

LAND OFFERING
GWALTNEY POINT
18403 CYPRESS CROSSING
SMITHFIELD, VIRGINIA 23430



Contact:

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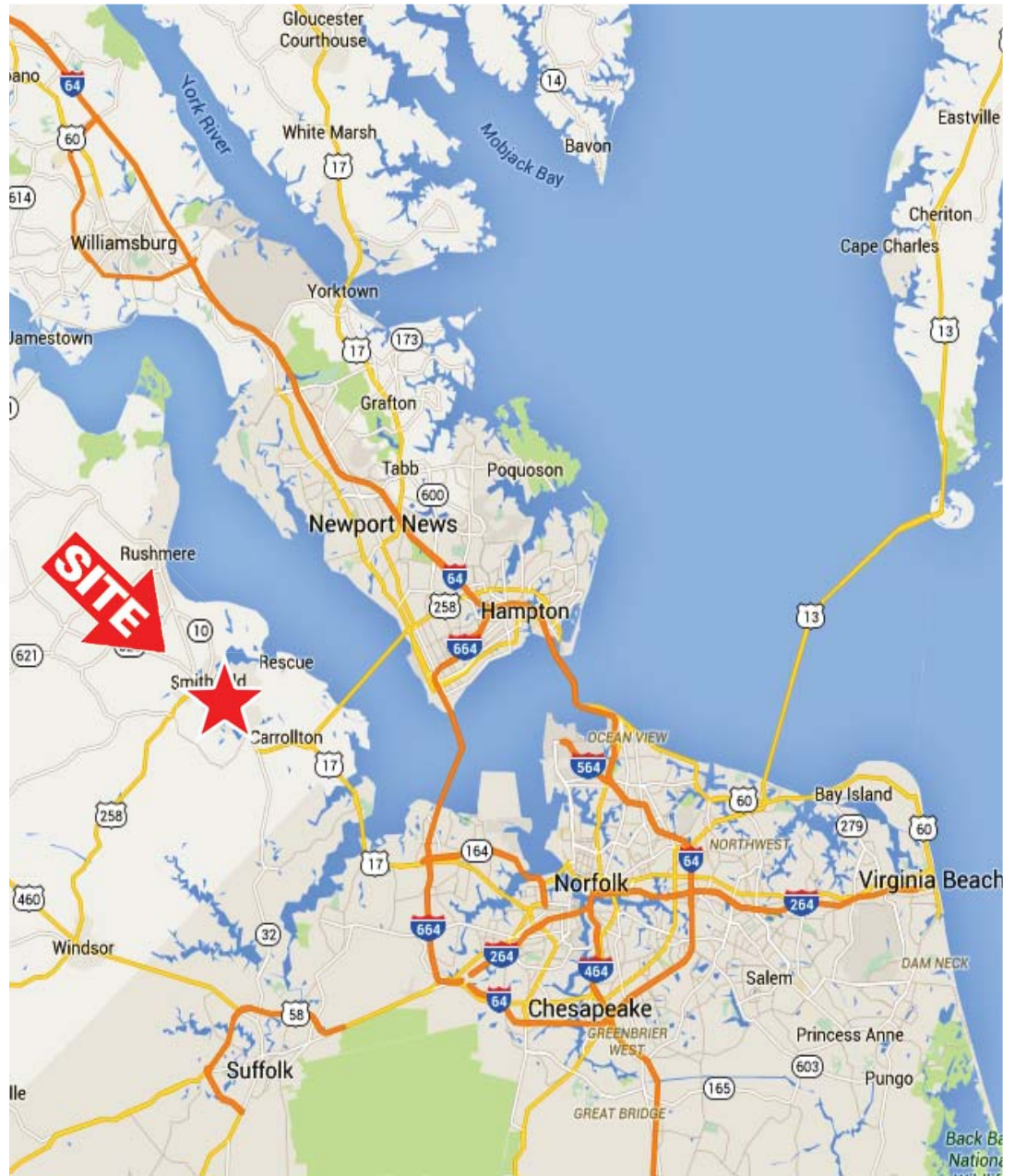
TABLE OF CONTENTS

1. Property Fact Sheet
2. Map
3. Aerial
4. Land Use
5. Surveys
6. Demographics
7. Community Conservation District Zoning
8. Highway Retail Commercial District Zoning
9. Land Use: Southern Gateway Planning Area
10. Regional Profile

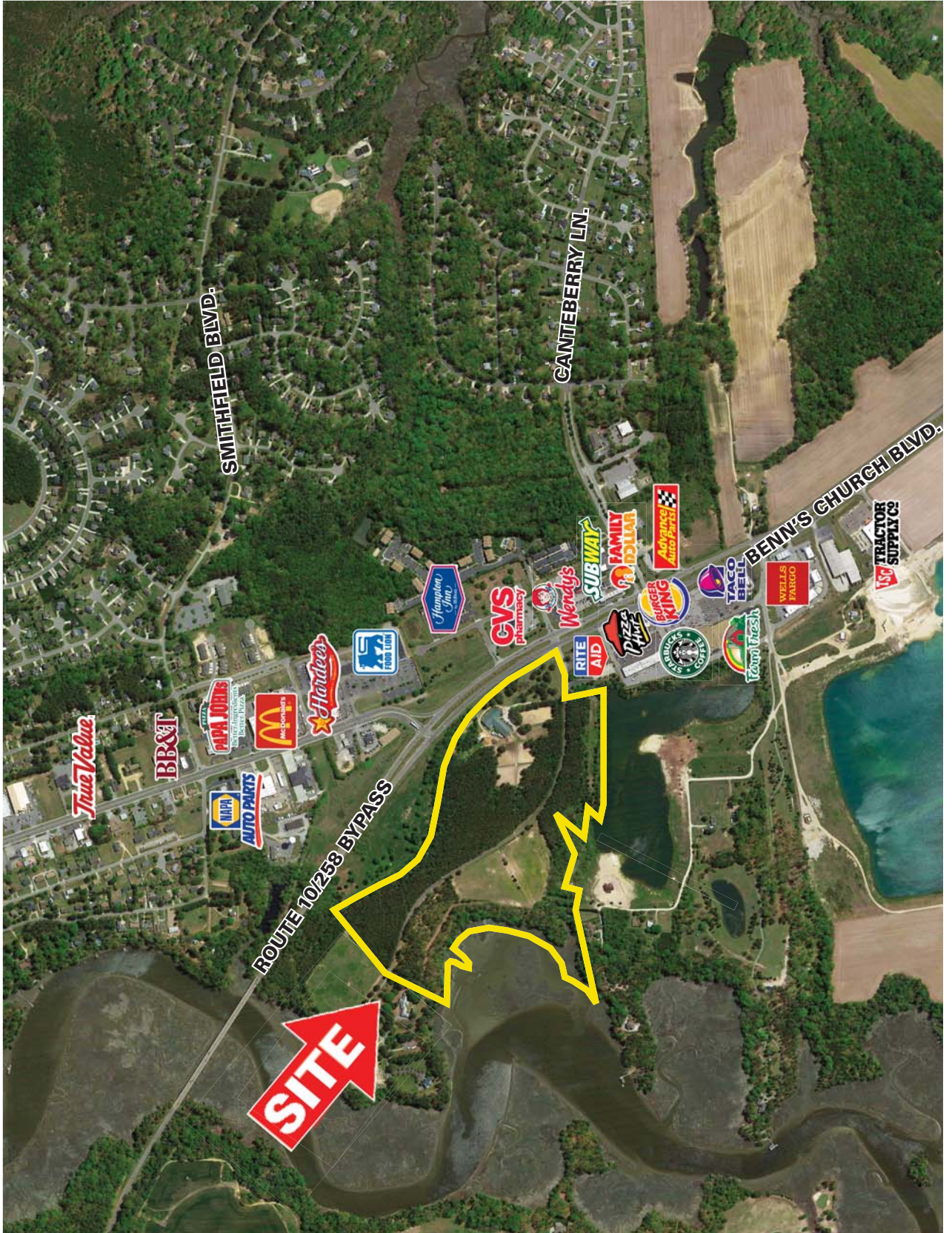
PROPERTY FACT SHEET

LOCATION:	Town of Smithfield
ADDRESS:	18403 Cypress Crossing Smithfield, Virginia 23430
IMPROVEMENTS:	Road and Stormwater
GROSS LEASABLE AREA:	49± acres
PARKING:	Per Code
SITE SIZE:	14 acres Commercial, 35 acres Residential with mix of waterfront on Cypress Creek
BROKER'S COMMENTS:	Multi-use site with 4,000 feet of road frontage along Route 10 at the intersection of Benn's Church Blvd. in Smithfield, Virginia.
SALES PRICE:	Per agreement

