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## Introduction

### The Purpose of the Plan



The Comprehensive Plan represents the County's "vision for the future" and serves as its most important document for coordinating growth and development in the years ahead. It establishes goals, policies and initiatives to be used to guide both civic and public activities related to land use and resource utilization. The Plan establishes the foundation upon which many fundamental governmental plans, programs and decisions are based,

including: zoning and subdivision actions, capital improvement programs, transportation, environmental and historical resource initiatives, and County policies affecting distribution of revenues to a multitude of programs and agencies. It is designed to be a fair and equitable balance between individual property rights and the public good. This plan is not a detailed plan for the development of individual parcels of land. Looking towards the future, the Comprehensive Plan defines its goals for future development as well as the specific actions which should be taken to achieve its vision.

*"The Comprehensive Plan represents the County's "vision for the future" and serves as its most important document for coordinating growth..."*

### Comprehensive Planning in King and Queen County

As a place recognized for its natural beauty, King and Queen County strives to preserve its rural atmosphere while encouraging new development of appropriate scale and character. The County's Comprehensive Plan recognizes this fundamental objective. It is the intent of the Plan and its Land Use Map to reflect this foundational principle in a meaningful, creative, and progressive manner.

The Plan represents only the fifth long-range planning effort by the County in the past thirty-four years. It is a significant refinement to and expansion of the work done on earlier plans. In building upon the County's earlier Comprehensive Plans, it recognizes that King and Queen County holds and will continue to hold a unique place in Virginia. With this in mind, steps have been taken with the revised Plan to reflect the traditions and culture of King and Queen County as well as to provide for its orderly growth. Most importantly, it encourages diverse economic development activities with sensitivity to both the rural community and natural environment.

*"The Plan reflects the traditions and culture of King and Queen County as well as provides for its orderly growth. It encourages diverse economic development activities with sensitivity to both the rural community and natural environment"*

The County's last Comprehensive Plan was completed in 2006. In hindsight, the 2006 Plan was deficient in providing growth management strategies to adequately address sustainable economic development areas. By year 2010 it became readily apparent that the Plan needed to be updated in order to account for recent demographic and social trends which were impacting real estate and commercial development throughout the region. The King and Queen County Planning Commission determined it was imperative to carefully update its earlier plan (as well as its zoning and subdivision regulations) in order to best



respond to the changing market conditions with contemporary planning and growth management strategies and tools.

As a result, the updated Comprehensive Plan emphasizes integrating modern planning analysis and implementation techniques into the Comprehensive Planning process. Much emphasis has been placed on establishing a “smart growth” philosophy for King and Queen County by encouraging quality planning practices and sensitivity to King and Queen County’s natural environment and rural community atmosphere. The King and Queen County Planning Commission diligently worked for a 2-year period on revising the current Zoning and Subdivision Ordinance. One of the major achievements was to create and incorporate new zoning district classifications within its permitted use table, among other revisions/additions to better plan for “smart growth”.

### The “Ten Commandments” of Planning

Virginia law requires every municipality in the Commonwealth to adopt a comprehensive plan for the physical development of its territory. It also requires that the Comprehensive Plan be reviewed every five years in order to ensure that the Plan is consistent with community views and is addressing current issues impacting the community. Although the State requirements for a Comprehensive Plan are very generalized in order to grant localities the necessary flexibility to respond to local concerns and trends, the requirements do mandate focusing on a number of key areas. As extracted from current State enabling legislation, the following “ten commandments” of comprehensive planning summarize these areas of focus:

1. The County shall prepare and recommend a Comprehensive Plan for the physical development of King and Queen.
2. The King and Queen County Board of Supervisors shall adopt a Comprehensive Plan for all of the geographical areas within the County.
3. The Comprehensive Plan shall be drawn so as to promote the health, morals, order, convenience, prosperity and general welfare of its citizens.
4. The Comprehensive Plan shall be made with the purpose of guiding and accomplishing the coordinated, adjusted and harmonious development of the County.
5. The County shall first make careful and comprehensive surveys of existing conditions, natural resources, population and economic growth trends, and probable future requirements of King and Queen and its citizens.
6. The Comprehensive Plan shall be made in accord with both the present and future needs of its resources, trends and requirements.
7. The Comprehensive Plan shall be general in nature and shall designate the location, character, type, and density for the long-range land uses and public improvements within the County.
8. The Comprehensive Plan shall designate areas to promote affordable housing as well as housing for those of all income levels.
9. The Comprehensive Plan shall designate a long-range plan for transportation, including streets, roads, parkways, sidewalks, bridges, airports, drainage systems and the like.



10. The Comprehensive Plan shall designate geographical areas of the County for various types of public and private development and land uses (including historic areas, preservation areas, parks, schools, and open spaces.)

“The Great Commandment:” Upon adoption of the Comprehensive Plan, the Planning Commission shall act on matters related to the location, character, and extent of each feature contained therein in a manner that is in substantial conformity and consistent with the Comprehensive Plan.

#### “The People’s Plan”: The Public Participation Process

Civic involvement has been fundamental to the preparation of the Plan. The two-year planning process has included many opportunities for public participation in an attempt to make the Comprehensive Plan truly the “people’s plan.” On July 25, 2011, the King and Queen County Planning Commission first met with the King and Queen County Board of Supervisors during their regular scheduled workshop to discuss challenges facing the County and the Board’s vision for the revised Comprehensive Plan. In the spring of 2012, the Planning Commission, with the help of staff, created a public survey that was mailed out in the citizen’s personal property tax forms as a first step in obtaining the public’s input on development and needs of the County. During this time, the Planning Commission directed staff to prepare a working draft of the revised Plan for them to review and later to invite the public for review and comments. The resulting draft Comprehensive Plan was presented during 5 public meetings in order to provide additional opportunities for public comment on the Plan.

The local print media also helped by promoting public participation in the planning process and by educating local residents on the new planning concepts introduced by the updated Plan. The text of the draft Plan was also made available to residents at the County’s official website [www.kingandqueenco.net](http://www.kingandqueenco.net).

Add text here about the updates and its process.

*“The door is open for business in King and Queen County”*



# King & Queen County, Virginia

## County Map | Map 1



### Surface

- Asphalt
- Asphalt (Highway)
- - - - - Dirt
- Gravel

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: King and Queen County GIS

0 1 2 4 6 8 Miles





# King & Queen County, Virginia

## County Map | Map 1



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242 Allen Circle, Suite L  
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King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: King and Queen County  
GIS 2024





## Goals for the Future Development of King and Queen County

The updated Comprehensive Plan is designed to serve as a guide for the physical development of King and Queen County into the early decades of the new century. The Comprehensive Plan addresses the entire County, and is intended to positively influence all of the physical elements which make up its form. Towards this end, the overriding purpose of the Plan is to encourage the continued development of a safe and healthy community by offering a distinctive “vision” for the continued growth of King and Queen County. Many factors will affect the new ideas and decisions that will mold the optimal future land use within the County. The Plan focuses on those particular areas on which the County, can and should have a progressive impact, defining what is the best public interest while ensuring the preservation of private property rights.

*“The updated Plan is designed to serve as a guide for the physical development of King and Queen County into the early decades of the new century.”*

The Comprehensive Plan is graphically represented by the Land Use Map. An intelligent and comprehensible plan cannot be structured without energetically seeking and taking the necessary steps to define the common components of the locality’s vision for its future. The first steps taken towards establishing the tools of the planning process were (1) to define future goals, (2) to translate those goals into objectives by which they would be realized and (3) to establish policies and strategies to implement the goals for the benefit for the community.

The goals and objectives outlined in this document describe a range of policy statements that will serve to establish the physical, social, economic and cultural framework around which the Future Land Use Plan and Map were designed. These goals and objectives reflect input received from the public meetings conducted with the Planning Commission. In turn, they will be used to guide the analysis of future land use alternatives within the County. The County’s Comprehensive Plan goals are grouped into eight general categories. The primary goals for each category are summarized below:

### **1. Community Character, Culture, and History**

Protect and preserve the County’s rich agricultural and historical heritage which positively enhances the sense of place in King and Queen County, and improves the overall well-being of the community.

### **2. Economic Development**

Support and promote the County’s existing economic base while exploring other economic development opportunities in the areas of tourism, retail, and industry in order to strengthen and expand the economy.

### **3. Transportation**

Ensure that the location, character, and capacity of the County’s transportation facilities (including arterial highways, local streets, parking facilities, and the Regional Airport) are compatible with the Future Land Use Plan. Planning for future street improvements should be compatible with emerging land uses. The improvements should also provide adequate capacities to serve future growth.





#### **4. Land Use**

By embracing the principles of “smart growth”, promote a balanced mix of residential, commercial, and economic development uses which will accommodate the projected demands for housing, shopping and tourism, as well as encourage well-planned development opportunities for present and future County residents.

#### **5. Housing and Neighborhoods**

Promote opportunities for a wide variety of safe, sanitary and affordable homes and neighborhoods for King and Queen County residents of all income groups with an emphasis on quality site planning in future residential development areas.

#### **6. Natural Resources**

Enhance, protect, and preserve King and Queen County’s valuable environmental resources through the establishment of environmental design guidelines (Chesapeake Bay Overlay District) while promoting a greater awareness of the scenic beauty and other positive physical attributes of the County.

#### **7. Public Services and Infrastructure**

Provide adequate levels of public services and infrastructure to all the people in the County, recognizing that the regional aspects of certain facilities and services necessitate regional planning and cooperation.

