

**TOWN OF WINDSOR
PLANNING COMMISSION
TOWN COUNCIL CHAMBER
8 EAST WINDSOR BOULEVARD
WINDSOR VIRGINIA**

**REGULAR MEETING
WEDNESDAY MARCH 23, 2016
7:00 p.m.**

1. **CALL TO ORDER**
 - A) **WELCOME AND CALL TO ORDER**
 - B) **ROLL CALL**
2. **APPROVAL OF MINUTES OF THE FEBRUARY 17, 2016 REGULAR PLANNING COMMISSION MEETING (1)**
3. **CONSIDERATION OF FY2016-2020 CAPITAL IMPROVEMENT PLAN (CIP) (2)**

Staff Comments: Attached is an updated CIP with the revised numbers that will be reviewed by Town Council at a work-session on March 22nd. If there are any amendments from the work-session, these will be brought to the Planning Commission meeting for your consideration. Staff recommends approval of the updated Capital Improvements Plan once the draft from the work-session is completed.
4. **REPORT FROM THE TOWN ATTORNEY**
5. **REPORT ON ECONOMIC ACTIVITY**
6. **PLANNING AND ZONING STAFF REPORT FOR FEBRUARY 2016 (3)**
7. **ANY OTHER NEW BUSINESS**
8. **WORK-SESSION ON REVISIONS OF THE DRAFT COMPREHENSIVE PLAN (4)**
9. **NEXT REGULAR MEETING - APRIL 27, 2016***
10. **MOTION TO ADJOURN**

MINUTES OF THE PLANNING COMMISSION – WINDSOR, VIRGINIA

The Planning Commission met on Wednesday, February 17, 2016 at 7:00 p.m. in the Town of Windsor Council Chamber. Vice Chairman Leonard L. Marshall, Jr. called the meeting to order and welcomed all who were present. Terry Whitehead, Town Clerk, recorded the minutes. Dennis Carney, Planning and Zoning Administrator, and Wallace W. Brittle, Jr., Town Attorney, were present. Mrs. Whitehead called the roll.

Planning Commission members present: Leonard L. Marshall, Vice Chairman
N. Macon Edwards, III
Edward Lynch
George Stubbs
Glyn Willis

Planning Commission members absent: Benny Brown, Chairman
Debra D. Hicks

Mr. Carney noted that Commissioner Hicks was absent due to family concerns.

MINUTES

Vice Chairman Marshall asked if there were any amendments to the minutes of the January 27, 2016 regular Planning Commission meeting. Being none, Commissioner Willis made a motion to approve the minutes as presented. Commissioner Stubbs seconded the motion, and the Commission unanimously passed the motion as recorded on the attached chart as motion #1.

CONSIDERATION OF FY2016-2020 CAPITAL IMPROVEMENT PLAN (CIP)

Mr. Carney explained that the Capital Improvement Plan (CIP) was submitted for the Commission's input at the last meeting. He said that Commissioner Willis emailed several questions to the Town Manager regarding the CIP, and was informed that revisions will be made to several items. The Commission discussed the need for construction of a cemetery parking lot. Commissioner Stubbs recommended that signs in lieu of a parking lot may eliminate the problem with the roadway being blocked during funerals and save the Town an enormous amount of money. Mr. Carney said he would present this recommendation to Town Council for their consideration.

After further discussion, Commissioner Willis made a motion to table this issue until the March meeting so that an updated CIP can be submitted with the Commission's input. Commissioner Edwards seconded the motion, and the Commission unanimously passed the motion as recorded on the attached chart as motion #2.

REVISION OF THE DRAFT COMPREHENSIVE PLAN

Mr. Carney said that the Draft Comprehensive Plan has been on hold for several months pending decisions that are being made at the state level on the northern bypass for the U.S. Route 460 Project. He explained that because a final decision on the project will not be made for at least two years, the Planning Commission has been given permission by Town Council to make any revisions to the plan necessary in order to move the plan towards adoption.

After discussion, the Planning Commission agreed to move forward on the revisions caused by the need to remove the southern bypass of the U.S. Route 460 Plan from the Draft Comprehensive Plan and add as much as possible of the "Olde Town Windsor" chapter to the plan. They agreed to hold a work session on the various revisions at their March 23, 2016 meeting.

REPORT FROM THE TOWN ATTORNEY

None

REPORT FROM ECONOMIC DEVELOPMENT AUTHORITY

None

PLANNING AND ZONING STAFF REPORT FOR JANUARY 2016

Mr. Carney gave a brief review of Planning and Zoning activities for the month of January, 2016. He explained that there were four new zoning permits in the month. The permits were for a small business addition for a foyer, a utility building, a permanent sign, and a new business in an existing building. He added that there were seven new violations which were for inoperative motor vehicles.

Mr. Carney reported that the Board of Zoning Appeals (BZA) held a public hearing on February 16, 2016 on a variance request from Holland Meadows, Inc. He said the applicant was requesting a variance from the required front property yard setback of 40 feet to 25 feet on a parcel in the subdivision due to its topography. He said several residents spoke in opposition to the request, and the applicant withdrew the request prior to the Board taking action.

Mr. Carney thanked the Planning Commission for rescheduling the normal February 24th meeting in order to permit him to attend the Flood Plain Management Certification training classes.

OTHER NEW BUSINESS

Mr. Carney reported that Town Council authorized him to apply for the Challenge Grant for \$5,000 with a local match of \$5,000 for a private Arts Council.

ADJOURNMENT

There being no further business, Commissioner Stubbs made the motion to adjourn. Commissioner Edwards seconded the motion, and the Planning Commission unanimously approved the motion as recorded on the attached chart as motion #3.

The meeting adjourned at 7:20 p.m.