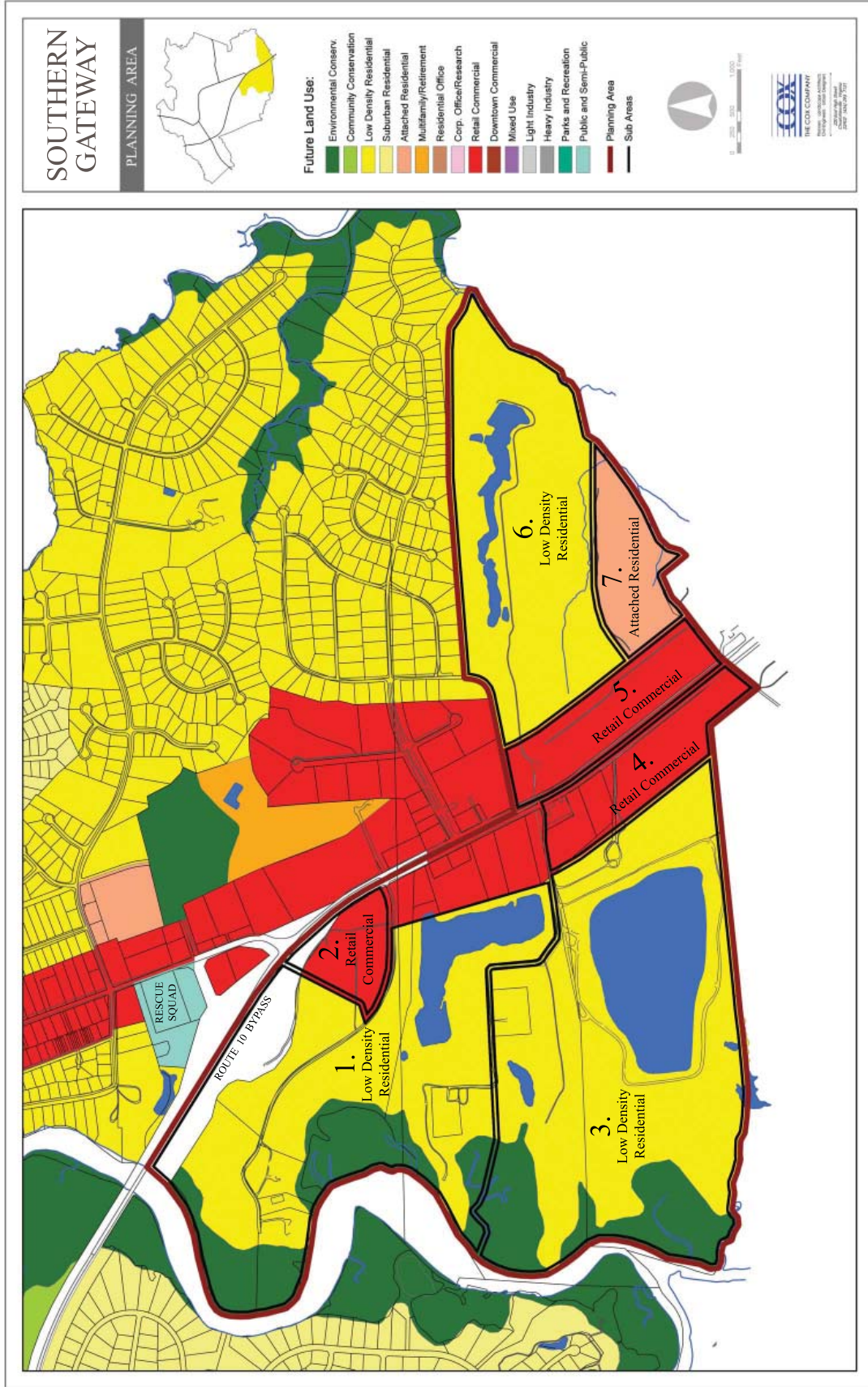
MAP



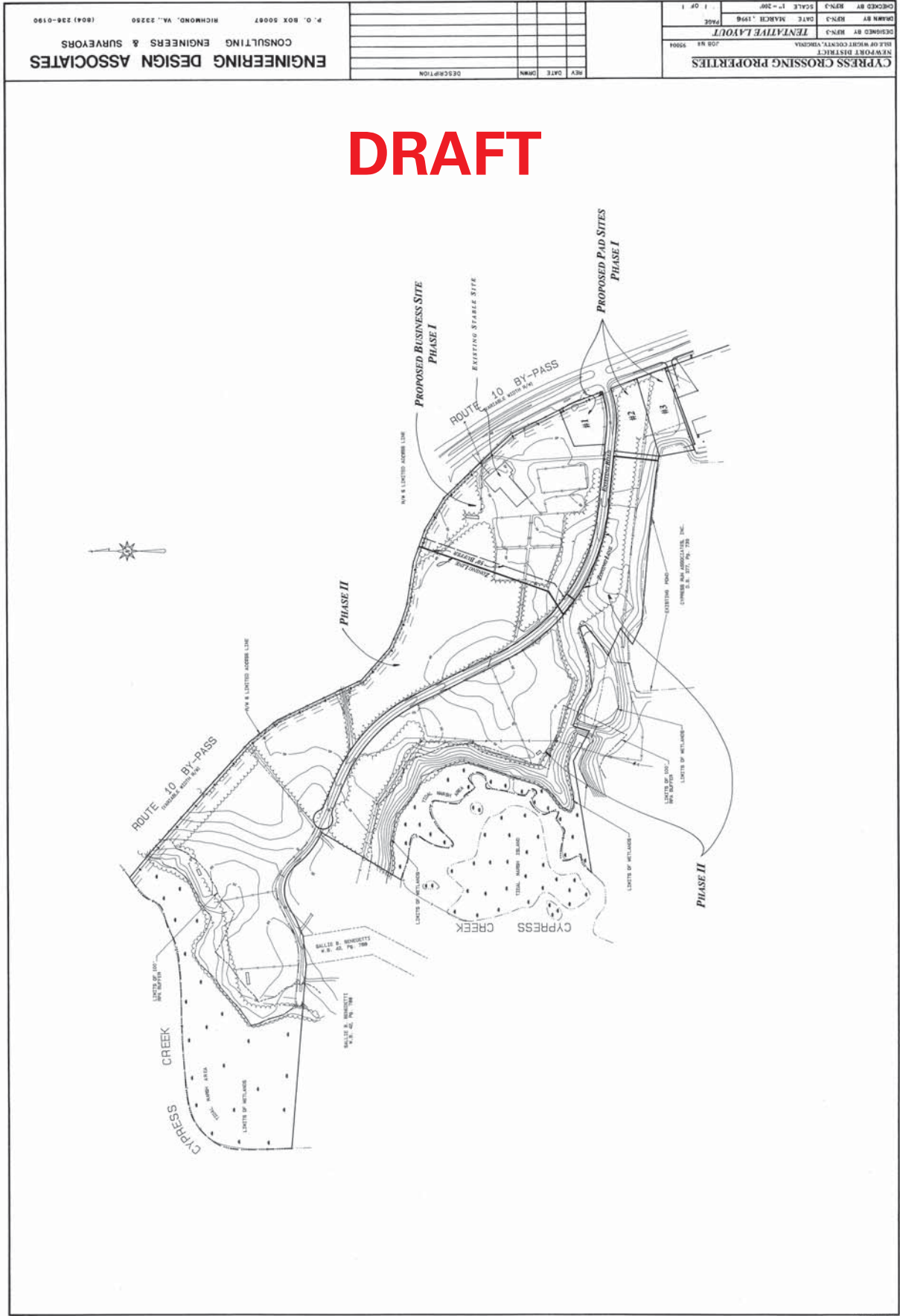
AERIAL



LAND USE



SURVEY (ENGINEERING EXERCISE)



DRAFT

ENGINEERING DESIGN ASSOCIATES
 CONSULTING ENGINEERS & SURVEYORS
 P. O. BOX 50087 RICHMOND, VA. 23250 (804) 236-0190

REV	DATE	CHG	DESCRIPTION

CHECKED BY	REN.J	SCALE	1" = 200'
DRAWN BY	REN.J	DATE	MARCH, 1998
DESIGNED BY	REN.J	TENTATIVE LAYOUT	
JOB NO.	55004		
NEWPORT DISTRICT CITY OF WEST GUYANA, GUYANA			
CYPRESS CROSSING PROPERTIES			





Demographic and Income Profile

18403 Cypress Xing, Smithfield, Virginia, 23430
 Ring: 10 mile radius

Prepared by Esri
 Latitude: 36.95849
 Longitude: -76.60615

Summary	Census 2010	2015	2020
Population	60,599	62,142	63,824
Households	23,109	23,698	24,412
Families	15,904	16,260	16,729
Average Household Size	2.44	2.43	2.43
Owner Occupied Housing Units	16,575	16,622	17,140
Renter Occupied Housing Units	6,534	7,077	7,271
Median Age	41.3	42.1	42.9

Trends: 2015 - 2020 Annual Rate	Area	State	National
Population	0.54%	0.99%	0.75%
Households	0.60%	1.00%	0.77%
Families	0.57%	0.92%	0.69%
Owner HHS	0.62%	0.95%	0.70%
Median Household Income	3.11%	2.91%	2.66%