#### **8. Plan Implementation**

Implement the goals, objectives, and strategies of the Comprehensive Plan by updating and strengthening zoning, subdivision, and site plan controls. Stress a “smart growth” design ethic and promote greater accountability within the private sector to achieve the most appropriate scale, form, function, and density of new development.





## Chapter 1: Community Character, Culture and History

King and Queen County, as it is known today, resulted from a series of re-arrangements of the boundaries of other political jurisdictions. The County was first formed from New Kent County in 1691, New Kent having been created from portions of the original Counties of York (1643) and James City (1634). Other counties or parts thereof were later formed from King and

Queen County including King William (1701) and Spotsylvania (1720). The County was named in honor of King William III and Queen Mary of England.

Today, King and Queen County comprises 318.1 square miles of land area and 8.9 square miles of water area. It is part of the Middle Peninsula of Virginia's Coastal Plain and bounded on the southwest by the York and Mattaponi Rivers which separate King and Queen from King William and New Kent Counties. Caroline, Essex, Middlesex and Gloucester Counties are separated by the Dragon Swamp and Poropotank River.

Although the land now occupied by King and Queen County was first settled in 1625, it is one of the most rural counties in Virginia today. In 1990 its population density was only 20 persons per square mile. Three-fourths of the County's land is in timberland and of that approximately one-third is owned by private forest industries.

The population is relatively small, less than 7,000 in the ~~2010-2020~~ 2020 census, and continues to grow very slowly. (The population is actually less now than in the first census in 1790.) There are no towns or significant concentrations of people. The rapid growth of adjacent counties has not yet reached King and Queen, but is approaching. The two main traffic arteries, routes 360 and 33, are across the short axis of the

County. There is relatively little through traffic along the long axis on routes 14/721, which have been designated a scenic by-way. Except through County government, schools, and a few County wide civic organizations, there is relatively little contact between citizens at the two ends of the County, which makes it sometimes difficult to create a County wide cohesive community. In spite of the modest tax base, County finances have been well managed in recent years and taxes have been maintained at a low level.

The Census and State statistical data provided for King and Queen County reflect the unique demographics, social, and economic characteristics of the people who live in the County and in the





surrounding area. Population estimates for the County and surrounding areas were developed specifically for this Plan in conjunction with the County Staff and are based upon figures published by the 20102020 U.S. Census. These figures indicate a population of 6,945,608 for the County of King and Queen.

The 20102020 Census information led to the redistribution and drawing of voter election districts. The 20102020 Census showed greater-a decline in growth in the northern and southern areas of the County. The Newtown and Shanghai districts had the greatest increases decrease in population, which led to the requirement of preparing a redistricting plan for King and Queen County. The redistricting plan and map were formally adopted on April 11, 2011-2022 by the King and Queen County Board of Supervisors during their public hearing. The adopted 2011-2022 redistricting plan for King and Queen County was submitted, February 16, 2022, to the Attorney General, along with a request for Certification of No Objection. The Attorney General's Office approved of King & Queen's request for Certification of No Objection on April 14, 2022, and was approved by the Department of Justice on May 26, 2011. The current voter election districts are displayed below in Map 3, as well as appearing in Appendix F.

Demographic analysis of King and Queen County in relation to the surrounding region provides the basis for future strategic planning decisions. The following characteristics were the most influential in developing recommendations for the Comprehensive Plan:

- The 20102020 Census computes the average household size for the County of King and Queen (2.462.36) to be slightly lower than that of the surrounding counties, King William (2.622.58), Essex (2.46), Gloucester (2.60) and Caroline (2.652.61) and the State average of 2.562.50. Middlesex County has the lowest average household size at 2.19. The phenomenon may be attributed to more affordable housing within the surrounding counties, which is more attractive to larger families.
  - The average household size within the County of King and Queen has declined over the study-period last 20 years, from 2.48 persons per household in 2000 to 2.46 persons per household in 2010, and 2.36 persons per household in 2020.
  - In King and Queen County, the largest percentage (24.318.2%) of households fall within the \$50,000 – \$74,999 \$100,000 - \$149,999 income range.
  - The median household income for King and Queen County (\$42,02270.147) is far below the State median of \$59,37287.249.
  - ~~Due to the aging “baby boom” population, the rapidly growing proportions of elderly will increase the demand for elderly care, independent living communities, and retirement facilities. King and Queen County has 22.317.1% of citizens over the age of 65 compared to the State of the Virginia at 12.216%.~~
  - ~~Relative to demographic growth in the State of Virginia at 13%, King and Queen County has a much slower rate of population growth at 4.8%. However according to the July 2013 Population Estimates of Virginia Counties and Cities provided by the Weldon Cooper Center for Public Service Demographics Research Group, King and Queen County is the fastest growing county in the entire Middle Peninsula with a growth rate of 6.7%.~~
- ~~Source: <http://www.coopercenter.org/demographics/virginia-population-estimates>~~

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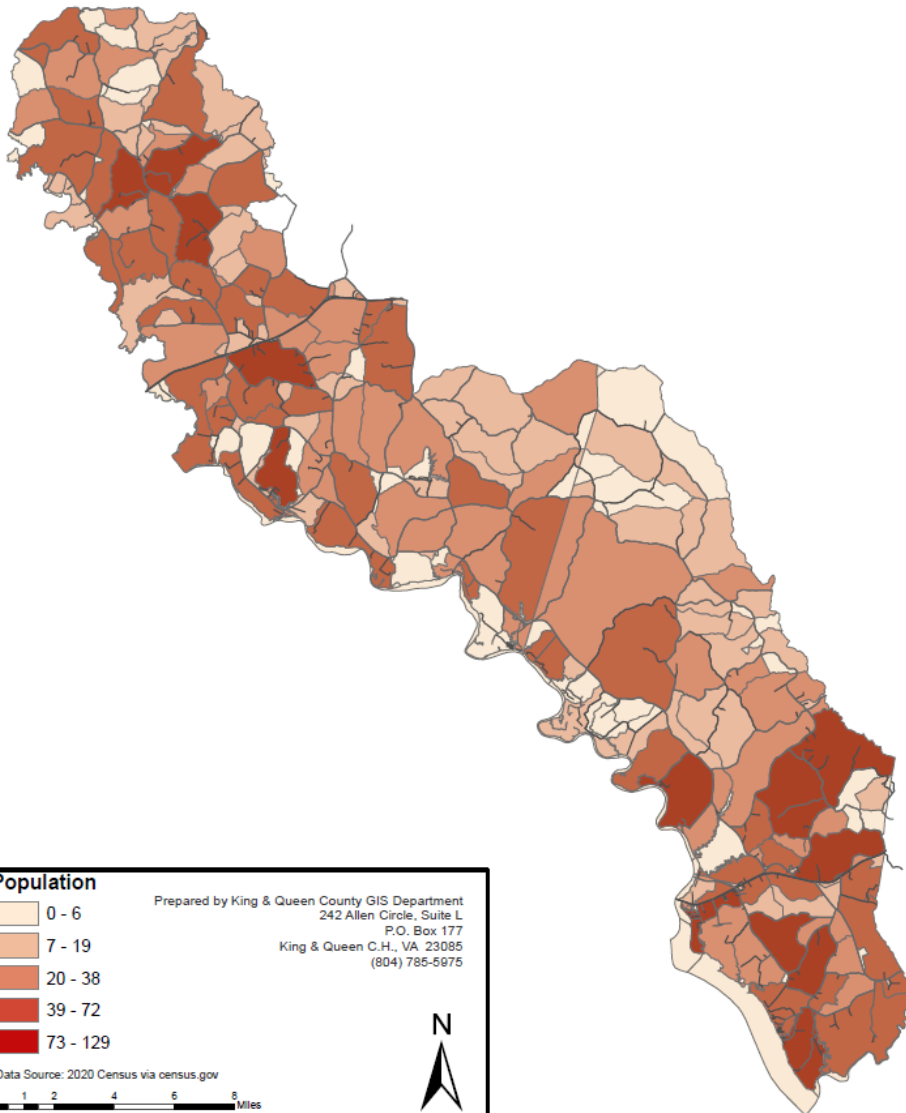


For a complete report relating to the Demographic, Economic and Education profiles for King and Queen County, Virginia, provided by the Virginia Employment Commission, Economic Information Services Division, see Appendix A.