Leonard L. Marshall, Jr., Vice Chairman

Terry Whitehead, Town Clerk

TOWN OF WINDSOR
 RECORD OF
 PLANNING COMMISSION VOTES

Commission Meeting Date February 17, 2016

Motion #	G. Willis	E. Lynch	B. Brown	N. Edwards	L. Marshall	G. Stubbs	D. Hicks
1	Y	Y	Absent	Y	Y	Y	Absent
2	Y	Y		Y	Y	Y	
3	Y	Y		Y	Y	Y	
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Jerry Whitehead, Clerk

**Capital Improvement Plan
FY 2017-2021**

	FY17	FY18 <i>Proposed</i>	FY19 <i>Proposed</i>	FY20 <i>Proposed</i>	FY21 <i>Proposed</i>	General Fund FY17	State Federal Funds	Other Sources	Fund Balance FY17	Five-year Total
General Fund										
General Operations										
Town Center/Future Development & Space Needs	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$ 100,000				\$ 500,000
IT Upgrades	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000				\$ 25,000
Planning										
GIS System Improvements		\$ 8,000				\$ -				\$ 8,000
Police										
Outfitted Police Vehicles	\$ 39,000	\$ 39,000	\$ 75,000	\$ 75,000	\$ 80,000	\$ 39,000				\$ 308,000
Police Technology	\$ 10,000					\$ 10,000				\$ 10,000
						\$ -				
Public Works										
Street lighting extension for new areas	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000				\$ 10,000
Sidewalk Construction		\$ 10,000	\$ 20,000	\$ 60,000	\$ 60,000	\$ -				\$ 150,000
Piping and Storm Drainage		\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ -				\$ 40,000
Construction of Public Works Facility	\$115,000					\$ 115,000				\$ 115,000
New Sidewalks - Route 460		\$ 42,000				\$ -	\$42,000			\$ 42,000
New Sidewalks - Church Street to Town Limits				\$500,000		\$ -				\$ 500,000
Replacement Utility Cart		\$ 10,000				\$ -				\$ 10,000
Cemetery										
Construction of Cemetery Parking Lot			\$ 35,000			\$ -				\$ 35,000
Total	\$271,000	\$226,000	\$247,000	\$752,000	\$257,000	\$ 271,000	\$42,000	\$ -	\$ -	\$1,753,000

2

**Capital Improvement Plan
FY 2017-2021**

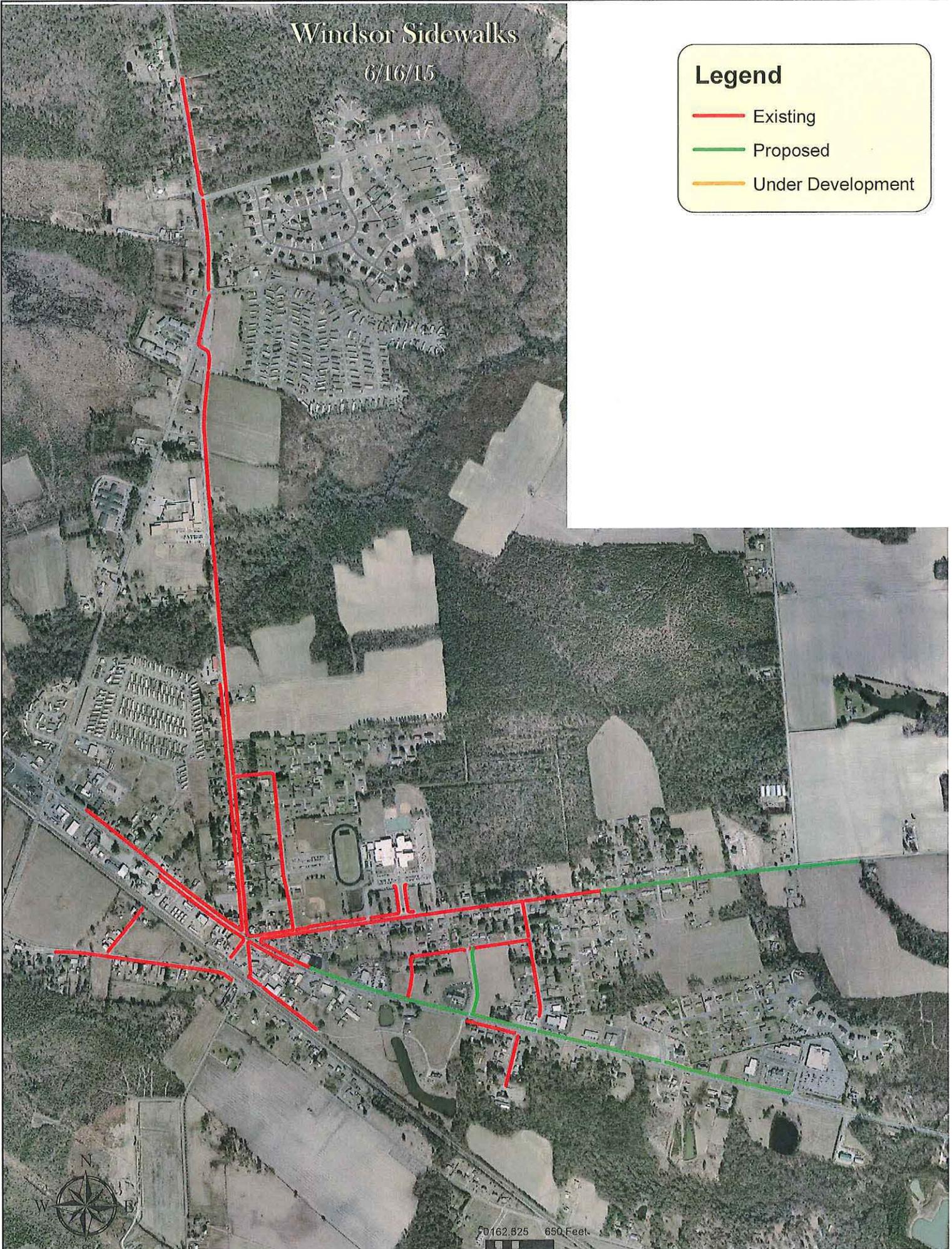
	FY17	FY18 <i>Proposed</i>	FY19 <i>Proposed</i>	FY20 <i>Proposed</i>	FY21 <i>Proposed</i>	Water Fund FY17	Fund Balance FY17	Five-year Total
Water Fund								
Water Mains/Service Line Replacement	\$ 5,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 5,000		\$ 45,000
Upgrade water meters to "Touch-Read"		\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ -		\$ 20,000
Upgrade water mains on Duke Street from 4" lines to 8" lines		\$ 150,000				\$ -		\$ 150,000
Install 3000 l.f. of 8" water main on Route 460 from the Burger King to the Town Limits				\$ 200,000		\$ -		\$ 200,000
Upgrade 4" water main on Holland Lane install fire hydrants, and relocate water meters			\$ 100,000			\$ -		\$ 100,000
Upgrade water mains on Virginia Avenue from 4" lines to 8" lines and relocate meters			\$ 150,000			\$ -		\$ 150,000
Upgrade and extend 4" water mains on Taylor Avenue install fire hydrants, and relocate from under Farm Bureau Building		\$ 100,000				\$ -		\$ 100,000
Install 4000 l.f. of 8" water main on Buckhorn Drive from South Court Street end to Town Limits					\$ 200,000	\$ -		\$ 200,000
Upgrade water mains on Randolph Drive from 4" to 8"			\$ 100,000			\$ -		\$ 100,000
Install 8" water main on Route 460 from N. Court Street to Watson Avenue					\$ 150,000	\$ -		\$ 150,000
Relocate 2" Water Main under Windsor Supply and Replace With 8" Line and extend on Route 460 to Amoco and adjacent Buildings				\$ 150,000		\$ -		\$ 150,000
Replacement 4x4 Utility Truck			\$ 40,000			\$ -		\$ 40,000
Construction of Public Works Facility	\$ 115,000					\$115,000		\$ 115,000
Total	\$ 120,000	\$ 265,000	\$ 405,000	\$ 365,000	\$ 365,000	\$120,000	\$ -	\$ 1,520,000