Households by Income	2015		2020	
	Number	Percent	Number	Percent
<\$15,000	2,427	10.2%	2,303	9.4%
\$15,000 - \$24,999	1,975	8.3%	1,601	6.6%
\$25,000 - \$34,999	2,207	9.3%	1,676	6.9%
\$35,000 - \$49,999	3,169	13.4%	2,959	12.1%
\$50,000 - \$74,999	4,061	17.1%	4,241	17.4%
\$75,000 - \$99,999	2,288	9.7%	2,886	11.8%
\$100,000 - \$149,999	3,387	14.3%	3,752	15.4%
\$150,000 - \$199,999	2,615	11.0%	3,164	13.0%
\$200,000+	1,570	6.6%	1,831	7.5%
Median Household Income	\$60,426		\$70,437	
Average Household Income	\$87,950		\$99,045	
Per Capita Income	\$34,426		\$38,776	

Population by Age	Census 2010		2015		2020	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	3,031	5.0%	2,809	4.5%	2,812	4.4%
5 - 9	3,252	5.4%	3,248	5.2%	3,066	4.8%
10 - 14	3,660	6.0%	3,464	5.6%	3,595	5.6%
15 - 19	5,235	8.6%	5,246	8.4%	5,166	8.1%
20 - 24	4,908	8.1%	4,981	8.0%	4,646	7.3%
25 - 34	5,938	9.8%	6,780	10.9%	7,036	11.0%
35 - 44	7,236	11.9%	6,585	10.6%	7,035	11.0%
45 - 54	10,383	17.1%	9,450	15.2%	8,214	12.9%
55 - 64	8,318	13.7%	9,180	14.8%	9,782	15.3%
65 - 74	4,869	8.0%	6,246	10.1%	7,417	11.6%
75 - 84	2,637	4.4%	2,886	4.6%	3,666	5.7%
85+	1,133	1.9%	1,266	2.0%	1,390	2.2%

Race and Ethnicity	Census 2010		2015		2020	
	Number	Percent	Number	Percent	Number	Percent
White Alone	43,139	71.2%	43,991	70.8%	44,760	70.1%
Black Alone	14,511	23.9%	14,543	23.4%	14,626	22.9%
American Indian Alone	220	0.4%	259	0.4%	306	0.5%
Asian Alone	810	1.3%	1,015	1.6%	1,256	2.0%
Pacific Islander Alone	33	0.1%	45	0.1%	60	0.1%
Some Other Race Alone	491	0.8%	623	1.0%	784	1.2%
Two or More Races	1,395	2.3%	1,666	2.7%	2,033	3.2%
Hispanic Origin (Any Race)	1,693	2.8%	2,304	3.7%	3,055	4.8%

Data Note: Income is expressed in current dollars.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020.

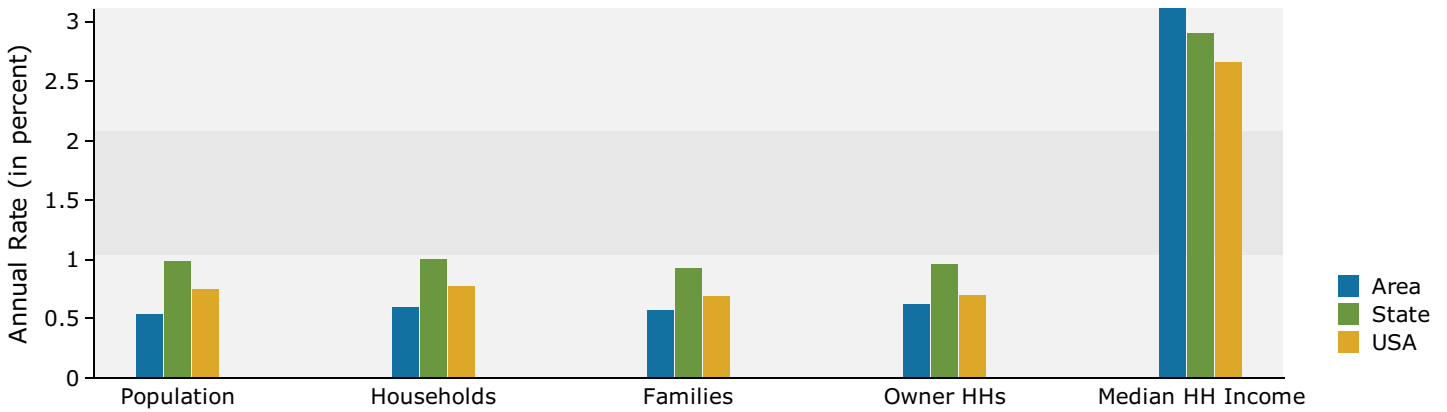


Demographic and Income Profile

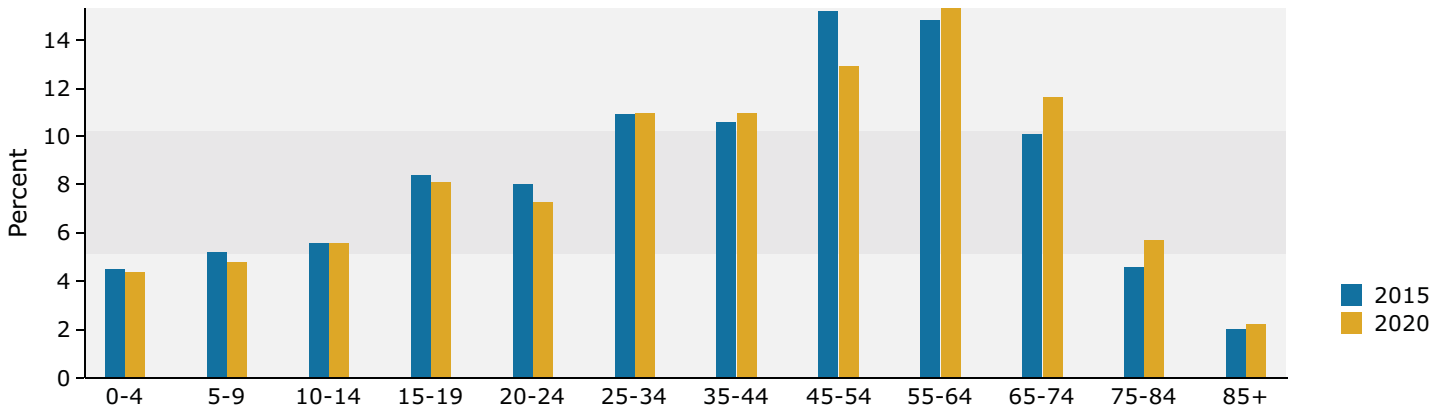
18403 Cypress Xing, Smithfield, Virginia, 23430
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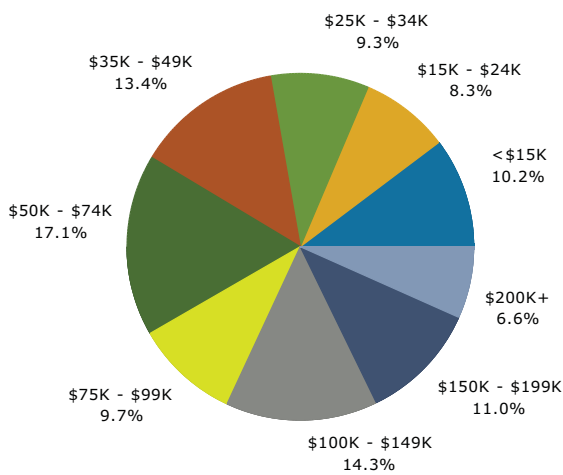
Trends 2015-2020



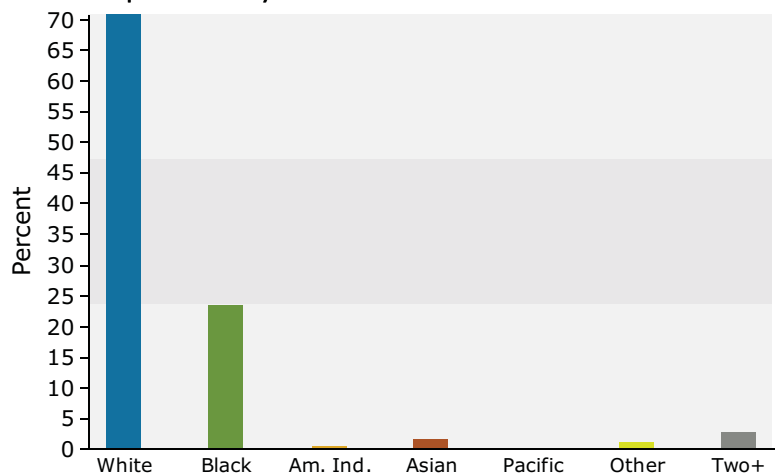
Population by Age



2015 Household Income



2015 Population by Race



2015 Percent Hispanic Origin: 3.7%

Article 3.A:

C-C, Community Conservation District

Article 3.A:
C-C, Community Conservation
(Agriculture, Forestry and Conservation District)

A. Purpose and Intent:

The C-C Community Conservation District is created to provide a vehicle by which agricultural, forestry, open space and other lands of rural character within the Town may be maintained in their current use on an interim basis until such point in time when development consistent with the adopted Future Land Use Plan may be pursued through a zoning amendment. It is the intent of this district to preserve existing natural features and vegetation, promote interim agricultural and forestry activities and production and encourage the conservation and maintenance of sensitive environmental areas.

