former Beaumont Juvenile Correctional Center. Some of these recommendations include: <ul style="list-style-type: none"> ○ Securing a long-term surface water supply. ○ Explore water reuse opportunities. ○ Investigate and secure alternate wastewater treatment options.
Chapter 7: Natural and Cultural Resources	<ul style="list-style-type: none"> • Throughout this section, removed references to a Transfer of Development Rights (TDR) program. • Removed part of Objective #6, Strategy E: <i>Investigate commuter bus service through RRPDC</i>. • Removed <i>Map 4: Natural Resources (Prime Conservation Areas)</i>. Most environmentally-sensitive areas depicted on that map were designated <i>Natural Conservation</i> or <i>Rural Preservation</i> on the Countywide Future Land Use Map. • Under <i>Historical and Cultural Landmarks Objectives and Recommendations</i>, removed recommendations related to the creation of historic overlay districts and other county-level historic designations. Instead of creating mandatory standards related to the preservation of historic properties, recommendations encourage property owners to voluntarily protect historic properties (and for Powhatan County to consider policies that incentivize historic preservation).

Chapter	Revisions Made
Chapter 8: Land Use and Community Character	<ul style="list-style-type: none"> • The boundaries of each growth area (Special Area Plan) were changed slightly, and some land use designations within the growth areas changed. See p. 4 for more detail (Updates to Countywide Future Land Use Map). • Some areas previously designated <i>Rural Residential</i> are now designated <i>Rural Preservation</i>. See p. 4 for more detail (Updates to Countywide Future Land Use Map). • New land use designations have been created: <ul style="list-style-type: none"> ○ <i>Prime Development Opportunity</i> Areas designated <i>Prime Development Opportunity</i> are where there are opportunities to create large, cohesive master-planned developments that incorporate commercial, light industrial, and/or residential uses. These areas include large, contiguous parcels close to major highways, utilities, and other infrastructure, making them suitable for projects that could support regional employers and major businesses. ○ <i>Industrial</i> Areas designated <i>Industrial</i> can accommodate a variety of industrial uses, including warehousing, manufacturing, research and development, and mining. Residential uses are inappropriate within industrial areas. • Descriptions for each Special Area Plan (Route 60 Corridor East, Route 711 Village, and Courthouse Village) were updated. • Photos have been added to show appropriate types of development within each Countywide Land Use Category.
Chapter 9: Transportation	<ul style="list-style-type: none"> • Under <i>Key Issues: Route 60</i>, updated description to include current traffic counts and references to recently-completed transportation studies that analyzed mobility along the Route 60 corridor. • The eight transportation-related objectives have been reorganized to include strategies. Language was not changed, but reorganized. • The list of projects in the Major Thoroughfare Plan has remained largely unchanged. Plan references and cost estimates were updated. • Removed sections entitled <i>Functional Classifications, Street Design in Urban Development Areas, Scenic Byways, and Funding Options</i>.
Chapter 10: Action Prioritization	<ul style="list-style-type: none"> • No significant revisions were made.
Chapter 11: Implementation Tools	<ul style="list-style-type: none"> • Streamlined this chapter to list different implementation tools. Detailed descriptions of each implementation tool were removed.
General	<ul style="list-style-type: none"> • Updated page layout and cover. • Added photos.

Updates to the Countywide Future Land Use Map

Rural Areas

(see p. 57 of Draft Comprehensive Plan)

General Area	2010 Land Use Designation	Proposed 2017 Land Use Designation
Bell Road Corridor	Rural Residential	Rural Preservation
Cosby Road Corridor (North of Crews Lane)	Rural Residential	Rural Preservation
Macon Area	Rural Residential	Rural Preservation
Huguenot Trail Corridor (Old River Trail/Oak Leaf Subdivision to Pleasants Road)	Rural Residential	Rural Preservation
Three Bridge Road Corridor (Fine Creek to Judes Ferry Road)	Rural Residential	Rural Preservation
Capeway Road Corridor (South of Capeway Court)	Rural Residential	Rural Preservation
Dorset/Moseley Area	Low-Density Residential	Rural Residential

Route 60 Corridor East

(see p. 93 of Draft Comprehensive Plan)

General Area	2010 Land Use Designation	Proposed 2017 Land Use Designation
Northwest of Batterson Road/Judes Ferry Road Intersection	Village Center Village Residential Rural Residential	Prime Development Opportunities Commerce Center
Northeast of Old Church Road/Judes Ferry Road Intersection	Village Residential	Village Center Rural Preservation
South of Oakbridge Industrial Park	Commerce Center Village Center Village Residential	Village Center
Dorset Road (South of Genito Station Subdivision)	Rural Residential Low-Density Residential	Village Center
Route 60 Corridor (Properties with Direct Frontage)	Village Center Commerce Center Village Residential Low-Density Residential	Commerce Center (Limited Village Center and Prime Development Opportunity)
Luck Stone Quarry and Carter Gallier Boulevard	Commerce Center Village Residential	Industrial

Northeast of Page Road/Manakintown Ferry Road Intersection	Village Residential Village Center Rural Residential Rural Preservation	Village Residential Prime Development Opportunity
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Courthouse Village

(see p. 95 of Draft Comprehensive Plan)

General Area	2010 Land Use Designation	Proposed 2017 Land Use Designation
Route 60 Corridor (West of Route 522 to Edge of Special Area Plan)	Village Center Commerce Center Rural Residential Rural Preservation Public	Commerce Center Prime Development Opportunity Public
North of Route 60/Mitchell Road Intersection	Village Center Village Residential Rural Residential Public	Prime Development Opportunity
Lewis Lake Area (Route 60 East of Scottville Road)	Village Residential	Village Center
Route 60 Corridor (Branch Forest to Buckingham Road)	Village Center Village Residential Low-Density Residential	Commerce Center Village Residential
Route 13 Corridor (South of Emmanuel Church)	Low-Density Residential	Commerce Center Village Residential
Route 13 Corridor (Little Fighting Creek Road to Rocky Ford Road)	Low-Density Residential	Village Residential (Limited Village Center)
West of Historic Courthouse Area (including Scottville)	Village Residential	Village Center

Route 711 Village

(see p. 97 of Draft Comprehensive Plan)

Area	2010 Land Use Designation	Proposed 2017 Land Use Designation
Route 288/Route 711 Interchange	Rural Residential Natural Conservation Village Center Village Residential	Prime Development Opportunity Natural Conservation
Independence Golf Club	Natural Conservation Village Residential	Natural Conservation Prime Development Opportunity