Windsor Sidewalks

6/16/15

Legend

- Existing
- Proposed
- Under Development



TOWN OF WINDSOR

Town Elected Officials
Carita J. Richardson, Mayor
Clint Bryant-Vice Mayor
Durwood V. Scott
Greg Willis
N. Macon Edwards, III
Patty Fleming
Tony Ambrose



Town Manager
Michael R. Stallings, Jr.

Town Clerk
Terry Whitehead

Town Attorney
Wallace W. Brittle, Jr.

Established 1902

March 1, 2016

Memorandum

**To: Michael Stallings, Town Manager
Mayor and Town Council
Planning Commission**

From: Dennis W. Carney, Planning and Zoning Administrator
Subject: February 2016 Planning and Zoning Report

Zoning Permits: The number of Zoning Permits remained at four. This is the exact number in January. Also this is slightly less than the six permits issued in February 2015. The permits were for two replacement manufactured homes, temporary signs, and a replacement fence (from 4 foot tall rear fence to 6 foot tall).

Violations: New violations decreased to two in February from the seven in January. This is identical to the two in February 2015. All of these were for inoperative motor vehicles. Three inoperative vehicle cases were resolved last month.

Planning Commission Activity: The Planning Commission met and agreed to move forward on the revisions caused by the need to remove the southern Bypass of the U.S. Route 460 Plan from the Draft Comprehensive Plan and add as much as possible of the "Olde Town Windsor" chapter to the Plan. They agreed to hold a work-session on the various revisions at their March 23, 2016 meeting. They were in general agreement with the Capital Improvements Plan but would like to see the updated figures before formal approval.

Board of Zoning Appeals: The Board of Zoning Appeals held a public hearing on February 16, 2016 on a variance request from Holland Meadows, Inc. Several residents spoke in opposition to the request. The applicant withdrew the request prior to the Board taking action.

Arts Council: The potential Arts Council group met on February 29, 2016 to discuss the formation of such a group and potential projects for the grant request to the Virginia Commission for the Arts Challenge Grant. It was agreed that such a group should be formed, and that at least two art events should be held with a contest to create a flag for the consideration by Town Council to be the flag adopted by Windsor. There was agreement that such a group should be formed even if the grant is not received.

MONTHLY REPORT PLANNING & ZONING

February 2016

	February	FYTD
Number of Zoning Permits Issued:	4	54*
Residential New Construction:	2	17
Commercial New Construction:	0	0
Building Additions:	0	2
Accessory Buildings:	0	6
Signs:		
Temporary:	1	6
Permanent:	0	3
Fences:	1	5
Pools:	0	1
Decks:	0	1
Driveways:	0	1
Other:	0	14
Notices of Violation:	2**	53**
Inoperative vehicles:	2	51
Tall grass:	0	1
Signs:	0	1
Other:	0	3
Number of Violation Cases Resolved:	3*	60**
Inoperative vehicles:	3	52
Tall grass:	0	4
Sign	0	2
Other:	0	3

A list of addresses and tax map numbers for the permits and violations are available at the Town Office.

*Some Zoning Permits include several accessory items but are delineated by item on this report.

**The discrepancy between the number of types and the total numbers of violations reflect that some violations notices cite two or more classes of violations

TOWN OF WINDSOR

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 Clint Bryant, Vice Mayor
 Durwood V. Scott
 Greg Willis
 N. Macon Edwards, III
 Patty Fleming
 Tony Ambrose



Town Manager
 Michael R. Stallings

Town Clerk
 Terry Whitehead

Town Attorney
 Wallace W. Brittle, Jr.

Established 1902

March 14, 2016

Memorandum

To: Planning Commission

From: Dennis W. Carney, Planning and Zoning Administrator

Subject: Revisions to the Draft Comprehensive Plan

Attached are the suggested amendments to the Draft Comprehensive Plan. Most are very minor dealing with Staff changes at the Hampton Roads Planning District Commission, new Planning Commission members and new signs. Chapter 4 Transportation has the section dealing with U.S. Route 460, it is suggested that the section be deleted and a section added that reads as follows;

“There has been a long arduous process dealing with the location of a potential U.S. Route 460 Bypass that would provide efficient transportation into and from the Tidewater Area. Because of the tenuous nature of the current proposed Northern Bypass project and the length of time necessary to fund and implement the proposal, the Bypass project is not shown on the Future Land-Use Map or other relevant maps. If the project moves forward, either it will be addressed in a revision to this Plan if it accelerates drastically or in future Updates of the Comprehensive Plan.”