# King & Queen County, Virginia

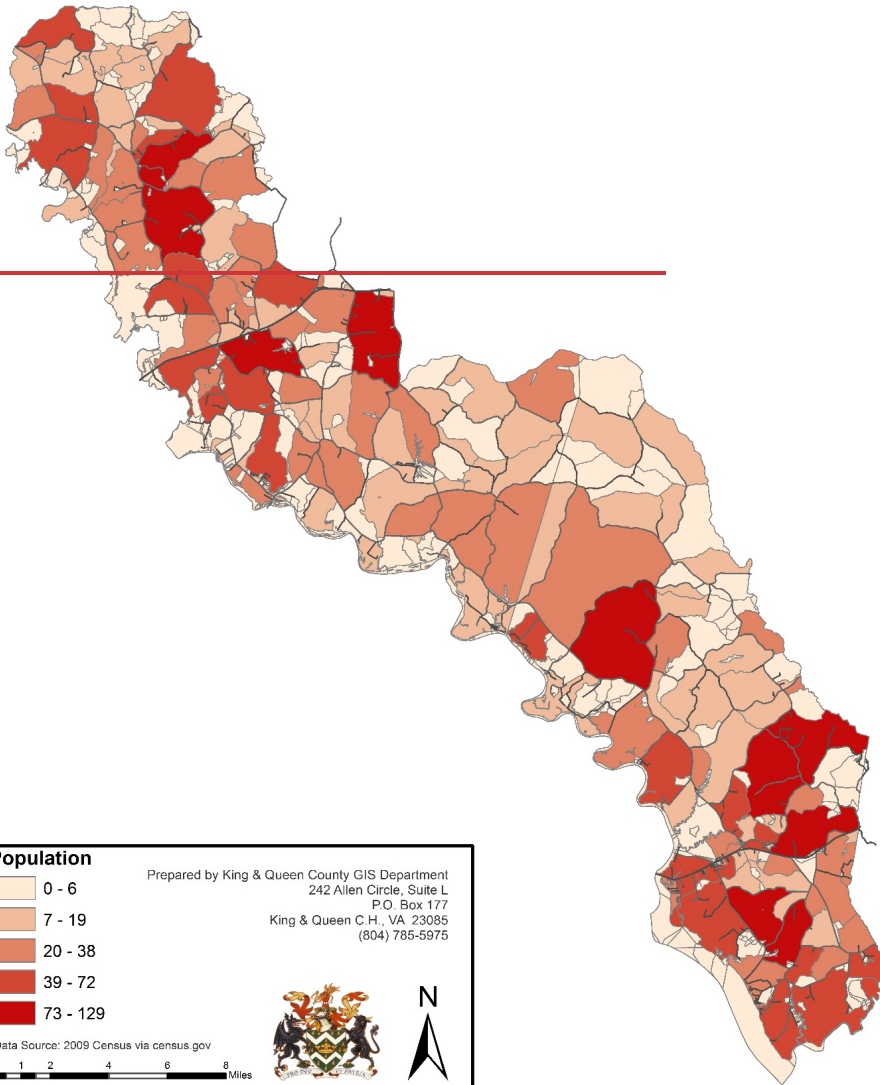
## 2020 Census Population by Census Block | Map 2





# King & Queen County, Virginia

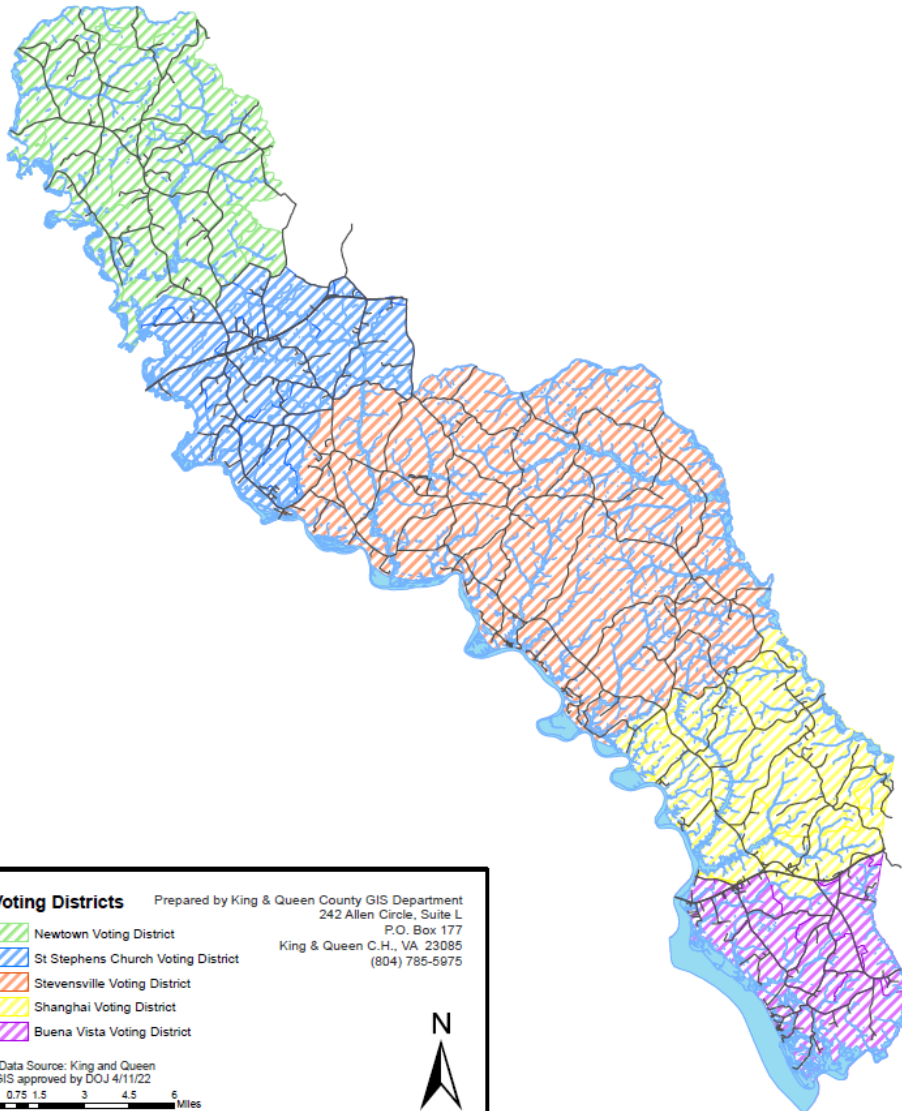
## 2010 Census Population by Census Block | Map 2





# King & Queen County, Virginia

## Voter Election Districts | Map 3

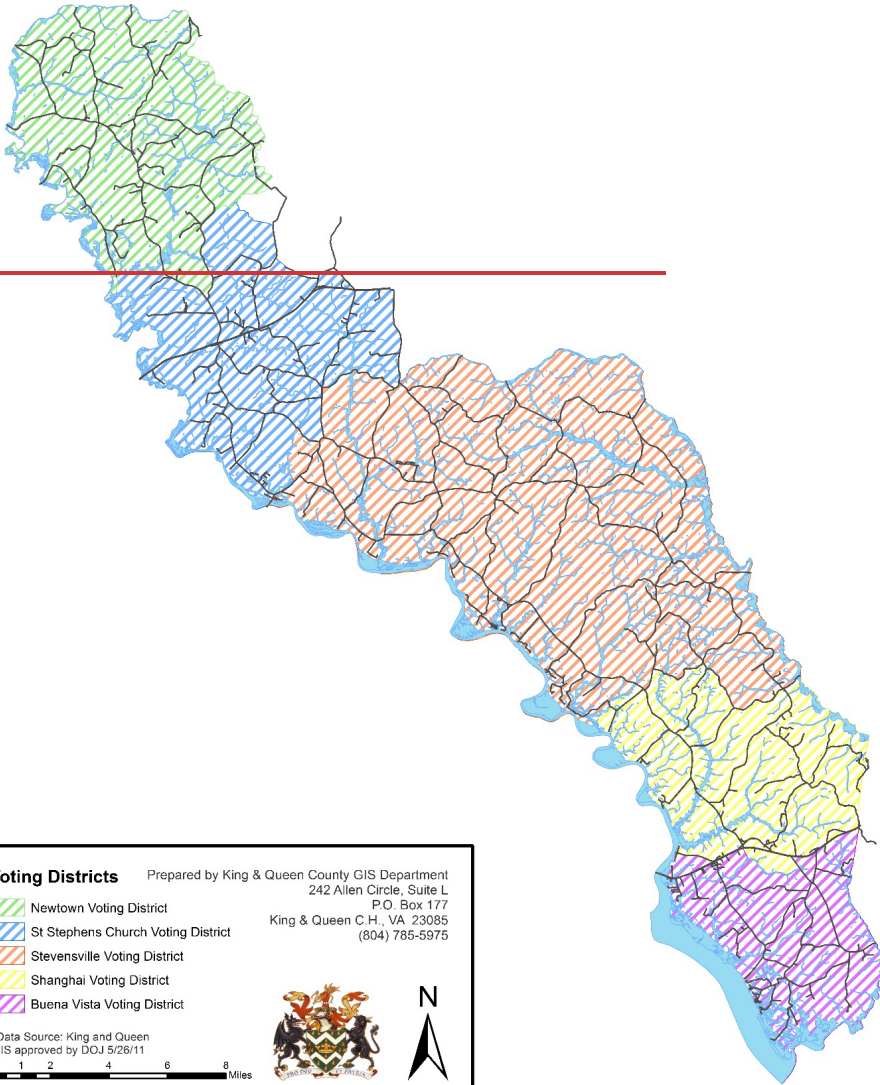






# King & Queen County, Virginia

## Voter Election Districts | Map 3





## Chapter 2: Economic Development

Economic Development is critical to the prosperity and quality of life in of the citizens of King and Queen County. The creation and retention of jobs and financial investment in the County helps to generate the revenues needed to pay for critical services, thereby lessening the tax burden on real estate owners necessitated by all forms and parts of the residential and commercial development.

The Virginia Employment Commission (VEC) maintains statistics on a number of economic factors affecting the Commonwealth of Virginia and its communities, which factors can serve as be measures of the economic health of a community. Such statistics allow a community to compare itself with other communities in the region, as well as to Virginia as a whole.

Economic development, tourism, and the administration of the Industrial-Economic Development Authority are the responsibility of the Department of Economic Development. The goal of the King and Queen County Department of Economic Development is to operate to attract, retain, and facilitate the expansion of business and industry in the County, resulting in a stable, diverse economy and an improved quality of life for the citizens of the County. Specifically, the Department's of Economic Development's primary goal is to achieve help provide an expanded tax base and employment opportunities for the citizens of King and Queen County.