The C-C District represents the base district to be applied to the land formerly zoned RAC in Isle of Wight County which was incorporated into the Town subject to the Town of Smithfield/Isle of Wight County annexation agreement. The C-C, Community Conservation District shall be applied to the tracts currently located within the Town which were subject to the annexation as well as other qualifying land which may be comprehensively rezoned by the Town Council to the C-C District pursuant to the Comprehensive Plan.

New residential subdivisions shall not be permitted in the C-C District, except by special permit for subdivisions with not more than five lots. All proposed subdivisions for residential purposes must be individually rezoned to a residential zoning district compatible with the Comprehensive Plan and pursuant to the provisions of the Zoning Ordinance. As minimum improvements, the C-C District shall require public water and sewer for all uses. No lots shall be permitted with private domestic well and septic utilities except by special permit for temporary service.

B. Permitted Uses:

1. General farming, agriculture, dairying and forestry.
2. Conservation areas.
3. Single family detached dwellings (with public water and sewer facilities).
4. Accessory uses to residential structures, limited to detached carport and garages, tool sheds, children's playhouses and play structures and doghouses.
5. Yard sale and/or garage sale.
6. Public parks and playgrounds.

7. Public schools and colleges.
8. Private swimming pools and tennis courts.
9. Noncommercial outdoor recreational activities, including hiking, hunting, boating, horseback riding, swimming, skeet and trap shooting, shooting preserves and fishing subject to other provisions of the Town Code relating to these activities.
10. Private horse stables.
11. Home occupations.
12. Irrigation wells and wells for agricultural purposes.

C. Uses Permitted by Special Use Permit:

1. Single family detached dwellings (with temporary, private water and sewer systems).
2. Residential subdivisions (not to exceed five residential lots).
3. Churches and places of worship.
4. Lodges, social clubs, hunting clubs and boat clubs.
5. Public uses.
6. Libraries, museums, historic sites and shrines.
7. Plant nurseries, with no sale of products permitted on premises.
8. Child day care centers.
9. Adult day care centers.
10. Nursery schools.
11. Private schools and colleges.
12. Commercial swimming pools and tennis courts.
13. Bed and breakfast lodgings.
14. Public facilities, utilities and emergency services.
15. Temporary sawmills.
16. Dog kennels.
17. Guest houses.
18. Veterinary clinics and hospitals.
19. Cupolas, spires and steeples for public and semi-public uses.
20. Accessory apartments within a residential dwelling.
21. Group homes and nursing homes.
22. Commercial horse stables.
23. Antique shops.
24. Private boat docks serving a single residential dwelling.
25. Golf courses and golf driving ranges.
26. Public recreation and leisure establishments.
27. Drive-in movie and other open air theaters.
28. On-site commercial operations for agricultural and forestry product sales and services.

29. Borrow pits and resource extraction.
30. Sanitary and industrial landfills.
31. Transfer stations and recycling stations.
32. Livestock sales facilities.
33. Open air markets and stands for farm, horticulture, craft, and produce sales.
34. Cemeteries.
35. Temporary real estate marketing office for new subdivisions.
36. Waiver of Parking and Loading Requirements
37. Child Day Care as a Home Occupation (6-11 Children)
(Ord. of 10-3-2000, Ord. of 9-2-2008, Ord. of 11-4-2014)

D. Maximum Density:

1. Conventional Subdivisions: One (1.0) unit per net developable acre
(by special permit only, for not more than five (5) residential lots.)
2. Cluster Subdivisions: Not permitted.

E. Lot Size Requirements:

1. Minimum district size: per Official Zoning Map,
otherwise 10 acres.
2. Minimum lot area: 40,000 square feet
3. Minimum lot width:
 - A. Interior lot: 150 feet
 - B. Corner lot: 200 feet
4. Minimum lot depth: 200 feet

F. Bulk Regulations:

1. Height

- A. Residential building height: 35 feet
 - B. Public or semi-public building: 45 feet,
provided that required front, rear and side yards shall be
increased by 1 foot for each foot of height over thirty-five feet.
 - C. Cupolas, spires and steeples: 90 feet,
by special permit.
 - D. Accessory buildings: 16 feet,
provided that accessory building heights may be increased to
twenty-four feet in accordance with Article 2, Section P of the
Zoning Ordinance.
2. Minimum yard requirements:
- A. Front yard: 60 feet
 - B. Side yard: 25 feet
 - C. Rear yard: 60 feet
15 feet (accessory structure and uses)
 - D. In addition to the above regulations, the yard requirements for
uses and structures other than residential dwellings and
residential accessory uses shall be further regulated by floor
area ratio and lot coverage ratios. A maximum floor area ratio
equal to 0.25 shall apply to such uses and structures, with a
maximum percentage of lot coverage equal to 20%. The
location of all such uses shall be subject to site plan approval.
(Ord. of 5-4-2004)
- G. Landscaping, Open Space and Recreation Areas:**
- 1. All buffer areas, landscaping and open space in the C-C District shall be further regulated
by Article 9.
 - 2. In cases where common open space is to be provided within land zoned "C-C", such
open space shall be preserved for its intended purpose as shown on the approved Plan

of Development and shall be established by metes and bounds on the Final Subdivision Record Plat. Common open space and other common properties shall be owned, administered, and maintained by a not-for-profit, property owners association, provided, however, that a portion or all of such properties may be dedicated to the Town subject to and at the sole discretion of the Town for acceptance at time of plat recordation. The property owner's association by-laws, articles of incorporation and restrictive covenants shall be submitted with any application for subdivision plat approval. Prior to final approval of a subdivision plat which includes properties to be owned by a property owners' association, the Town Attorney shall review and approve the bylaws, articles of incorporation and restrictive covenants.

3. For common properties to be retained by the property owners' association, the developer/owner must establish the owners association as a bona fide legal entity prior to the recordation of the final plat. Membership in the association shall be mandatory for all subsequent owners. The property owners' association shall own all common open space and recreational facilities and shall provide for their maintenance, administration and operation.

H. Residential Subdivisions: Net Developable Area Calculation

1. Notwithstanding governing lot size and yard regulations, the maximum number of lots for any subdivision and the density for any other land use shall be calculated based on existing land conditions. The yield of a subdivision shall be based on its net developable area, with adjustment factors for physical land units as specified in the chart in the following section.
2. The subdivision plat and/or site plan for a project shall graphically depict the location and area for the physical land units as outlined herein below. A calculation of the net developable area shall be required for all subdivision and site plan submissions. (*Refer to illustrative example of net developable area calculation in the Appendix of the Zoning Ordinance.*)

<u>Physical Land Unit</u>	<u>Percent Credited Toward Net Acreage</u>
<i>Slopes less than 10%:</i>	100%
<i>Slopes from 10% but less than 20%:</i>	75%
<i>Slopes from 20% but less than 30%:</i>	50%
<i>Slopes 30% or more:</i>	10%

<i>Soils with high shrink/swell characteristics, as defined:</i>	75%
<i>Wetlands, existing water features and streams:</i>	0%
<i>Stormwater management basins and structures:</i>	0%
<i>Above-ground 69 KV or greater transmission lines:</i>	0%
<i>Public right-of-way</i>	0%
<i>Private streets, travelways and combined travelways and parking bays</i>	0%

3. No credit towards net developable area shall be given for existing or planned public rights of way, private streets, travelways and combined travelways and parking bays. Twenty percent (20%) shall be subtracted from the calculated net developable acreage to allow for street rights of way, unless it can be demonstrated to the satisfaction of the Planning Commission that proposed street rights of way, private streets, travelways and combined travelways and parking bays in a subdivision will be less than 20% percent of the calculated net acreage.
4. No C-C District residential lot shall be designed in which an area more than 25% of the prescribed minimum lot area is comprised of one or more of the following physical land units: (a) slopes 30% or greater, (b) wetlands, (c) 100-year floodplains and (d) water features.
(Ord. of 8-1-2001)

I. Additional Regulations:

1. Refer to Floodplain Overlay Zoning District, where applicable.
2. Refer to Chesapeake Bay Preservation Area Overlay District.
3. Refer to Landscaping and Screening, Article 9, for additional open space, screening and buffer yard provisions.
4. Refer to Parking and Loading Requirements, Article 8, for parking regulations.
5. Recreational vehicle parking shall not be permitted within front yard and the area of the side yard setbacks.