Because of this Figure 4-9 can be eliminated.

There were several changes to business and residential uses from agricultural uses on the 2008 Future Land Use Map due to the southern Bypass which had been the preferred route under the previous administration. With the southern route no longer being a viable proposal, the commercial designation for most if not all of the commercial designation south of the railroad on U.S. Route 258 could lead to major traffic problems if implemented (without the location of the interchange that caused it to happen and the widening that might have occurred). The Commission should consider whether to retain the former Future Land Uses shown on the September 2008 Plan (in the packet). The question is also similar for the added high-density residential uses shown on the Draft Future Land Use on the west side of U.S. Route 258 north of U.S. Route 460.

Finally for this topic, in the Strategies portion for Section 8 Transportation, does the Commission wish to add a strategy suggesting a mutually advantageous route for a future U.S. Route 460 Bypass.

With the Commission's permission, Staff will also put together a compilation of the items that we have discussed for the Old Town Windsor concept and modify the "Overlay District and Future Study Areas (pages 7-3 and 7-4) to indicate the progress made while we were in the holding pattern and indicate what still needs to be done.

HAMPTON ROADS PLANNING DISTRICT COMMISSION

RANDY R. KEATON
INTERIM EXECUTIVE DIRECTOR

CHESAPEAKE

JAMES E. BAKER
AMAR DWARKANATH
SCOTT MATHESON
DEBBIE RITTER
ELLA P. WARD

FRANKLIN

BARRY CHEATHAM
R. RANDY MARTIN

GLOUCESTER COUNTY

BRENDA GARTON
JOHN C. MEYER JR.

HAMPTON

MARY BUNTING
WILL J. MOFFETT
GEORGE WALLACE

ISLE OF WIGHT COUNTY

ANNE SEWARD
DELORES DARDEN

JAMES CITY COUNTY

MARY K. JONES
DOUG POWELL

NEWPORT NEWS

JAMES M. BOUREY
McKINLEY L. PRICE
SHARON P. SCOTT

NORFOLK

PAUL D. FRAIM
MARCUS JONES
THOMAS R. SMIGIEL
ANGELIA WILLIAMS
VACANT

POQUOSON

W. EUGENE HUNT JR.
J. RANDLL WHEELER

PORTSMOUTH

JOHN L. ROWE JR.
KENNETH I. WRIGHT

SOUTHAMPTON COUNTY

MICHAEL W. JOHNSON
BARRY PORTER

SUFFOLK

SELENA CUFFEE-GLENN
LINDA T. JOHNSON

SURRY COUNTY

TYRONE W. FRANKLIN
JOHN M. SEWARD

VIRGINIA BEACH

ROBERT M. DYER
BARBARA M. HENLEY
LOUIS R. JONES
JOHN MOSS
AMELIA ROSS-HAMMOND
JAMES K. SPORE
JOHN E. UHRIN

WILLIAMSBURG

CLYDE A. HAULMAN
JACKSON C. TUTTLE

YORK COUNTY

JAMES O. McREYNOLDS
THOMAS G. SHEPPERD JR.

Executive Committee Member

JIMONTANAE MCBRIDE
SARA J. KIDD, GISP
GREG GROOTENDORST
JAMES CLARY
WHITNEY KATCHMARK
TIFFANY SMITH

MICHAEL LONG
CHRISTOPHER W. VAIGNEUR
JENNIFER COLEMAN

PROJECT STAFF

PRINCIPAL REGIONAL PLANNER
SENIOR REGIONAL PLANNER
CHIEF ECONOMIST
ECONOMIST
PRINCIPAL WATER RESOURCES PLANNER
WATER RESOURCES PLANNER

GENERAL SERVICES MANAGER
ASSISTANT GENERAL SERVICES MANAGER
ADMINISTRATIVE ASSISTANT

MEMBERS OF THE WINDSOR TOWN COUNCIL

Carita J. Richardson
Mayor
Wesley F. Garris, Vice-Mayor
Durwood V. Scott
J. Clinton Bryant
Greg Willis
Patty Flemming
N. Macon Edwards

MEMBERS OF THE WINDSOR PLANNING COMMISSION

Bennie G. Brown, Chairman
Leonard L. Marshall, Jr., Vice Chairman
George L. Stubbs
G. Devon Hewitt (Involved January 2013 – May 2014)
Glynn Willis
Debra D. Hicks
N. Macon Edwards
Mike Jones (May 2014)

~~Edward Lynch~~
Edward Lynch

Mr. Michael R. Stallings, Jr., Town Manager
Mr. Dennis W. Carney, Planning and Zoning Administrator

ACKNOWLEDGEMENTS

The staff of the Hampton Roads Planning District Commission wishes to acknowledge the cooperation and assistance extended by the officials and staff of the Town of Windsor.

Cover photos by Dennis Carney, Town of Windsor

INTRODUCTION

The Town of Windsor

The land that later became known as the Town of Windsor was first conveyed as early as 1681 by land grants from the King of England. The area was surrounded by tributaries from Corrowaugh Swamp, Beaver Dam Swamp, and Ennis Pond. It was known locally as Frog Level because of the abundance of small frogs living in the heavy wet soils found around the area.

The Town of Windsor began its existence in 1852 when Corrowaugh was established as a post office. Mail was brought once a week by courier until 1859 when the contract for mail service was given to the Norfolk & Petersburg Railroad (now Norfolk Southern). Subsequently, the railroad built a depot at Corrowaugh and called it Windsor Station.



Organization by local merchants interested in fair taxation led to the granting of a town charter by the General Assembly on March 15, 1902 and Windsor Station became the Town of Windsor, Virginia. The main road through town is U.S. Route 460, which was opened in 1929.¹

The Town of Windsor grew slowly over the next century, making public improvements and expanding town government to meet the needs of its citizens. The most significant change to the Town came on July 1, 2001, when the Commonwealth of Virginia approved Windsor's request to annex 2.82 square miles of Isle of Wight County. As a result, the Town expanded in size from 1 square mile to 3.82 square miles and increased the population to over 2,300 people. The Town of Windsor is also modernizing and diversifying its economy. New residents and new economic development projects promise to help the Town continue to evolve in the 21st century.