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### Community Strengths

- **Quality of life** is often underutilized-underappreciated as an argument for-by businesses considering investment in a rural community. While the lack of shopping opportunities, cultural amenities and high-performing schools can be inconvenient, negate the rural advantage, a rural quality of life can provide also indicates lack of traffic congestion, quicker commutes, and lower transportation costs. It can also mean lower security, insurance, and construction costs. A quality of life argument that translates into cost savings and higher profits becomes a basis for sound business site decisions. The lifestyle in King and Queen County is unique and offers a quality of life that is unparalleled. With a rich history, open fields, and vast forests, the County is a paradise to the historian, environmentalist and sportsman. Wild turkey, deer, waterfowl and even bald eagles are all prevalent in the County. In addition, the Mattaponi and York Rivers and the Dragon Run Watershed borders the County allowing water activities to play a major role in the daily recreational activities of the citizens.
- **Interstate highway access** is a highly positive factor for business recruitment. King and Queen County is situated between the metropolitan areas of Richmond, Hampton Roads and Northern Virginia/Washington D.C. With excellent access to these areas by way of interstate 64, 295 and 95, King and Queen County is a convenient location for companies seeking to locate in a rural setting. Major airports in Richmond, Newport News/Williamsburg and Northern Virginia/Washington D.C. serve the eCounty and along with the major roadways, place the County within 500 miles of 55% of the total population of the United States.
- **Commuter train access** is available to our citizens in Richmond and Ashland, providing ready access to the Washington, D.C. metropolitan area and beyond.
- **The Port of Virginia** as well as inland ports provide a ready market for area producers and manufacturers.
- **A substantial internal road network** provides alternate travel and commuting options outside of King and Queen County. Routes 14, 721, 360 and 33 have strong potential and will be attractive for business development.

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- **Large undeveloped tracts of land** offer the opportunity to recruit larger projects. King and Queen County has a great number of large tracts throughout the County, including along Routes 33 and 360.
- **A strong communications infrastructure** is in place throughout in many parts of the County. King and Queen County Wireless Authority and Gamewood Technology Group, Inc. have partnered to bring residents of King and Queen County Virginia high-speed Internet service using wireless technology. The King and Queen County Wireless Authority (KQWA) provides wireless broadband Internet service to County residents who wish to subscribe. Named KQVA.net, the system is capable of providing broadband Internet speeds from 512kbps to 6Mbps throughout most of the County Perhaps most importantly, in 2019, RiverStreet Networks collaborated with King and Queen County in a fiber build project to bring fiber to all residential and business customers. The King and Queen County Fiber-to-the-Home (FTTH) Project positioned King and Queen County as the first county in Virginia to provide every resident in the county access to fiber internet. Funding for the project included \$14.6 million from grants, \$3.8 million from the county, \$5.8 million from DHCD/VATI, and \$5 million from FCC CAFII Action Funding. The King and Queen County FTTH Project was completed in February of 2023.
- **Geographic location** places King and Queen County in the center of Virginia's Middle Peninsula, as well as the eastern seaboard of the United States. King and Queen County is well connected by excellent highway access.
- **Low taxes** reduce business overhead and promote profit on a recurring basis. King and Queen County has one of the lowest real estate tax rates east of Interstate 95. This factor is very important in business recruitment.
- **Natural Gas** line has been installed on Route 360, Richmond Tappahannock Highway- at the King William County line in Aylett. This resource can be extended into King and Queen County along Route 360 should a business opportunity warrant the need for such. And in addition to the Route 360 corridor, natural gas access in other parts of the County also is being explored.

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### Community Challenges

- **A population of less than 8,000** is insufficient to draw the attention of many business investors to King and Queen County. Labor availability is crucial to any business prospect. King and Queen County's population suggests that only a small number of qualified employees may be available, even though the regional labor market is well qualified. Most prospects do not look deeply into the County's statistical profile before eliminating it from consideration. This challenge is being met by focusing on the Middle Peninsula region instead of localities individually.
- **The lack of developed commercial or industrial sites** gives the County little to sell for business recruitment. Most available sites are all privately owned and thereby not under locality control, subjected to uncontrollable factors, such as pricing and personalities. Most



sites are undeveloped and reflect a lack of investment by the owners.

- **The lack of industrial/commercial buildings** leaves King and Queen County with an empty sales floor to show prospective businesses. Inquiries for buildings are frequent, while calls for raw land are limited.
- **The lack of public sewer and water** for industrial processes and fire flow forces investors to seek private alternatives to public services. In addition, King and Queen County continues to seek alternative means of providing utility services. More often, King and Queen County is simply eliminated from consideration.
- **A lack of shopping opportunities and cultural amenities** also inhibit ~~the~~ business location decisions. While this type of development is generally population dependent, previously discussed factors tend to overwhelm retail decisions.

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## Development Strategies

In an effort to encourage development at a scale and intensity that retains the rural character of the County, the following development approaches are encouraged. Use of these tactical approaches will encourage economic development in the immediate future, while long-term steps are taken to address the weaknesses identified previously in this chapter.

### 1. Pursue Well-Financed Business and Industrial Prospects

This approach has been the basis of several successful recruitment efforts. These firms have found niche locations with existing zoning, enough water to meet their needs, and land that is distant enough from the interstate to keep real estate prices low, yet close enough to ensure convenient delivery of products to their customers. If the full cost of development is to be borne by industry, the firms must be financially viable to support the cost burden. One industry that seems to be an ideal fit for King and Queen County is data centers. Given the County's strengths and objectives, data centers will find in King and Queen County security, privacy, and a low-tax environment, all while not consuming a great deal of land or public services and not having a large workforce need.

While this idea seems obvious, many firms seeking to relocate may do so because of financial challenges elsewhere or a need for relief from overhead costs. These firms are more marginal and can be poor County investments. Until all infrastructure investment has been made, seeking outstanding firms is essential.

### 2. Recruit Industrial Investors for Land Development in Order to Address Costly Infrastructure Investment Normally Obligated to the County

Roads and other infrastructure improvements become an investment for profit through this approach. Willingness on the part of the County to speculatively zone property is essential for this approach to succeed.



### 3. ~~Capitalize on Transient reate Artificial~~ Populations to Attract Commercial and Retail Development

King and Queen enjoys the benefit of a temporary population of ~~26,000~~**28,900+** on any given day, solely due to Route 360 and Route 33 corridor traffic. ~~(a~~According to the ~~2016~~**2022** Virginia Department of Transportation Daily Traffic Volume Estimates) Though most of this population is only in the County for about 15 minutes, with tourism investment and direct marketing to retail and commercial developers, King and Queen can make the case to investors that with the proper attraction and advertisement, this temporary population will stay much longer than 15 minutes and spend their money in the County. The amount of road frontage along the Route 360 and Route 33 corridor's totals 34 miles of dual lane highway located within the economic development corridor. Great potential for future business development.

#### Future Strategies

While offsetting strengths and weaknesses allows the County to remain competitive in the near term, certain long term decisions must be made and actions taken to ensure the sustained viability of the economic development program. ~~Those Such~~ strategies **will** address deficiencies in the current program, ~~and identify actions needed to move forward as previously identified~~. The Board of Supervisors should evaluate ~~the local~~ weaknesses and ~~work with the EDA to~~ consider the following strategies ~~and to help~~ address program deficiencies:

- ~~Work with industry experts Utilize the EDA (Economic Development Authority)~~ to create County owned industrial & commercial parks with infrastructure for immediate use, where the private sector is either unable or unwilling to develop such facilities.
- ~~Evaluate site readiness for local development.~~
- Utilize the EDA to construct speculative industrial and distribution buildings.
- Develop sufficient water and sewer capacity to meet the needs of large industrial and commercial users.
- Invest in industrial access roads through public-private partnerships to expand the availability of marketable industrial sites.
- Partner with the business community and school system to invest in the education system, including the identification of needed skill sets and development of appropriate curriculums.

A successful and sustained economic development program can only be achieved if the weaknesses identified in this chapter are addressed.

An effective economic development program ~~is has~~ the means to offset the impacts of residential growth and improve the quality of life for all County citizens. The County must continue its efforts to diversify and expand its nonresidential economic base, both through traditional economic development, as well as ~~the~~ through the expansion of its ~~fledgling~~ tourism industry. ~~Its-The County's~~ primary **economic development** goal is to encourage compatible, high-quality industries offering semi-skilled, skilled and professional job



opportunities. The County seeks industry that is capital intensive and conscious of the standards of local infrastructure. New industries meeting these characteristics will provide year-round, full-time jobs with benefits and raise the standard of living in our community, and most recently this includes data centers-



### Chapter 3: Transportation



Code of Virginia 15.2-2223 requires localities to identify “infrastructure needs and recommendations that include the designation of new and expanded transportation facilities and that support the planned development of the territory covered by the plan and shall include, as appropriate, but not be limited to, roadways, bicycle accommodations, pedestrian accommodations, railways, bridges, waterways, airports, ports, and public transportation facilities. The plan shall recognize and differentiate among a hierarchy of roads such as expressways, arterials, and collectors. In developing the plan, the locality shall take into consideration how to align transportation infrastructure and facilities with affordable, accessible housing and community services that are located within the territory in order to facilitate community integration of the elderly and persons with disabilities.”

### Corridors and Gateways

The perception of the image of the County is largely influenced by the impression one gains while traveling through the County along its major entrance corridors. The importance of these entrances has led the County to examine how these corridors can best be protected and enhanced to reflect citizens’ goals for improving the appearance and image of King and Queen County.



*The Lord Delaware Bridge crosses the Mattaponi River between the Town of West Point and King and Queen County*

The design emphasis of the Comprehensive Plan has been to recognize the unique character of the County’s entrance corridors and arterial roads which serve as the gateways to King and Queen County’s points of tourism or cultural interest. Ten entrance corridors have been identified. Each of these corridors was selected because of its importance as an entrance to King and Queen County. Each corridor serves as a “gateway” into the County. King and Queen County’s corridors provide opportunities to establish a positive image and welcoming statement to both residents and visitors by means of physical, transportation, and landscaping improvements.