6. No private domestic well and septic systems shall be permitted. Irrigation wells are permitted by right.
7. Refer to the Town's Design and Construction Manual for additional residential design standards and subdivision development criteria.
8. Any subdivision or lot which is proposed to be developed on shrink/swell soils shall require a geotechnical report to be submitted with the preliminary plat and plans. Such report shall be prepared by a registered professional engineer and shall address the feasibility of development on the subject soils. No subdivision plat or site plan shall be approved for final recordation until a foundation engineering report has been reviewed by the Town. All recorded plats for lots containing shrink/swell soils shall bear the following note: *"This lot contains shrink/swell soils which require special engineering design for foundations and structural elements. No structure will be approved for issuance of a building permit until a foundation engineering design prepared by a certified professional engineer has been approved for the proposed structure."*
9. Refer to Sign Regulations, Article 10, for signage provisions.
10. Private stables for the keeping of horses, ponies or other livestock for personal enjoyment and not as a business are allowed by right, provided that the lot shall be three (3) acres or greater. Any building used for the keeping of such animals shall be located in the rear yard of the lot and shall conform to the side and rear minimum lot requirements established for non-accessory structures and uses in the C-C District. No more than one such animal shall be kept per each acre of land on the lot.
(Ord. of 9-5-2000)

Article 3.I:
HR-C, Highway Retail Commercial District

Article 3.I:**HR-C, Highway Retail Commercial
(Highway Retail Commercial District)****A. Purpose and Intent:**

The HR-C District is established to provide suitable locations in Smithfield's heavily traveled collector streets and arterial highways for those commercial and business uses which are oriented to the automobile and which require access characteristics independent of adjoining uses or pedestrian trade. The application of the HR-C District should be to those areas of the Town where individual uses can be grouped into planned concentrations which limit the "strip" development effect on newly developing areas as well as on redevelopment areas where retail and business uses currently exist. Adequate transportation and site planning of district uses should have the goal of minimizing conflicts with through-traffic movements along the entrance Town's corridors. It is not intended for this district to be applied to shopping centers.

B. Permitted Uses:

An individual use or structure intended for a single use with 40,000 square feet gross floor area or less, incorporating the following uses:

1. Business services and supply establishments.
2. Gasoline sales establishments (with no vehicular repair services or storage).
3. Eating establishments, without drive-thru facilities.
4. Fast-food restaurants, without drive-thru facilities.
5. Banks and financial Institutions, excluding payday lending and check-cashing establishments.
6. Funeral homes.
7. Hotels and motels.
8. Offices, general and professional.
9. Personal service establishments.
10. Plant nurseries.
11. Convenience or quick-service food stores, with or without gasoline sales but no vehicle repair.
12. Repair service establishments (exclusive of automobile and light vehicle service and repair), with no outdoor storage.
13. Retail sales establishments, with screened outdoor sales or display of products limited to no greater than 15% of the net developable lot area. (See Additional Regulations.)

14. Automobile and light vehicle dealerships and retail sales establishments (with service and repair facilities as an ancillary use, with completely enclosed service facilities and screened outdoor storage of repair vehicles).
15. Theaters.
16. Light intensity wholesale trade establishments (with no outdoor sales or display of products).
17. Kennels, commercial.
18. (Repealed)
19. Private post office and delivery services.
20. Public uses.
21. Churches and places of worship.
22. Medical offices and outpatient care facilities.
23. Parking lots (private and public with off-street parking as the principal use).
24. Private schools.
25. Veterinary clinics (with no outdoor kennel facilities).
26. Car washes.
27. Laundromats.
28. Dry cleaners.
29. Taxicab Service.
(Ord. of 10-7-2003; Ord. of 11-1-2005,4-5-2011)

C. Uses Permitted by Special Use Permit:

An individual use otherwise permitted hereinabove by-right in the HR-C District, but having greater than 40,000 square feet gross floor area, or any of the following uses:

1. Repair service establishments, with screened outdoor storage.
2. Retail sales establishments, with screened outdoor sales or display of products which exceed 15% of the net developable lot area. (See Additional Regulations.)
3. Conference centers.
4. Hospitals.
5. Parking garages and structures.
6. Commercial recreation facilities (indoor and outdoor).
7. Child day centers.
8. Adult day care centers.
9. Bus stations.
10. Public utilities.
11. Drive-in and movie theaters.
12. Auction establishments.

13. Automobile and light vehicle repair establishments (within completely enclosed structures with screened outdoor storage).
14. Vehicle sale, rental and ancillary service establishments, including boats and watercraft.
15. Service stations.
16. Light warehousing uses related to an adjunct retail use permitted either by-right or special permit.
17. Frozen food lockers.
18. Greenhouses (retail and wholesale).
19. Waterfront retail business activities associated with the uses in this article, including boat docks and piers, yacht clubs, marinas and boat service facilities, storage and shipment of waterborne commerce, fish and shellfish receiving, seafood packing and shipping and recreational activities.
21. Taxidermists.
22. Bed and breakfast establishments.
23. Research and development activities which do not cause any more smoke, dust, odor, noise, vibration or danger of explosion than other uses permitted in this district and which involve no more than 15% of the gross floor area in the assembling or processing of products. All assembling or processing shall only involve products developed on the premises. All services and storage shall be conducted within the principal structure which is to be completely enclosed.
24. Any use incorporating a drive-thru facility.
25. Schools, colleges and universities.
26. Mini-storage warehouses, with no exterior storage.
27. Payday lending establishments, check-cashing establishments and pawn shops.
28. Waiver of yard requirements, subject to the prohibition of parking in front yards.
29. Waiver for increase in building height over 35 feet.
30. Waiver of Parking and Loading Requirements.
(Ord. of 11-1-2005, Ord. of 9-2-2008, 4-5-2011)

D. Lot Size Requirements:

1. Minimum district size: Not regulated,
provided that districts should be located, sized and spaced to limit potential "strip" development impacts.
2. Minimum lot areas: 30,000 square feet
3. Minimum lot width: 150 feet

E. Bulk Regulations:

1. Maximum building height: 35 feet,
2. Minimum yard requirements:
 - a. Front yard: 40 feet,
provided that a 20 foot setback is required for the outdoor display of items within the front yard.
 - b. Side yard: 20 feet,
provided, where side yard abuts a public right-of-way or a residential district, the side yard shall be 40 feet.
 - c. Rear yard: 20 feet,
provided, where rear yard abuts a public right-of-way or a residential district, the rear yard shall be 40 feet.
 - d. In addition to the above regulations, buffer yard provisions shall apply in accordance with landscape and screening regulations.
3. Maximum floor area ratio: 0.50
(Ord. of 11-1-2005)

F. Open Space and Landscaping:

Fifteen (15%) percent of the gross site area shall be landscaped open space.

G. Net Developable Area Calculation:

1. Notwithstanding governing lot size and yard regulations, the maximum use intensity for any lot shall be calculated based on existing land conditions. The development yield (in terms of allowable lots or floor area) shall be based on its net developable area, with adjustment factors for physical land units as specified in the chart in the following section.
2. The subdivision plat and/or site plan for a project shall graphically depict the location and area for the physical land units as outlined herein below. A calculation of the net

developable area shall be required for all subdivision and site plan submissions. (Refer to illustrative example of net developable area calculation in the appendix of the Zoning Ordinance.)

Physical Land Unit	Percent Credited Toward Net Acreage
<i>Slopes less than 10%:</i>	100%
<i>Slopes from 10% but less than 20%:</i>	75%
<i>Slopes from 20% but less than 30%:</i>	50%
<i>Slopes 30% or more:</i>	10%
<i>Soils with high shrink/swell characteristics, as defined:</i>	75%
<i>Wetlands, existing water features and streams:</i>	0%
<i>Stormwater management basins and structures:</i>	0%
<i>Above-ground 69 KV or greater transmission lines:</i>	0%
<i>Public right-of-way</i>	0%
<i>Private streets, travelways and combined travelways and parking bays</i>	0%

3. No credit towards net developable area shall be given for planned public rights-of-way, private streets, travelways and combined travelways and parking bays within a lot or property to be developed or subdivided. Twenty percent (20%) shall be subtracted from the calculated net developable acreage to allow for street rights of way, unless it can be demonstrated by survey calculations to the satisfaction of the Planning Commission that proposed street rights of way, private streets, travelways and combined travelways and parking bays in a subdivision will be less than 20% percent of the calculated net acreage.
4. No HR-C District lot shall be designed or employed for use in which an area more than 25% of the prescribed minimum lot area is comprised of one or more of the following physical land units: (a) slopes 30% or more, (b) wetlands, (c) 100-year floodplains and (d) water features.
(Ord. of 8-1-2001)

H. Additional Regulations:

1. All uses shall be subject to site plan approval.
2. All refuse shall be contained in completely enclosed facilities. Refuse containers and refuse storage shall be located in a paved area and screened from public view by means of fences, wall or landscaping.
3. On a corner lot, no curb cut shall be located closer than 75 feet to the right of way line extended from the intersecting street.