Location

The Town of Windsor is located in eastern Isle of Wight County, approximately 2.5 miles west of the City of Suffolk and about 30 miles from the center of the Hampton Roads

¹ Source: Judith S. Robinson, Town Recorder (Town of Windsor Comprehensive Plan, 2003).

Wight County: Orbit Air Strip and Aberdeen Field Airport.

Bus Service

There is no commercial bus service in Windsor or Isle of Wight County, although Greyhound Bus Lines does provide service to several nearby cities in Hampton Roads. No public bus system currently exists in the Town.

Future Conditions and Planned Improvements to the Transportation System

Hampton Roads 2034 Long-Range Transportation Plan

The Hampton Roads 2034 Long-Range Transportation Plan contains projections of traffic volumes for U.S. 258 and U.S. Route 460 in Isle of Wight County and the Town of Windsor for the year 2034. These projections indicate that for the most part congestion on these roads will be in the low to moderate range. The segment of U.S. 258 between U.S. Route 460 and the Windsor Town boundary is projected to experience moderate congestion. Traffic counts on this segment are projected to increase from 11,000 trips per day in 2012 to approximately 24,000 trips per day in 2034. It is important to note that these projections assume the construction of the U.S. 460 realignment project by the year 2034.

U.S. Route 460 Location Study

Rewrite
VDOT and the Federal Highway Administration are involved in an extensive study of the realignment of U.S. Route 460. Both Organizations along with the U.S. Army Corps of Engineers are working to evaluate the environmental impacts of five U.S. Route 460 alternatives. Information is being analyzed to evaluate the potential social, economic and environmental impacts of the project that will be reviewed by the public in the Fall of 2014.

The purpose of the project is to improve transportation and safety, provide a faster hurricane evacuation route, enhance movement for trucks coming from the Port of Virginia, improve connectivity for the military and create job and economic opportunities on the U.S. Route 460 corridor in southeastern Virginia.

The five alternatives under study are:

Alternative 1: A four-lane tolled road that runs south of the existing U.S. Route 460; identified as the preferred alternative in the original Environmental Impact Statement. (Map 4-2)

Alternative 2: A four-lane road that runs along the existing U.S. Route 460, including six bypasses around the existing towns. The bypasses will be evaluated as both tolled and not tolled.

~~Alternative 3: A four-lane tolled road that runs north of the existing U.S. Route 460; identified as CBA-3 in the original Environmental Impact Statement.~~

~~Alternative 4: The existing U.S. Route 460 would be rebuilt to meet standards for pavement, medians, shoulders, and intersections.~~

~~Alternative 5: An eight-lane road that follows a corridor similar to Alternative 2. Four of the eight lanes (two eastbound, two westbound) are tolled as in Alternatives 1 or 3. The remaining four lanes are untolled local roads with an eastbound and westbound lane on each side of the tolled road. At the bypasses, the local lanes merge onto existing U.S. Route 460 through the towns and the tolled lanes follow the bypass route.~~

Funding for the project and the timing of project construction are currently in fluctuation. Obviously this project has the potential for a dramatic impact on development and traffic patterns in and around the Town of Windsor. This project has long been considered a priority project in the Hampton Roads Long-Range Transportation Plan.

VDOT Six-Year Plan

The Virginia Department of Transportation's Six-Year Improvement Program (SYIP) for Fiscal Year 2015 contains one project in the Town of Windsor. This project (UPC 100541) involves sidewalk improvements along U.S. 258 connected Heritage Park and the existing sidewalks on the east side of N. Court Street. The project is near completion.

Isle of Wight County Transportation Planning Issues

The Isle of Wight County 2008 Draft Comprehensive Plan provides an overview of the County's land use and transportation priorities. The Windsor Development Service District Land Use Plan, contained in Chapter 4 of the draft plan, identifies a Business and Employment corridor on the west side of Windsor and an extensive Planned Industrial zone on the southeastern edge of the Town. The remainder of the area surrounding the Town is identified for Suburban Estate and Conservation Development. This land use plan will bring a mix of commercial, industrial and residential uses to the lands surrounding Windsor. Over time this development pattern will increase traffic volumes in and around the Town. To deal with this increase in traffic volume, the Isle of Wight Transportation Chapter identifies the following transportation planning principles for the County:

1. The capacity of the major arterials is key to growth management of the County and should be carefully conserved. This implies strict access control and residential and nonresidential design standards that emphasize internalization of circulation systems.