The entrance corridors and gateways identified by the accompanying King and Queen County Entrance Corridor and Gateway Map 4 include:

1. Lewis B Puller Memorial Highway (US Highway 33 at Gloucester County Line)
2. Lewis B Puller Memorial Highway (US Highway 33 at the Lord Delaware Bridge)
3. Richmond Tappahannock Highway (US Highway 360 at Essex County Line)



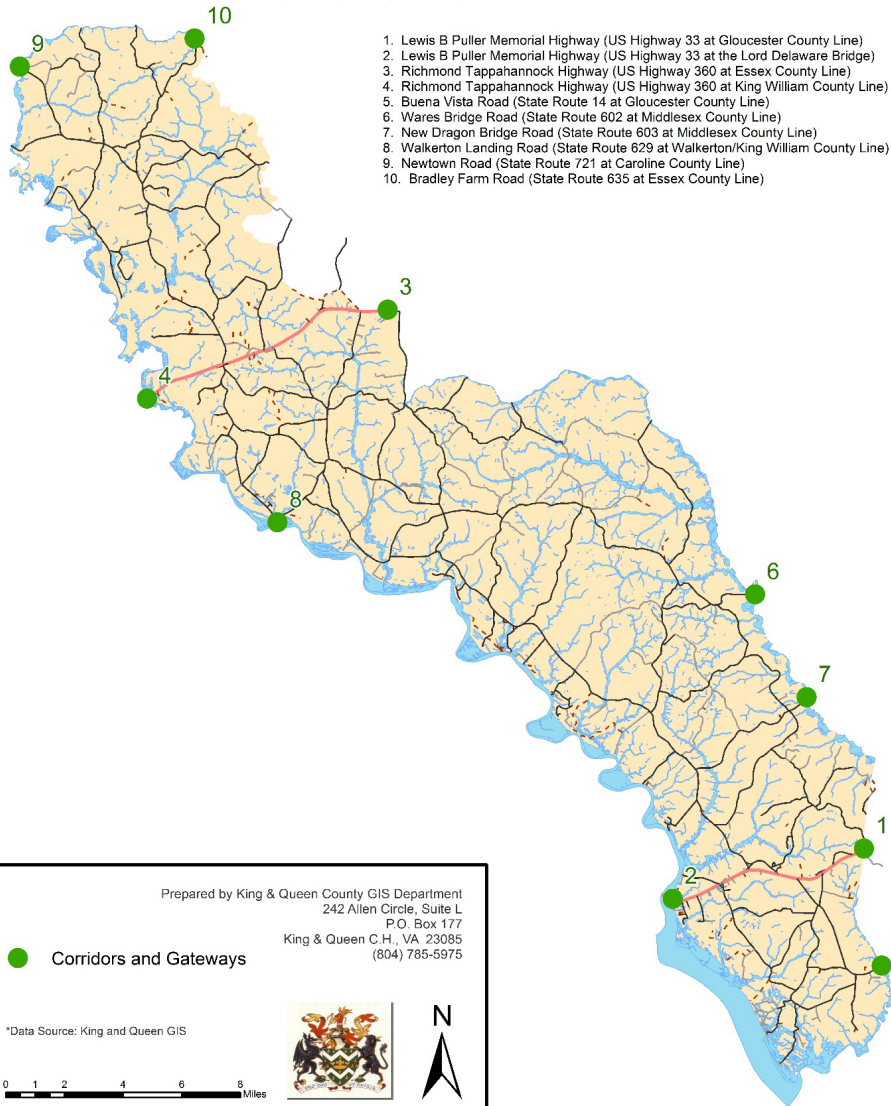


4. Richmond Tappahannock Highway (US Highway 360 at King William County Line)
5. Buena Vista Road (State Route 14 at Gloucester County Line)
6. Wares Bridge Road (State Route 602 at Middlesex County Line)
7. New Dragon Bridge Road (State Route 603 at Middlesex County Line)
8. Walkerton Landing Road (State Route 629 at Walkerton/King William County Line)
9. Newtown Road (State Route 721 at Caroline County Line)
10. Bradley Farm Road (State Route 635 at Essex County Line)



# King & Queen County, Virginia

## Corridor and Gateway Map | Map 4





### Corridor and Gateway Improvements

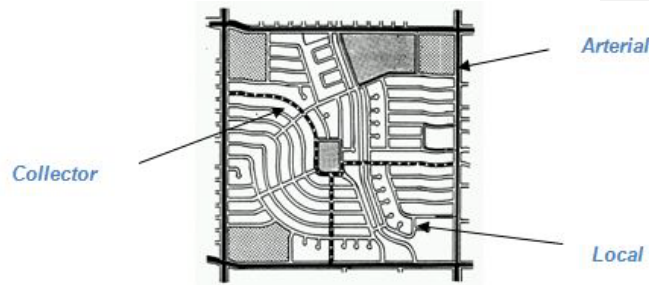
The section pertains to the improvements recommended for King and Queen County's entrance corridors and gateways. Corridor landscape improvements should focus on basic landscape enhancements to the public rights-of-way along the entrance corridors, including improvements/maintenance to existing signage and other forms of landscaping, i.e. grass cutting and mulched flower beds. Property maintenance compliance plays a key role in the visual esthetics of the County, including grass cutting, adhering to the sign ordinance, etc.

### Hierarchy of Highways

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. Planners and engineers use this hierarchy of roadways to properly channel transportation movements through a highway network efficiently and cost effectively.

All functional classification categories now exist in both urban and rural areas and include:

- A. Principal Arterial
  - 1. Interstate
  - 2. Other Freeways & Expressways
  - 3. Other
- B. Minor Arterial
- C. Collector
  - 1. Major Collector
  - 2. Minor Collector
- D. Local



Federal Functional Classification began with the passage of the Federal Aid Act of 1921. It established a federal aid primary system and, more importantly, the foundation for a system of national defense roads, later known as the national interstate system. The absence of uniformity among states hindered federal efforts to determine national needs. Subsequently, the Federal Aid Highway Act of 1973 mandated the realignment of federal aid roads on the basis of a standardized functional classification system. This process remains in effect today.

The Virginia Department of Transportation's (VDOT) Transportation and Mobility Planning Division (TMPD) is responsible for maintaining the Commonwealth's official Federal Functional Classification System.

TMPD determines the functional classification according to federal guidance that takes into account type of trips, expected volume, what systems the roadway connects and whether the proposed functional



classification falls within the mileage percentage thresholds established by the Federal Highway Administration (FHWA). A statewide review of functional classifications typically occurs following the decennial census. The most recent statewide update was completed and approved by FHWA in 2014.

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### Transportation Strategies and Initiatives

From the adopted transportation goals and objectives for traffic and transportation, there emerge a range of fundamental strategies and supporting initiatives which should guide King and Queen County in establishing priorities for future transportation improvements. These include the below key traffic and transportation policies upon which future improvements should be based:

#### **1. Compatibility with Comprehensive Plan**

To ensure adequate traffic carrying capacities, future transportation improvements should be commensurate with the anticipated development activities proposed within the Comprehensive Plan. The County should prepare and maintain a Transportation Improvements Program (TIP, Six Year VDOT Road Improvement Plan) that responds to and complements the adopted Future Land Use Plan.

King and Queen County has substantial influence on the Route 17 Corridor of Statewide Significance (Corridor A) and Hampton Roads Regional Network. In 2015, a project in King and Queen County was selected, on a statewide, competitive basis to receive funding through the Smart Scale Transportation Prioritization Process. The project provides a business/telework center at Route 33 and 14. The proposed development will provide the only alternative workforce location inside the Middle Peninsula for commuters traveling to employment centers outside the region for work. The business center will operate as a telework center with workstations equipped with complimentary high speed broadband internet. The ~~proposed~~ structure will also provide services to small business owners and flex office for small and ~~home-based~~home-based businesses, such as meeting and virtual office space and printing, copying and fax services. The site ~~will be developed with~~provides a designated multimodal lot that will reduce the demand on transportation facilities during ~~park~~peak hours while supporting teleworking and alternative modes of transportation. Telework stations and multimodal transportation services provided through this development will further the goals of the Middle Peninsula Long Range Transportation Demand Management Plan by providing alternative modes of transportation to Middle Peninsula commuters and decreasing single car ridership and automobile dependency.

The ~~proposed~~ business service center and commercial office space supports creation and expansion of small businesses in the Middle Peninsula region and further the goals of the Comprehensive Economic Development Strategy adopted by the Middle Peninsula Planning District Commission in 2013. The proposed development is located in one of two commercial corridors identified by King and Queen's Comprehensive Land Use plan and is consistent with the local Zoning ordinance. King and Queen EDA proposes to manage the site which will



be open to the general public. Fees for business services and rental of office space are proposed.

The functional classification of roads in King and Queen County are as follows:

**Principal Arterial Highways**

- Route 33
- Route 360

**Minor Arterial Highway**

- Route 14

**Major Collector Road**

All or portions of Routes:

- 601
- 605
- 608
- 610
- 614
- 619
- 620
- 621
- 629
- 632
- 633
- 634
- 635
- 678
- 721

**Minor Collector Road**

All or portions of Routes:

- 603
- 612
- 617
- 620
- 622
- 621
- 631

**2. Coordination with VDOT**



To better coordinate with VDOT, the County should take the lead in promoting contemporary traffic engineering standards and techniques for existing and new improvements, including the introduction of innovative street design criteria and integration of multimodal facilities.