4. No curb cut shall be located closer than 20 feet to a side or rear lot line, unless a common curb cut serves adjacent uses, and in no instance shall the distance between separate curb cuts serving adjacent uses be less than 60 feet.
5. A freestanding use shall have no more than two curb cuts on any single right of way, and such curb cuts shall have a minimum distance of 100 feet between them.
6. In addition to landscaping and screening requirements, there shall be a minimum landscaped buffer strip of 20 feet in depth along all HR-C District property frontage. No parking is permitted within the buffer strip.
7. The outdoor area devoted to storage, loading and display of retail goods shall be limited to a maximum 15% of the net developable lot area and shall provide screening as indicated on an approved site plan. Subject to special use permit approval, outdoor storage, loading and display areas of retail goods in excess of 15% of net developable lot area may be approved under special circumstances when the applicant can provide expanded and enhanced screening, buffers and landscaping. Screening of outdoor display and product sales areas only may be waived by administrative action of the Planning and Zoning Administrator, provided that loading and storage areas not related to displays shall be screened.
8. Where a lot is contiguous to property located in a residential district, all buildings shall have a minimum setback of 40 feet from common property lines. A landscaped buffer strip shall be provided in accord with the transitional buffer yard requirements for commercial/residential properties (see Appendix), with landscape materials and placement subject to site plan approval. However, no buffer yard shall be established with a horizontal width less than the height of the structure adjacent to the buffer yard. Fencing may be required in addition to landscape buffers in such cases deemed necessary by the Planning Commission with fence material and heights subject to final plan approval.
9. Gasoline pump islands, canopies and structural elements shall be governed by the same regulations as applied to a principal structure.
10. Refer to the Floodplain Zoning Overlay District, where applicable.
11. Refer to the Chesapeake Bay Preservation Area Overlay District.
12. Refer to Landscaping and Screening, Article 9, for screening and buffer yard provisions.

13. Any subdivision or lot which is proposed to be developed on shrink/swell soils shall require a geotechnical report to be submitted with the preliminary plat and plans. Such report shall be prepared by a registered professional engineer and shall address the feasibility of development on the subject soils. No subdivision plat or site plan shall be approved for final recordation until a foundation engineering report has been reviewed by the Town. All recorded plats for lots containing shrink/swell soils shall bear the following note: *“This lot contains shrink/swell soils which require special engineering design for foundations and structural elements. No structure will be approved for issuance of a building permit until a foundation engineering design prepared by a certified professional engineer has been approved for the proposed structure.”*
14. Refer to Article 10, Signs for signage regulations.
15. Off-street parking facilities should be located within the side or rear yards whenever possible.

Chapter V: I

**LAND USE:
SOUTHERN GATEWAY PLANNING AREA**

**ADOPTED
AUGUST 4, 2009**

Chapter VI: I

SOUTHERN GATEWAY PLANNING AREA

PLANNING AREA PROFILE:

Location

The Southern Gateway Planning Area is located in the southeastern portion of the Town of Smithfield. It is bounded on the north by the Route 10 Bypass and the Waterford Oaks planned development, on the west by Cypress Creek and the adjacent marsh, on the south by Smithfield High School and the Town's corporate boundary and on the east by Jones Creek and the Town's corporate boundary. The Planning Area, so named because of its location at the confluence of State Route 10/U.S. Route 258, the Route 10 Bypass and South Church Street, which forms the primary gateway welcoming travelers from points southward to the Town of Smithfield, consists of approximately 745 total acres.

Existing Land Use and Transportation System

The Southern Gateway Planning Area is a relatively undeveloped area which includes a mix of scattered single family residences, corridor-based commercial uses and farmland bordered by an expanse of fallow land. Its most notable existing uses are the Smithfield Plaza Shopping Center, an existing horse stable and two large borrow bits, one active and one which is no longer used. The Planning Area incorporates roughly half of the Southern Annexation Area, one of three Isle of Wight County territories annexed by the Town of Smithfield on January 1, 1998. The vast majority of this land is vacant and maintained as woodlands, wetlands and open fields, supporting significant agricultural activities.

The State Route 10/U.S. Route 258 corridor provides the principle source of vehicular access within the Planning Area. The only other state maintained roads of any significance in the Planning Area are Cypress Crossing and Cypress Run Drive, two undivided and unmarked roads serving the horse stables, several residences and the borrow pits in the western half of the Planning Area. No major public transportation improvements are currently planned for the Area. Additional road improvements will be necessary to access the interior parcels from State Route 10/U.S. Route 258.

Existing Environmental Considerations

The Planning Area's development potential is constrained somewhat by the presence of two significant creeks, Cypress Creek and Jones Creek, located along its western and eastern boundaries, respectively. The scenic marshlands and surface tributaries of these waterways surround and penetrate the Planning Area to create barriers to construction for a significant portion of the land. Slightly over twenty percent of the total Planning Area, approximately 125 acres, have topographic and wetland characteristics which make them unsuitable for urban development. While these tidal waterways limit the total buildable area, they provide dramatic siting opportunities from the adjacent ridges. Of the Planning Area's 745 total acres, approximately 42 (57%) have been identified as having prime development potential remaining. Additional undeveloped environmental conservation areas totaling approximately 66 acres have purposely not been included in Sub-Area designation as there are no current plans for the future development of this land. It is projected that these lands identified for conservation will be faced with little development pressure in the near planning term as other, more accessible undeveloped parcels in Town with direct access to public water and sewer service will likely be targeted for development well before these lands are considered. Thus, for immediate planning purposes, these lands have been designated on the Town's Future Land Use Map as Community Conservation lands for which existing uses should be maintained and protected from dense development until market considerations warrant a revised analysis of their particular highest and best uses.

SOUTHERN GATEWAY LAND USE PLAN

The Southern Gateway Planning Area is planned as a mixed-use community incorporating a range of single family residential housing along with retail commercial and motel lodging uses along its principal corridor. These commercial uses are designed to augment the Town's existing commercial base and to support its ongoing effort to increase regional tourism within the community. The future development of the Planning Area should occur under the guidance of a master plan for each Planning Sub-Area, as opposed to the parcel-by-parcel approach that has historically dominated Town development along its major corridors. By creating a long range plan, the owners of the various properties would be able to produce a better product that would identify the highest and best use of each property and allow a design strategy that would appropriately respond to the existing, stable uses found in the Planning Area. A thoughtful master planning effort in this Planning Area would also allow the Town to better prepare its efforts to provide the necessary public services to support future development in the area. No intensive development should take place in the vast amount of vacant land in this Planning

Area until existing water and sewer distribution systems extended to adequately serve the planned uses.

In the following sections, specific land use recommendations are presented for the seven Sub Areas identified in the Southern Gateway Planning Area.

Sub-Areas 1 and 3 Recommendations

Sub-Area 1 is located in the northwestern portion of the Southern Gateway Planning Area. It is bounded on the north and east by the Route 10 Bypass, on the west by Cypress Creek and on the south by a single family residence, a borrow pit and Sub-Area 3. Encompassing approximately 204 acres, Sub-Area 1 is planned for low density residential uses. This land use designation would allow single family detached residential development at a density of between one and three dwelling units per acre. At this density, between approximately 118 and 353 new housing units could potentially be located within the Sub-Area's approximately 117 net developable acres.

Sub-Area 3 is located in the southwestern portion of the Southern Gateway Planning Area. It is bounded on the north by Sub-Area 1, on the east by Sub-Area 4 and the Route 10 Bypass, on the west by Cypress Creek and on the south by the town's corporate boundary. Encompassing approximately 208 acres, Sub-Area 3 is planned for low density residential uses. This land use designation would allow single family detached residential development at a density of between one and three dwelling units per acre. At this density, between approximately 173 and 519 new housing units could potentially be located within the Sub-Area's approximately 173 net developable acres.

The major issues involved with the potential development of these Sub-Areas are (1) vehicular access, (2) provision of public utilities, (3) sensitive environmental areas and (4) buffering from adjacent uses. Establishing vehicular access from State Route 10/U.S. Route 258 will be an important consideration for both of these Sub-Areas.

Currently, two large borrow pits are operated on the subject properties. The property owner would like to continue to allow his business associate to operate the borrow pits for the near future. Ultimately, the property owner foresees the operation ceasing in coming years, at which time the pits would be converted into a stand-alone lake covering approximately 45-50 acres. The balance of the site (80-90 acres) could be developed into a residential community surrounding the lake. Significant environmentally sensitive land areas along the western boundary of the property, along with the size and location of the proposed pond limit the

resulting developable property. The Town should encourage clustering of the low density residential uses in order to maximize the preservation of open space within the Sub-Area.

Before any future significant residential development of the properties would be approved by the Town, adequate public water and sewer service would have to be provided for all planned uses. Currently, public water service is provided along Cypress Crossing along an 8-inch water line, while a 30-inch force main maintained by the Hampton Roads Sanitation District (HRSD) provides sanitary sewer service in the area. Future development in the Sub-Areas will be capably served by simply extending the existing 8" water line to serve residences; however, the extension of sanitary sewer service could be more costly given the distance to the Bypass and the fees involved with tapping into the HRSD line and constructing extensions. An alternative to the HRSD line would be to run a sanitary line via Cypress Crossing from the existing 12-inch Town force main that runs along the State Route 10/U.S. Route 258 corridor. Regardless of the alternative chosen, the future developer(s) will be responsible for extending the necessary public utilities to serve the area as no lots shall be permitted with private domestic well and septic utilities except by special permit for temporary service.

The Town should encourage traditional neighborhood development (TND) within the Sub-Areas. Such a proposal should be implemented through a master plan and accompanying code of development per the proposed TND overlay district as par of a necessary rezoning of the property. The rezoning to this district would necessitate the development of a code of development which would outline appropriate building forms, lot sizes, densities within neighborhoods, street sections, etc.