Town of Windsor
Comprehensive Plan

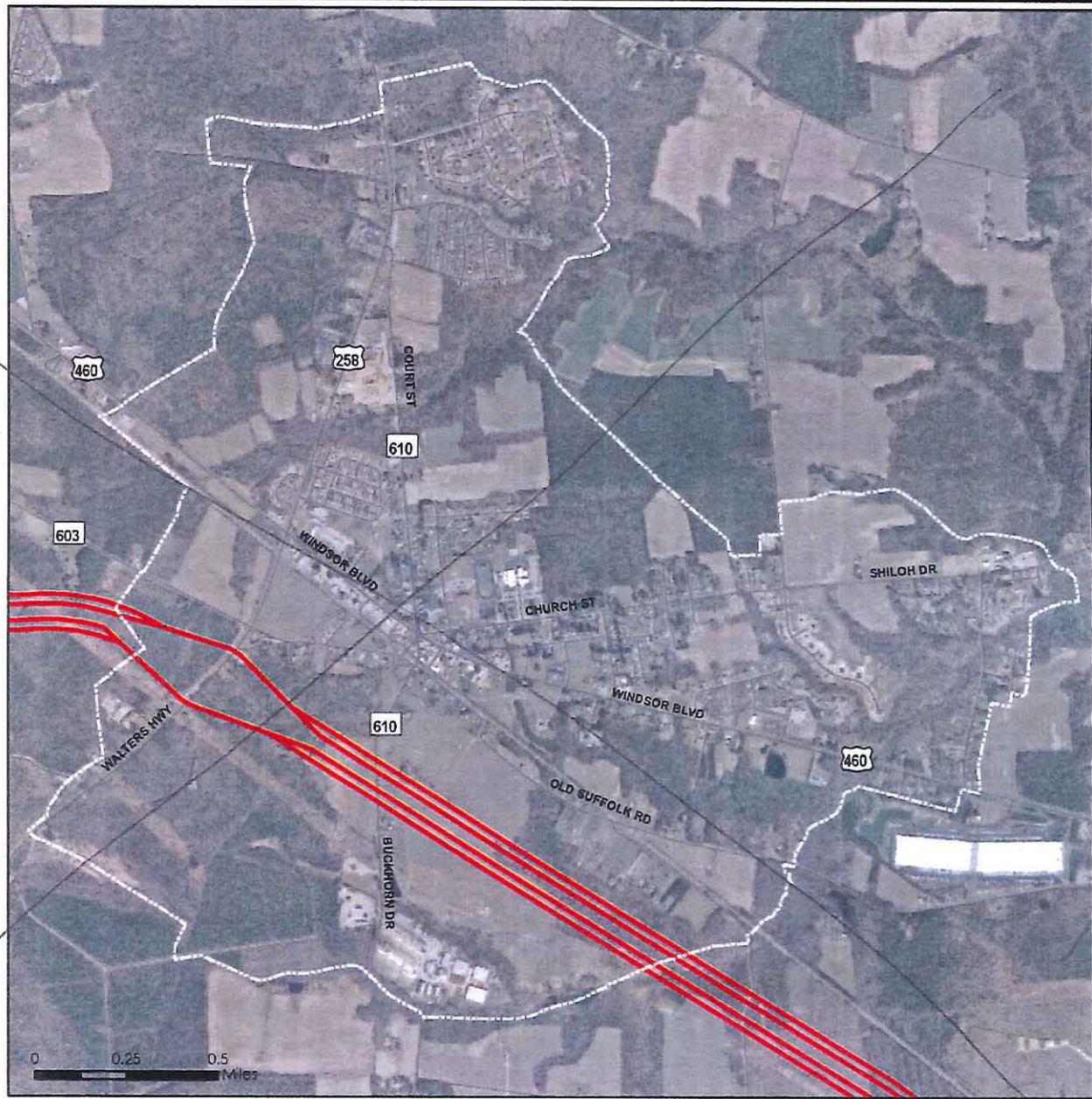
Map 4-3

**Route 460
Proposed
Realignment**

 Proposed Route 460



Source: Virginia Department of Transportation
Map Created by the Hampton Roads Planning
District Commission GIS Staff, May 2014



and businesses and allow solutions for the protection and revitalization of these neighborhoods to be created. Such a "sub-area plan" should be conducted immediately following the adoption of this Comprehensive Plan.

Other Sub-Areas for Future Study- There may be other "sub-areas" that the Town should examine, such as the U.S. Route 460 Bypass Area when warranted to create solutions before major concerns occur.

Commercial

General- This classification represents existing business and projected locations that may be suitable for future development. U.S. Route 460 provides the primary transportation corridor that helps attract new business development in the Town. Much of recent commercial development has been located along this corridor in the annexed areas near the eastern corporate limits of the Town. As more businesses locate along U.S. 460, the need for access management should be considered.

U.S. Route 460 Bypass and U.S. Route 258- The impending potential location of the U.S. Route 460 Bypass with an interchange within the Town on U.S. Route 460 at U.S. Route 258 and the continued growth of the Shirley T. Holland Intermodal Park which is adjacent to the Town create a new commercial area for the Town. Because most of the commercial trucks that would be entering the industrial park would be utilizing the new U.S. Route 460 Bypass or would be utilizing the road which is to be built from the present industrial park to U.S. Route 258 adjacent to the Town, suitable sites for compatible highway serving commercial uses, both trucking and traveler related are feasible and are shown on the Future Land Use Map. These are shown primarily on U.S. Route 258. The need for traffic control to control the "stacking" and efficient movement of semi-trucks, coordination with traffic signals and the railroad crossings as well as access management should be considered with any such new project request whether the expansion of an existing business or areas to be rezoned. ~~Steps also need to be taken to insure that adequate sewer facilities are provided along the U.S. Route 258 corridor to serve the new or expanded transportation related needs for this area.~~

Industrial

These uses provide significant employment opportunities for people in the county. Location requirements are critical and can vary based upon the specific proposed use. The close proximity of major highways, railroads, and airports as well as adequate public utilities must be considered when projecting future industrial locations. Sensitivity to adjoining properties and the ability to mitigate potential adverse effects associated with industrial use is a major factor in appropriate site design guidelines.