For more information, please see the current VDOT Six Year Improvement Program in Appendix C.

### **3. Multimodal Elements**

To enhance the County's viability as an inviting center for tourism, the County should develop a master planned multimodal system in order to properly integrate these facilities into the existing Transportation Plan.

### **4. Gateway and Corridor Planning**

To create a more attractive "gateway" and "corridor" image for the County, proposed transportation improvements and new alignments, including the provision of landscaping, lighting, highway buffers, and multimodal facilities. Capital improvements plans should anticipate funding requirements for specific corridor improvements projects.

### **5. Traffic Impact Analysis**

To ensure compatibility with the transportation plan, private development proposals should include traffic impact statements which identify the nature of future traffic conditions and analyze the impacts generated by any given land use proposal.

### **6. Subdivision and Site Plan Review**

To ensure adequate street planning and design by private development, the County, along with VDOT, should carefully evaluate all future residential development proposals. The proper locations, alignments and rights-of-way for future roads, and integration of streets and multimodal pathways should be incorporated into an Official Map with the objective that future infrastructure improvements can be implemented with no public cost.

## **Rail Service**

There is no rail service in King and Queen County, but passenger and freight options are available the surrounding areas of Williamsburg, Newport News and Richmond.

## **Air Service**

King and Queen County is easily accessible by air. The Middle Peninsula Regional Airport is located in the County off State Route 33 in Mattaponi, VA, with a 5,000' runway. To view a copy of the Airport's Master Plan please see Appendix M. There are also many large airports within driving distance of the County including:

- Richmond International Airport
- Newport News/Williamsburg International Airport
- Norfolk International Airport
- Ronald Regan National Airport



- Washington/Dulles International Airport

### Bus Service

Greyhound Bus Lines provide services in the Virginia Lower Peninsula, but no stations are specifically located within King and Queen County.

### Other Services

Transportation Assistance is available from Bay Transit Transportation, a program of Bay Aging, and offers regional public and specialized transportation services to the residents of the Middle Peninsula and Northern Neck. New Freedom Mobility and MedCarry (both programs offered by Bay Transit) provide transportation assistance and services to residents in the County.

Currently, there are approximately 284-531 King and Queen residents in the Bay Transit customer database, and in the recent fiscal year of 40/1/15-9/30/16-10/1/22 – 9/30/23 78-67 of those customers utilized the service. Overall, Bay Transit provided a total of 4,3551,968 trips and 463-51 New Freedom trips were completed in the last fiscal year (10/1/22 – 9/30/23).

### Identified Transportation Needs and Traffic Problems

- 1. Bradley Farm Rd (VA 635) from Caroline County line to Newtown Road (VA 721):**
  - Safety deficiency – Substandard roadway geometric conditions.
  - Poor intersection alignment at VA 721 and VA 627.
  - Drivers on VA 627 have to look over the shoulder to see on-coming traffic.
- 2. Mount Olive Rd (VA 602) from Devils Three Jump Rd (VA 614) to Middlesex County line:**
  - Safety Substandard roadway geometric conditions.
  - Pavement markings missing on all side streets.
  - Lacks adequate way-finding signage.
  - Congestion: Based on information from the Planning District Commission, trucks use VA 602 as cut through from the landfill.
- 3. Canterbury Rd (VA 634) from Minter Rd (VA 636) to The Trail (VA 14):**
  - Safety Substandard roadway geometric conditions.
- 4. Lewis B Puller Memorial Hwy (VA 33) at York River Rd (VA 605):**
  - Safety deficiency – East and westbound left turn lanes are too short.
  - Due to speeds on VA 33, right turn treatments are inadequate.
  - Vertical curve on eastbound approach limits sight distance to side street.
  - Static warning signage already in place.
  - High speed roadway and placement of advance warning signs can create safety issues.
  - Shoulders are worn from turning traffic.
  - Knoll in median creates sight distance issues for side street's view of mainline traffic.
  - Traffic signal is preferred here at this 4-way intersection
- 5. Lewis B Puller Memorial Hwy (VA 33) at Buena Vista Rd (VA 14):**



- Too many median openings closely spaced.
- West bound left turn lane is too short.
- Based on speeds, eastbound right turn taper may be inadequate.
- Buena Vista Road intersects at less than desirable angle.
- Traffic signal is preferred here at this intersection

**6. The Trail (VA 14) at Richmond Tappahannock Hwy (VA-14US 360):**

- Pavement markings faded.
- Eastbound and westbound left turn lane is too short.
- Lack of westbound right turn lane increases potential for accidents.
- High number of crashes may be due to red light running.
- Crashes at this location exceed the planning threshold (nine crashes over three-year period).

**7. Lewis B Puller Memorial Hwy (VA 33) at The Trail (VA 14):**

- Safety deficiency – Westbound right turn taper is inadequate to accommodate truck traffic going to landfill on The Trail (VA 14).
- The approach also has slight vertical/horizontal curve overlap.
- Trash truck queue on southbound approach spills-back to block entrances to United State Post Office and Sears Realty.
- Sears Realty entrance is used as a cut-through to avoid queues at VA 33.

**8. The Trail (VA 14) North of the Courthouse to Richmond Tappahannock Hwy (US 360)**

- Safety deficiency – 90 degree turns provides for an inadequate route to accommodate truck traffic. As a main route through the County, it is often bypassed due to the unsafe sharp curves along the route.

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**Bridge Construction/Repair Plan**

**State Force Bridge Crew:**

- Rt. 685 (Fish Hatchery Road) over Market Swamp Culvert Replacement
  - o Complete October 2024
- Rt. 612 (Lilly Pond Road) over Exol Swamp Bridge Replacement
  - o Estimated start January 2026

**Advertised:**

- Rt. 628 (Spring Cottage Road) bridge replacement over Mattaponi
  - o Under Construction - estimated completion 6/3/2025
  - o Total - \$3,596,386
- Rt. 614 (Rock Spring Road) bridge replacement over Exol Swamp
  - o Construction estimated completion 11/14/2028
  - o Total - \$5,527,019
- Rt. 610 (Piedmont Road) bridge replacement over stream
  - o Advertised 7/11/2028
  - o Total - \$3,648,633

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### Identified Geometric Deficiencies

1. Stratton Major Road (VA 601) from York River Road (VA 605) to Buena Vista Road (VA 14)
2. Dragon Bridge Road (VA 603) from Middlesex County line to The Trail (VA 14)
3. Clancie Road (VA 608) from 1.25 miles North of Centerville Road (VA 678) to New Hope Road (VA 609)
4. Liberty Hall Road (VA 610) from Devils Three Jump Road (VA 614)
5. Devils Three Jump Road (VA 614) from Mt. Olive Road (VA 602) to Dragonville Road (VA 610)
6. Devils Three Jump Road (VA 614) from Iris Road (VA 609) to Mt. Olive Road (VA 602)
7. Devils Three Jump Road (VA 614) from Dabney Road (VA 613) to Iris Road (VA 609)
8. Devils Three Jump Road (VA 614) from The Trail (VA 14) to Dabney Road (VA 613)
9. Owens Mill Road (VA 619) from Sorghum Road (VA 660) to the Essex County line
10. Owens Mill Road (VA 619) from Sorghum Road (VA 660) to Newtown Road (VA 721)
11. Poor House Lane (VA 631) from Deshazo Road (VA 630) to Powcan Road (VA 620)
12. Poor House Lane (VA 631) from The Trail (VA 14) to Deshazo Road (VA 630)
13. Minor Road (VA 622) from Richmond Tappahannock Hwy (US 360) to Essex County line
14. Indian Neck Road (VA 623) from Newtown Road (VA 721) to Bradley Farm Road (VA 635)
15. Byrds Mill Road (VA 625) from Newtown Road (VA 721) to Kays Lane (VA 649)
16. Smithfield Road (VA 631) from Richmond Tappahannock Hwy (US 360) to Smithfield School Road (VA 650)
17. Stevensville Road (VA 631) from Hockley Neck Road (VA 632) to The Trail (VA 14)
18. Hockley Neck Road (VA 632) from Mantua Road (VA 633) to Bunker Hill Road (VA 631)
19. Mantua Road (VA 633) from Mount Elba Road (VA 634) to Hockley Neck Road (VA 632)
20. Mount Elba Road (VA 634) from Stones Road (VA 633) to Walkerton Landing Road (VA 629)

### Priority Intersections and Roadway Segments Addressed by the 2012 MPPDC LRTP

• RT 33 (Lewis B. Puller Memorial Highway) and RT 14 (Buena Vista Road). This intersection has a district priority rank of 90.

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o Recommendation from the 2012 LRTP: This intersection is a safety concern due to intersection configuration. The intersection alignment, median openings, and turn lane lengths are all inadequate. It was recommended that an eastbound right turn lane be installed along RT 33, the westbound left turn lane along RT 33 be lengthened and to include turn lanes to the RT 14 crossovers.

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• The intersection of RT 33 (Lewis B. Puller Memorial Highway) and RT 605 (York River Road). This intersection has a district priority rank of 164.

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o Recommendation from the 2012 LRTP: This intersection is a safety concern, as the east and westbound turn lanes along RT 33 are too short for the high-speed RT 33

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accommodates. It was recommended to extend the east and westbound turn lanes and relocate the “intersection ahead” sign by 1,000 feet on both approaches.

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### 2018 LRTP Priority Intersections Recommendations

• The intersection of RT 14 (Buena Vista Road) and RT 644 (Jonestown Road). This intersection has a district priority rank of 138.