A thoughtful master plan should be created for the Sub-Areas which provides for home siting and internal roadways within the areas which are most conducive for urban land uses, while the fragile environmental areas along the Sub-Area's western boundary are to be maintained as permanent open space. Any urban use of these "sensitive environmental areas" (situated outside the Sub-Area) should be avoided. The siting of new homes should be gently placed within the angular terrain, employing minimal earthwork and extensive landscaping in order to buffer the homes from the nearby borrow pits and the Route 10 Bypass. The proposed master plan should also protect as many existing trees as physically possible within the future development plan, as the Sub-Area is dominated by mature forest. A master plan approach is critical to insuring that each of these issues is appropriately responded to in the efficient and environmentally sensitive development of this site.

Sub-Area 2 Recommendations

Sub-Area 2 is located in the northern portion of the Southern Gateway Planning Area. It is bounded on the north by Cypress Crossing, on the east by State Route 10/U.S. Route 258, on the west by an active borrow pit and on the south by the Smithfield Shopping Center. The Sub-Area is currently home to horse stables and covers slightly over 14 acres and is planned for an expansion of the adjacent retail commercial uses at a floor area ratio of 0.20 to 0.50 square feet per net developable acre per acres. At this proposed density, Sub-Area 4's 11.5 net developable acres could support between approximately 100,188 and 250,470 square feet of additional commercial retail space. Hospitality and restaurant uses are also encouraged within the Sub-Area as supporting land uses.

Sub-Area 2 fronts the Route 10 Bypass, a limited access roadway that affords high visibility to a high volume of regional commuters but prohibits a direct outlet into the property. At present, Cypress Crossing provides the only direct vehicular access to Sub-Area 2, and in its present form, it is unsuitable to support the traffic demands typically associated with the uses recommended for the property. Therefore, any future development of Sub-Area 2 for substantial corporate office and research development would necessitate the improvement of Cypress Crossing into a road capable of supporting future traffic demands imposed by the future user(s).

The major issues involved with the potential development of this Sub-Area are (1) vehicular access and (2) the implementation of the Town's new corridor design guidelines. A master plan should be created for the Sub-Area in order to ensure the efficient allocation of planned retail uses and road infrastructure within the planned development, as well as to provide the necessary access for these uses from State Route 10/U.S. Route 258. The recommended master plan guiding future development in the Sub-Area should incorporate two separate, consolidated entrances into the new infill retail area: one each off Route 10/258 and Cypress Crossing. These consolidated entrances will allow the necessary access into the infill retail area without adding to the proliferation of curb cuts that already exists along this important entrance corridor. The master plan should also respond to the new corridor design guidelines currently under development by the Town with respect to set backs, landscaping and parking standards for the future development in the Sub-Area. It should also include a siting plan that would allow the future retail user to maximize exposure to the Route 10 Bypass while still meeting the requirements of the corridor design guidelines and providing appropriate landscaping, parking and pedestrian access from its entrance off Cypress Crossing. The sidewalk improvements recommended for both sides of the road on Route 10 Bypass and the State Route 10/U.S. Route

258 corridor as part of the Town's new Sidewalk Plan (see the Transportation Plan provided in Chapter XI for a more detailed summary of the Plan) should also be incorporated into the master plan.

Sub-Areas 4 and 5 Recommendations

Sub-Area 4 is located in the southern portion of the Southern Gateway Planning Area. It is bounded on the north by the existing Smithfield Plaza shopping center, on the west by Sub-Area 3, on the south by the Town's corporate boundary, and on the east by Benns Church Boulevard (State Route 10/U.S. Route 258). The entire Sub-Area is undeveloped, and much of the land is actively farmed. The 34.5 acre Sub- Area is planned for retail commercial use at 0.20 to 0.50 square feet per net developable acre. At this density, between 240,451 and 601,128 square feet of retail commercial (including supporting uses such as lodging facilities and restaurants) could be located within the Sub-Area's 27.6 net developable acres.

Sub-Area 5 is located in the southern portion of the Southern Gateway Planning Area, just east of Sub-Area 4 along Benn's Church Boulevard. It is bounded on the north by existing retail uses, on the west by Benn's Church Boulevard, on the south by the Town's corporate boundary, and on the east by Sub-Areas 6 and 7. The entire Sub-Area is undeveloped, and much of the land is actively farmed as well. The 36.9 acre Sub- Area is planned for retail commercial use at 0.20 to 0.50 square feet per net developable acre. At this density, between 241,105 and 602,762 square feet of retail commercial space (including supporting uses such as lodging facilities and restaurants) could be located within the Sub-Area's 27.7 net developable acres.

The major issues involved with the potential development of this Sub-Area are (1) vehicular access, (2) the implementation of the Town's new corridor design guidelines and (3) buffering adjacent uses.

Sub-Areas 4 and 5 both directly front the Benn's Church Boulevard (State Route 10/U.S. Route 258) corridor and enjoy excellent visibility and easy access to this major entrance corridor. In Sub-Area 5, access should be provided solely through the existing signals (i.e. the existing Edwards home site across from the Cypress Creek Street intersection and Cypress Creek Plaza and at Turner Drive intersection) and from Waterford Oaks via Canterbury. Further curb cuts along Route 10 should be avoided at all costs. Access to the interior of the sites should be provided via the existing intersections/signals along Route 10. In the long-term planning horizon for the Sub-Area 4 property, the potential exists to access the southern half of the property from Turner Drive in the County. Both Sub-Areas 4 and 5 should incorporate a sufficient easement within any future development plans to allow sufficient vehicular and sidewalk access to the adjacent Sub-Areas planned for residential uses. A 60-foot easement is

recommended by the Town. Sub-Areas 4 and 5 should also incorporate the sidewalk improvements recommended for both sides of the road on Route 10 Bypass and the State Route 10/U.S. Route 258 corridor as part of the Town's new Sidewalk Plan (see the Transportation Plan provided in Chapter X for a more detailed summary of the Plan). Any future development proposal should include a traffic impact analysis compliant with State 527 legislation. As part of this analysis, the need for additional turn lanes and turn and taper along Rt. 10 & U.S. Rt. 258 shall be analyzed.

The Town believes that the future development of these Sub-Areas should provide a "sense of arrival" and "destination" for those entering the Town of Smithfield from the south. As such, uses should be appropriate to the gateway and designed in a manner that fits the character of the Town. The Town also recommends limiting the depth of retail commercial uses to approximately 800 feet off the Benn's Church Boulevard in each Sub-Area. The Town seeks a landscape berm and landscaping within a forty foot setback along Benns Church Boulevard (Rt. 10 and U.S. Route 258). The berm should be at least four feet in height and should include landscaping such as bushes or trees on its top. Further, the Town recommends that future development along Benns Church Boulevard include a landscape buffer of a minimum of 40 feet along the corridor. This buffer should include significant landscaping or perhaps a berm to limit the visual impact of future commercial retail/office development recommended for the property.

Future development should respect architectural style, including lighting and signage standards which reflect quality and feel of Smithfield, as outlined in the entrance corridor design guidelines. The Town shall expect future development along the corridor to incorporate the use of colonial architecture in future development of the properties, to include colonial-inspired lighting standards for all parking areas and travelways.

The Town would be willing to consider a mixed use development consisting of a mix of commercial and office uses along the corridor, but only those that will be satisfied with achieving access via one of the two existing curb cuts/signals along Route 10 adjacent to the property.

Sub-Area 6 and 7 Recommendations

Sub-Area 6 is located in the northeastern portion of the Southern Gateway Planning Area. It is bounded on the north by the residential portion of the Waterford Oaks subdivision, on the west by State Route 10/U.S. Route 258, on the south by Sub-Area 7 and on the east by the marsh adjacent to Jones Creek. This Sub Area covers slightly over 106 acres and is planned for low density residential land uses, supporting a recommended density of between one and three dwelling units per acre. This density is consistent with the adjacent Waterford Oaks neighborhood (i.e. 1-3 dwelling units per acre). At this proposed density, Sub-Area 6's 51.4 net developable acres could support between approximately 51 and 134 new dwelling units.

Sub-Area 7 is located in the southeastern portion of the Southern Gateway Planning Area. It is bounded on the north by Sub-Area 6, on the east by State Route 10/U.S. Route 258, on the west by State Route 10/U.S. Route 258, and on the south by a tributary of Jones Creek and the Town's corporate boundary. This Sub Area covers slightly over 20 acres and is planned for attached residential uses at a recommended density of 6-8 dwelling units per acre for the southern half of the property. At this proposed density, Sub-Area 7's 15.7 net developable acres could support between approximately 94 and 126 new dwelling units.

The Planning Commission believes that the tributary to Jones Creek which bisects the two Sub-Areas and the marsh adjacent to Jones Creek on the eastern edge of the property should be protected from future development. As such, the Planning Commission expressed a desire for the tributary to serve as a buffer between the land areas proposed for attached residential and single family residential development.