**Town of Windsor
Comprehensive Plan**

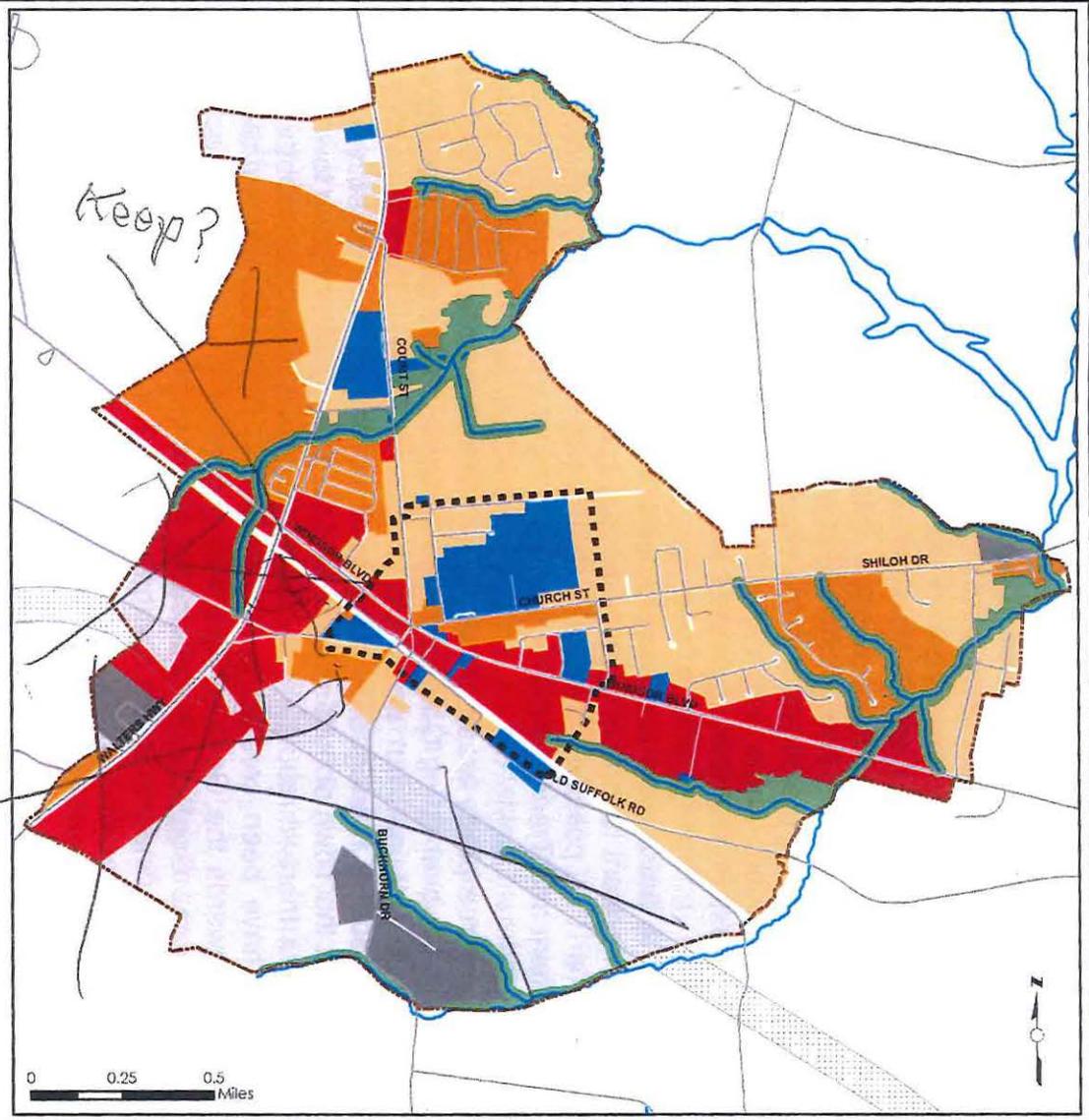
Map 7-3

Future Land Use

-  Town of Windsor Boundary
-  Roads
-  Proposed Route 460 Alignment
-  Future Study Area
- Future Land Use**
-  Low Density Residential
-  High Density Residential
-  Commercial
-  Industrial
-  Public/Institutional
-  Agriculture
-  Conservation



Map Created by the Hampton Roads Planning District Commission GIS Staff, May 2014



(September 2008)