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o Recommendation: This intersection is a safety concern due to intersection design, roadway geometrics that impair sightlines, and vehicle speeds. It is recommended that curve warning signs and 45 mph advisory signs be installed in advance of the intersection along RT 14 and chevrons be installed at the intersection.

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• The intersection of RT 14 (Buena Vista Road) and RT 605 (Plain View Lane). This intersection has a district priority rank of 164.

o Recommendation: This intersection was reviewed by VDOT and it was determined that there was no need for an additional study due to the low district priority ranking.

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• The intersection of RT 33 (Lewis B. Puller Memorial Highway) and RT 643 (Airport Road). This intersection has a district priority rank of 193.

o Recommendation: This intersection was reviewed by VDOT and it was determined that there was no need for an additional study due to the low district priority ranking.

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• The intersection of RT 721 (Newton Road) and RT 619 (Owens Mill Road). This intersection has a district priority rank of 221.

o Recommendation: This intersection was reviewed by VDOT and it was determined that there was no need for an additional study due to the low district priority ranking.

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• The intersection of RT 14 (The Trail) and RT 33 (Lewis B. Puller Memorial Highway). This intersection was not identified in the district priority rankings but was identified by County staff as being a safety concern due to roadway speeds on RT 33 and the freight vehicles turning onto RT 33 from RT 14.

o Recommendation: In 2015, this intersection has studied by VDOT and new warning signs and rumble strips were added along this intersection. This plan recommends that King and Queen County, in collaboration with VDOT and the MPPDC, continuously monitor future vehicle collision at this intersection to determine whether these improvements adequately address safety concerns. This intersection experienced 18 crashes from 2014 – 2018. In 2017, RT 33 in this segment of road had an AADT of 15,000 vehicles and RT 14 had had an AADT of 1,400 vehicles (20% of which were freight vehicles). Westbound left turns can still occur east of the intersection on RT 601.

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• The intersection of RT 14 (The Trail), RT 631 (Stevensville Road) and RT 633 (Mantua Road). This intersection was not identified in the district priority rankings but was identified by County staff as being a safety concern due to intersection configuration.

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o Recommendation: This intersection experienced 3 crashes from 2014 – 2018. This segment of RT 14 has an AADT of 310 vehicles in 2017. This intersection was reviewed

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in 2015 where it was discussed prohibiting westbound left turns and channelizing the crossover. Westbound left turns would remain east of the intersection on RT 601 (Pear Tree Avenue).

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### Recommendations to Address Priority Roadway Segments

• Safety improvements along RT 33 (Lewis B. Puller Memorial Highway) from RT 686 (Ashby Road) to RT 643 (Airport Road).

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- o Recommendation: This segment of RT 33 (0.8 miles) is a safety concern, as RT 33 is the most heavily trafficked roadway in the southern portion of King & Queen County and from 2014 – 2018 this segment experienced 20 vehicle crashes. RT 33 experienced an AADT of 15,000 vehicles while RT 643 had an AADT of 260 vehicles and RT 686 had an AADT of 45 vehicles. Recommend safety improvements by increased signage alerting drivers along RT 33 of upcoming intersections and installing turn lanes along the eastbound side of RT 33. Additionally, VDOT recommends relocating utility poles as part of future permitting; upgrading some guardrail locations as funding becomes available; and widening the roadway to accommodate turn lanes via a Two-Way Left Turn Lane (TWLTL).

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• Safety improvements along RT 602 (Mt. Olive Road) from the intersection with RT 614 (Devils 3 Jump Road) to the Middlesex County line.

- o Recommendation: This road segment is a safety concern due to geometric conditions and inadequate pavement markings and way-finding signage. Recommend the installation of chevrons through the segment as necessary, movement markings, and way-finding signage.

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### Traffic Counts

Traffic counts for the County show the trends in transportation and areas which will ultimately need future maintenance and improvements. VDOT maintains these traffic counts, and they are used to shape VDOT's Long Range Planning. For more information on traffic counts for the County please see Appendix D, 2019 Virginia Department of Transportation Daily Traffic Volume Estimates for Jurisdiction 49, and Appendix E, 2016-2022 Virginia Department of Transportation Daily Traffic Volume Estimates.

### Recommended Transportation Improvements

#### Regional and Long Range Transportation Plan VDOT's Six Year Road Plan

The Virginia Department of Transportation (VDOT) manages and plans for the streets and highways systems in King and Queen County, as well as the surrounding region. For more information about VDOT planning, please see information included from VDOT's Six Year Road Program below:

Long-range planning for King and Queen County is done as part of the Rural Transportation Planning Program conducted by the Middle Peninsula Planning District Commission and VDOT (available in



Appendix B)

Route	State Project #	Funding Source/Plan	Description	UPC	Ad Date	Estimate
637	0637-049-P91	Secondary Six Year Plan	RTE 637 - PAVE UNPAVED CHATHAM HILL ROAD	111929	7/25/2018	\$ 54,625.00
612	0612-049-P92	Secondary Six Year Plan	RTE 612 - PAVE UNPAVED LILY POND ROAD	111928	8/7/2018	\$ 33,775.00
<del>658</del>	<del>0658-049-P93</del>	<del>Secondary Six Year Plan</del>	<del>RTE 658 - PAVE UNPAVED TRAVELERS ROAD</del>	<del>111930</del>	<del>8/22/2018</del>	<del>\$ 160,000.00</del>
673	0673-049-P94	Secondary Six Year Plan	RTE 673 - PAVED UNPAVED MARTIN TOWN ROAD	111931	10/25/2018	\$ 96,307.00
607	0607-049-P95	Secondary Six Year Plan	RTE 607 - PAVE UNPAVED CROUCHES ROAD	111932	7/24/2019	\$ 120,174.00
645	0645-049-P96	Secondary Six Year Plan	RTE 645 - PAVE UNPAVED PAGE LANE	111933	9/25/2019	\$ 65,500.00
33	0033-049-584	Smartscale	#HB2.FY17 - KING & QUEEN COUNTY BUSINESS/TELEWORK CENTER	109581	1/3/2020	\$ 299,350.00
662	0662-049-P97	Secondary Six Year Plan	RTE 662 - PAVE UNPAVED GREENBRIAR ROAD	111934	7/28/2020	\$ 50,255.00
14	0014-049-589	State of Good Repair	#SGR BRIDGE REHABILITATION RTE 14 POROPOTANK CREEK ID 10588	110097	8/11/2020	\$ 2,250,000.00
642	0642-049-598	Secondary Six Year Plan	RTE. 642 - PAVE UNPAVED GREEN CHAMBERS ROAD	111954	8/12/2020	\$ 32,775.00
651	0651-049-P99	Secondary Six Year Plan	RTE 651 - PAVE UNPAVED DEWSVILLE ROAD	111935	8/31/2020	\$ 107,528.00
617	0617-049-590	State of Good Repair	#SGR BRIDGE REPLACEMENT-RTE 617 EXOL SWAMP ID 10610	110901	1/12/2021	\$ 2,500,000.00



KING & QUEEN COUNTY -- SSSP FY2025 THRU FY2030

PRIORITY	124214	Rte. 617 - Exol Road - Rural Rustic	No Dates Set Yet								CN Start: 11/07/2024
ESTIMATE	Fund Source	Allocation Code	Previous	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL	
3/26/2024	5315,047	Telecommunications	6030606	\$111,474	\$0	\$0	\$0	\$0	\$0	\$111,474	
		HB2 DG: Unpaved	6071700	\$106,081	\$97,492	\$0	\$0	\$0	\$0	\$203,573	
		Total	ALLOCATIONS	\$217,555	\$97,492	\$0	\$0	\$0	\$0	\$315,047	
		As of April 9, 2024	EXPENDED	\$0						\$0	
		AVAILABLE	\$217,555	\$97,492	\$0	\$0	\$0	\$0	\$315,047		

PRIORITY	124215	Rte. 618 - Shilo Road - Rural Rustic	No Dates Set Yet								CN Start: 11/17/2026
ESTIMATE	Fund Source	Allocation Code	Previous	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL	
3/26/2024	5147,528	Telecommunications	6030606	\$17,042	\$16,417	\$16,417	\$0	\$0	\$0	\$49,876	
		HB2 DG: Unpaved	6071700		\$32,096	\$65,556	\$0	\$0	\$0	\$97,652	
		Total	ALLOCATIONS	\$17,042	\$48,513	\$81,973	\$0	\$0	\$0	\$147,528	
		As of April 9, 2024	EXPENDED	\$0						\$0	
		AVAILABLE	\$17,042	\$48,513	\$81,973	\$0	\$0	\$0	\$147,528		

PRIORITY	124216	Rte. 611 Tastine Road - Rural Rustic	No Dates Set Yet								CN Start: 9/27/2027
ESTIMATE	Fund Source	Allocation Code	Previous	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL	
3/26/2024	5147,528	Telecommunications	6030606	\$0	\$0	\$0	\$16,417	\$10,597	\$0	\$27,014	
		HB2 DG: Unpaved	6071700	\$0	\$0	\$0	\$65,556	\$54,958	\$0	\$120,514	
		Total	ALLOCATIONS	\$0	\$0	\$0	\$81,973	\$65,555	\$0	\$147,528	
		As of April 9, 2024	EXPENDED	\$0						\$0	
		AVAILABLE	\$0	\$0	\$0	\$81,973	\$65,555	\$0	\$147,528		

PRIORITY	124217	Rte. 633 - Bewdley Lane - Rural Rustic	No Dates Set Yet								CN Start: 11/06/2028
ESTIMATE	Fund Source	Allocation Code	Previous	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL	
3/26/2024	599,511	Telecommunications	6030606	\$0	\$0	\$0	\$0	\$5,820	\$16,417	\$0	
		HB2 DG: Unpaved	6071700	\$0	\$0	\$0	\$0	\$10,598	\$65,556	\$1,120	
		Total	ALLOCATIONS	\$0	\$0	\$0	\$0	\$16,418	\$81,973	\$1,120	
		As of April 9, 2024	EXPENDED	\$0						\$0	
		AVAILABLE	\$0	\$0	\$0	\$0	\$16,418	\$81,973	\$1,120		

PRIORITY	9999	COUNTY-WIDE ENGINEERING & SURVEY	MONITORING FUNDS								MONITORING FUNDS
ESTIMATE	Fund Source	Allocation Code	Previous	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL	
		Telecommunications	6030606	\$17,026	\$0	\$0	\$0	\$0	\$0	\$16,417	
		HB1987 - DGP	6071700	\$0	\$0	\$0	\$0	\$0	\$0	\$89,182	
		Total	ALLOCATIONS	\$17,026	\$0	\$0	\$0	\$0	\$0	\$105,599	
		As of April 9, 2024	EXPENDED	\$3,874						\$3,874	
		AVAILABLE	\$20,900	\$0	\$0	\$0	\$0	\$0	\$105,599		

Long-range planning for King and Queen County is done as part of the Rural Transportation Planning Program conducted by the Middle Peninsula Planning District Commission and VDOT (available in Appendix B).