The major issues involved with the potential development of these Sub-Areas are (1) vehicular access, (2) provision of public utilities, (3) sensitive environmental areas, (4) buffering from adjacent uses and (5) the promotion of traditional neighborhood development.

A master plan should be created for each of these two Sub-Areas in conjunction with the plans for Sub-Area 5 in order to ensure the efficient plans guiding the future development of the property. Access will play a vitally important role in the future development of the site. Access to the Sub-Areas shall be limited to a well-planned and integrated system of internal streets which connect to the planned shared entrances in Sub-Area 5. The Town believes that it is critically important for the future development of the property to be integrated both internally and externally with the neighboring Waterford Oaks project via Canterbury Drive. Further, the internal transportation program for the site must be designed to respect the existing environmentally sensitive areas within the property and to avoid any future curb cuts by tying into the existing signalized intersections.

The provision of public utilities to the planned development will be another important consideration in the planning of each Sub-Area. Each Sub-Area could easily obtain water service via an extension from the existing 8-inch line that currently runs along State Route 10/U.S. Route 258 to the Smithfield Plaza Shopping Center. Sanitary sewer service is provided in the Planning Area via a thirty-inch HRSD force main that runs along this major entrance corridor. Future development in each of the three Sub-Areas would need to tap into this HRSD line in order to extend a serviceable line to planned residences. Subdivisions in these Sub-Areas would need to obtain an easement for the line extension from adjacent properties. The future developer of Sub-Area 5 will also have to obtain an easement to extend a water line extension from the existing 8-inch line that runs along Route 10/258 to serve planned uses. The costs involved with obtaining these easements and constructing the necessary utility line extensions dictate that these Sub-Areas will most likely not be developed in the near planning term as other better located, vacant residentially-zoned lands are absorbed first by market demand. Thus, it is anticipated that these Sub-Areas will not be developed for several years. Regardless, none of the three Sub-Areas should be developed until the necessary public utility improvements are put in place.

Each of these three Sub-Areas is impacted by the presence of sensitive environmental areas. The development potential of Sub-Area 6 is particularly constrained by the presence of a tributary of Jones Creek which bisects the property. While this tributary and its adjacent marsh limit the development potential of the Sub-Area, it provides dramatic siting opportunities overlooking the waterway. Similar opportunities are available overlooking Cypress Creek in the western portion of Sub-Area 7. The final development plan for both of these Sub-Areas must ensure that residences and supporting infrastructure pieces are sited sufficiently away from these environmentally sensitive areas in order to minimize their impact on these valuable resources while still maximizing the valuable views. Future development in each Sub-Area should also be well buffered from adjacent planned commercial uses with appropriate landscaping as is provided for in the revised Town Zoning Ordinance.

Another important consideration for the future development of these Sub-Areas is the future stability of adjacent uses. Each development should incorporate sufficient landscaping and setbacks to create an appropriate buffer to minimize the impact of the future uses on adjacent uses, particularly adjacent, existing residential properties.

These Sub-Areas afford the Town an ideal opportunity to promote traditional neighborhood development. The Town should encourage any future development of the property to consider

a master planned, TND approach to be implemented via the proposed TND overlay zoning district.

FUTURE LAND USE SUMMARY

The Comprehensive Plan projects the Southern Gateway Planning Area as an integrated, mixed-use community which will provide several opportunities for the Town to meet its economic development objectives with respect to retail commercial development and tourism support. The plan for this area also provides a suitable transition from its mix of highway-related commercial uses along State Route 10/U.S. Route 258 to the rural, undeveloped lands adjacent to Smithfield High School and beyond in Isle of Wight County. Future end users that would generate new professional job opportunities, expand upon the existing lodging infrastructure, enhance the Town's position in the regional retail marketplace, respect the Town's new corridor design guidelines and fit as an appropriate use within the area's role as a visual gateway should be actively targeted and solicited as part of the Town's new more proactive economic development function.

According to the adopted Future Land Use Plan, the Southern Gateway Planning Area holds the potential to accommodate between approximately 436 and 1,153 new households. It also has the potential to provide between approximately 581,744 and 1,454,360 square feet of new retail commercial space. The active use of these properties may not occur for many years as there are no pending development plans for the Area. In the interim, the Town should encourage the creation of a master plan for the various Sub- Areas designated above which respects the natural environment and efficiently provides suitable building sites to meet Town planning objectives. No development should take place until the required and extensive utility improvements are completed.

The table on the following page summarizes the development potential of each of the Sub-Areas as recognized in the Plan.

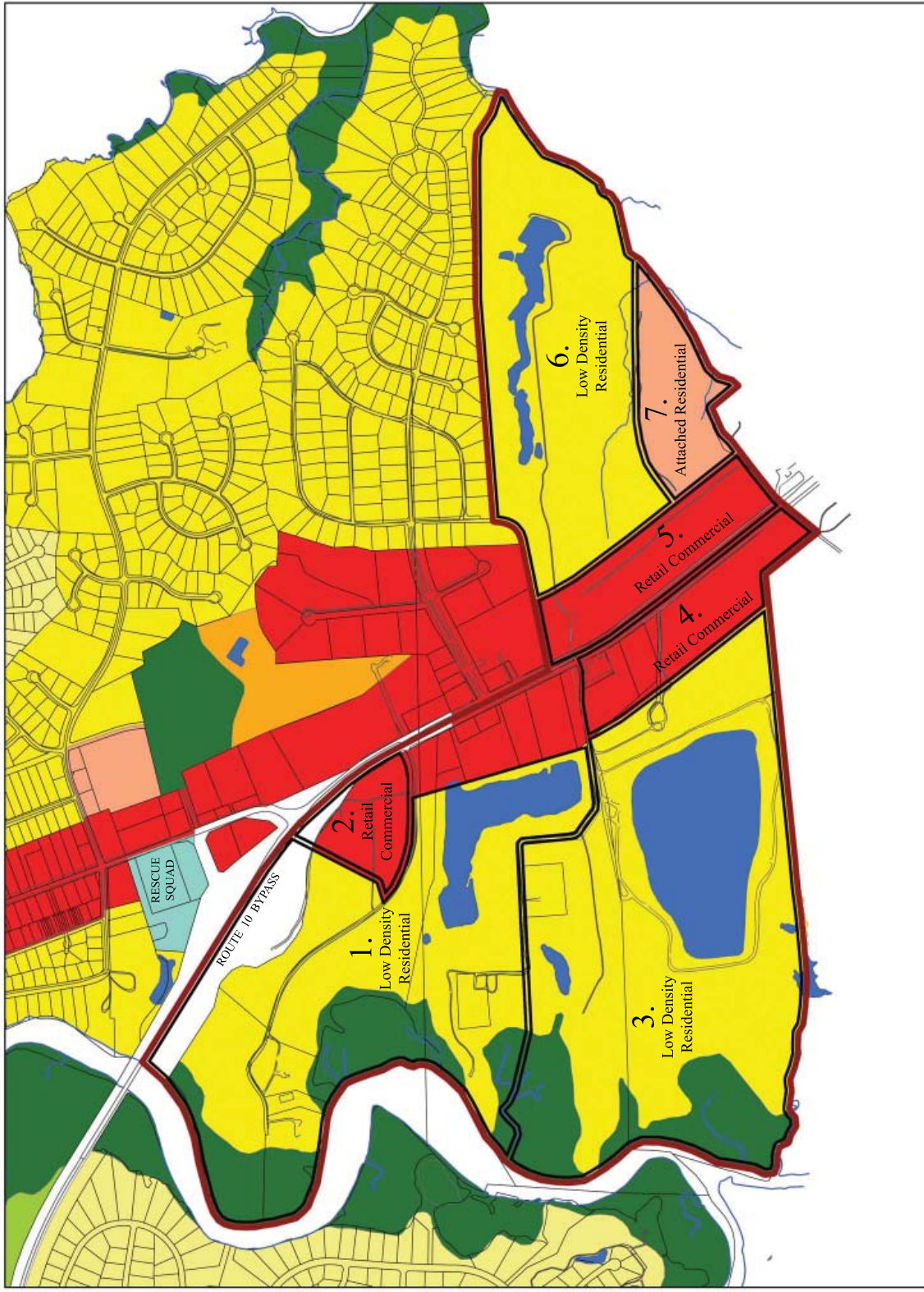
SOUTHERN GATEWAY

PLANNING AREA



Future Land Use:

- Environmental Conserv.
- Community Conservation
- Low Density Residential
- Suburban Residential
- Attached Residential
- Multifamily/Retirement
- Residential Office
- Corp. Office/Research
- Retail Commercial
- Downtown Commercial
- Mixed Use
- Light Industry
- Heavy Industry
- Parks and Recreation
- Public and Semi-Public
- Planning Area
- Sub Areas



REGIONAL PROFILE



Hampton Roads - officially referred to as the Virginia Beach-Norfolk-Newport News Metropolitan Statistical Area (MSA). The region attracts and retains many of the world's most recognizable companies and thrives on its highly educated workforce including a renewable source of labor from our exiting military personnel. Centrally located on the mid-Atlantic coast, Hampton Roads has a modern infrastructure, including the state of the art Port of Virginia, that connects us to the global marketplace.