Town of Windsor Comprehensive Plan

Future Land Use

Legend

-  Town of Windsor Boundary
-  Roads
-  Proposed Route 460 Alignment

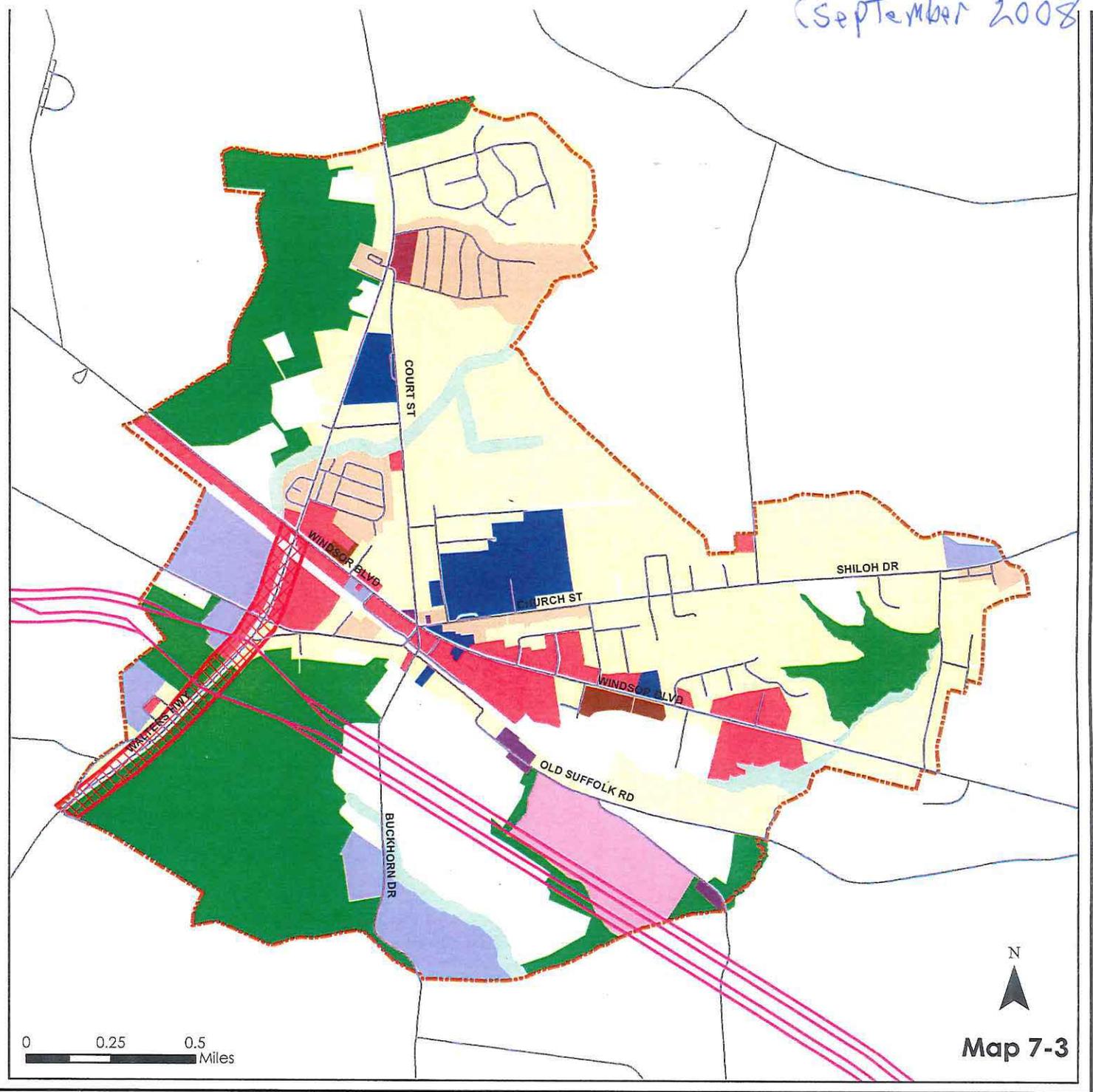
Future Land Use

-  Single Family Residential
-  Multi Family Residential
-  Transitional Residential
-  Rural Residential
-  General Commercial
-  Neighborhood Commercial
-  Light Industrial
-  Institutional
-  Public
-  Forestry
-  Agriculture
-  Conservation
-  Railroad Right of Way
-  Potential Commercial Development Corridor



Sources: Town of Windsor

Map Created by the Hampton Roads Planning District Commission GIS Staff, June 2008



Map 7-3

5. Continue to work with the Isle of Wight County Industrial Development Authority for mutual assistance and incentives for projects within and outside of the Town that lead to new and expanded business opportunities within the Town.
6. Continually monitor Federal and State programs for grant and other assistance opportunities that incentivize the expansion or location of businesses or improve commercial or industrial site development within the Town.
7. Review the potential economic and social benefits and impacts of expanding compatible commercial, whether as mixed or as multi-use into the proposed Olde Town portion of Town as well as other future residential areas of Town.

TRANSPORTATION

GOAL:

Create a safe, efficient and well-maintained Transportation System which serves all of the Town's present and future needs and protects its citizens.

Objective:

Promote policies that encourage the Virginia Department of Transportation (VDOT), Isle of Wight County, Hampton Roads Transportation Planning Organization, Norfolk-Southern Railroad, the private sector and other relevant public agencies to develop, expand and support efficient and safe modes and routes of transportation into, within and out of the Town to serve the needs of present and future generations.

Strategies:

1. Study, plan and support proposals that lead to improvements at critical intersections such as the intersection of U.S. Route 460 and U.S. Route 258 and the "Six Way Intersection" at U.S. Route 460, Court Street, Church Street and Bank Street. Advocate and lobby for these proposals for inclusion into the Isle of Wight County Six Year Transportation Plan and with the Hampton Roads Transportation Planning Organization when required. Secure funding from the Virginia Department of Transportation for said projects so that the improvements may be constructed in a timely manner.
2. Support and lobby Isle of Wight County for the inclusion of major transportation projects that effect or influence the Town's growth and

development in beneficial ways into the Hampton Roads Transportation Planning Organization's transportation plans.

3. Work with the private sector to insure that the policies of inter-parcel access and interconnectivity of areas of the Town are followed when new development or redevelopment occurs.
4. Continue to review development proposals and growth patterns for opportunities to link major transportation arteries and areas of the Town wherever possible.
5. Support the utilization of alternative transportation modes such as light passenger rail and bus routes with stations in Windsor, in order to relieve automobile traffic congestion and potential air pollution. Create and support other transportation alternatives such as bicycle and walking/hiking routes and trails to schools, work and for recreation to both ease automobile use and promote physical fitness.

ENVIRONMENT

GOAL: (PHYSICAL CONSTRAINTS TO DEVELOPMENT)

Promote land use patterns which protect and enhance local water quality and which reflect the physical limitations to development.

Objectives:

- Direct future growth and development away from all identified wetlands, floodplains, drainageway and creek embankments, steep topography, highly permeable and erodible soils, and other environmentally sensitive areas of the Town.
- Encourage compact, efficient patterns of development that will minimize consumption of land, and help preserve the Windsor area's rural character.

Strategies:

1. Consider establishing a Resource Conservation District in the Town Zoning Ordinance, consistent with district definitions used in Isle of Wight County. Limit future development within the Resource Conservation Area to passive park and recreation uses, resource-related research and activities, and other water dependent uses.
2. Encourage continued agricultural use and limited residential development (rural density) within the corporate area where prime agricultural lands,

Dennis Carney

From: Route 460 Project Southeast Virginia <info@route460project.org>
Sent: Wednesday, March 16, 2016 10:35 AM
To: dcarney@windsor-va.gov
Subject: Route 460 Project Southeast Virginia E-Update



The Virginia Department of Transportation (VDOT) continues to meet with state and federal permitting agencies to make sure that the necessary requirements for a permit are met. As the project team works through the permitting process updates will be sent on a quarterly basis to provide information as the Project progresses.

A final decision has not been made on construction of the Project. It is anticipated permit decisions will be made sometime during the Summer, 2016, by the United States Army Corps of Engineers, the Department of Environmental Quality and the Virginia Maritime Resources Commission. The Project will also be scored under a new law, House Bill 2 (HB2), based on an objective data-driven process. In addition, a Record of Decision on the Final Supplemental Environmental Impact Statement that is currently being prepared must be received from the Federal Highway Administration. Once the necessary environmental decisions have been made and the Project is scored, the Commonwealth Transportation Board will decide whether or not to advance the Project for further design and construction.

The overall purpose of the Route 460 improvements is to construct a facility that is consistent with the functional classification of the corridor, sufficiently addresses safety, mobility and evacuation needs, and adequately accommodates freight traffic along the Route 460 corridor. Support for such improvements is based on identified needs to address roadway deficiencies, improve safety, accommodate increasing freight traffic, reduce travel delay, provide adequate evacuation capability, improve strategic military connectivity, and support local economic development plans.

Visit the [project website](#) for more information, and stay tuned for future E-Updates. The project team can be reached by toll-free information line at 1-855-460-4600 or Info@Route460Project.org.