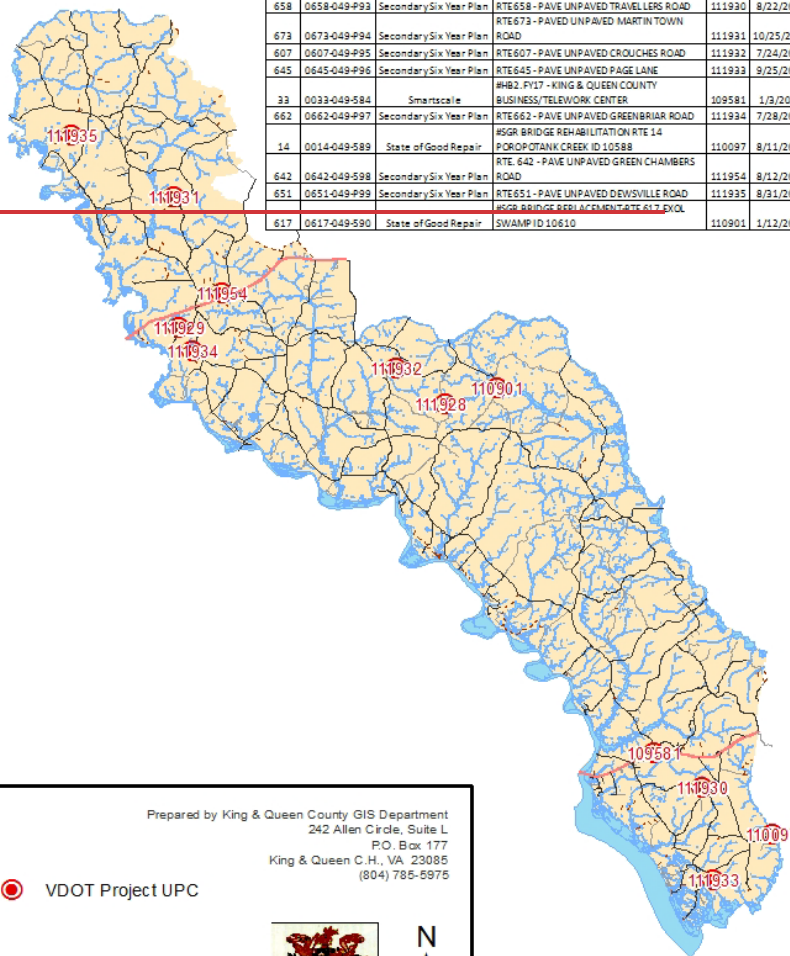


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# King & Queen County, Virginia

## Recommended Transportation Improvements | Map 5

Route	State Project#	Funding Source/Plan	Description	UPC	Ad Date	Estimate
637	0637-049-P91	Secondary Six Year Plan	RTE637 - PAVE UNPAVED CHATHAM HILL ROAD	111929	7/25/2018	\$ 54,625.00
612	0612-049-P92	Secondary Six Year Plan	RTE612 - PAVE UNPAVED LILY POND ROAD	111928	8/7/2018	\$ 33,775.00
658	0658-049-P93	Secondary Six Year Plan	RTE658 - PAVE UNPAVED TRAVELLERS ROAD	111930	8/22/2018	\$ 160,000.00
673	0673-049-P94	Secondary Six Year Plan	RTE673 - PAVED UNPAVED MARTIN TOWN ROAD	111931	10/25/2018	\$ 96,307.00
607	0607-049-P95	Secondary Six Year Plan	RTE607 - PAVE UNPAVED CROUCHES ROAD	111932	7/24/2019	\$ 120,174.00
645	0645-049-P96	Secondary Six Year Plan	RTE645 - PAVE UNPAVED PAGE LANE	111933	9/25/2019	\$ 65,500.00
33	0033-049-584	Smartscale	#H82, FV17 - KING & QUEEN COUNTY BUSINESS/TELEWORK CENTER	109581	1/3/2020	\$ 299,350.00
662	0662-049-P97	Secondary Six Year Plan	RTE662 - PAVE UNPAVED GREENBRIAR ROAD	111934	7/28/2020	\$ 50,255.00
14	0014-049-589	State of Good Repair	#SGR BRIDGE REHABILITATION RTE 14 POKOPOTANK CREEK ID 10588	110097	8/11/2020	\$ 2,250,000.00
642	0642-049-598	Secondary Six Year Plan	RTE 642 - PAVE UNPAVED GREEN CHAMBERS ROAD	111954	8/12/2020	\$ 32,775.00
651	0651-049-P99	Secondary Six Year Plan	RTE651 - PAVE UNPAVED DEWSVILLE ROAD	111935	8/31/2020	\$ 107,528.00
617	0617-049-590	State of Good Repair	#SGR BRIDGE ASSESSMENT/REPAIR FV01 SWAMP ID 10610	110901	1/12/2021	\$ 2,500,000.00



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● VDOT Project UPC



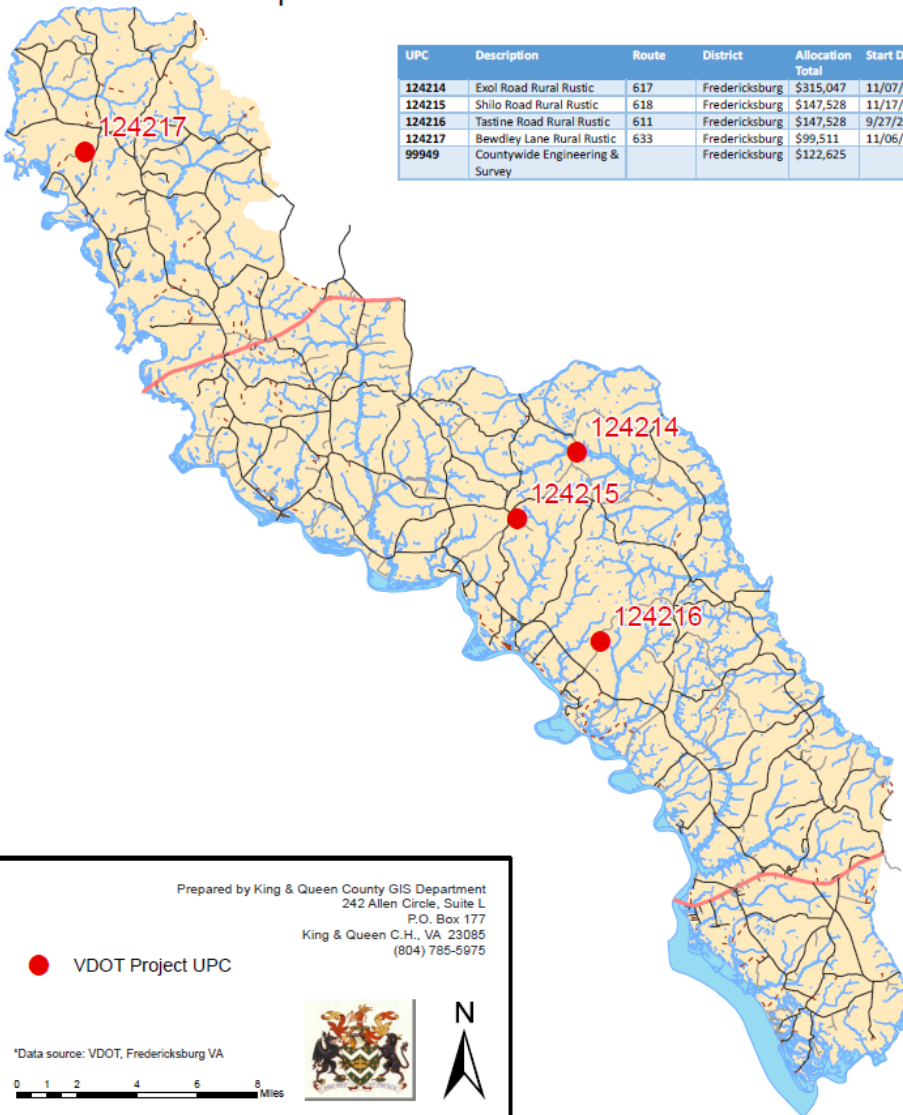
\*Data source: VDOT, Fredericksburg VA  
 0 1 2 4 6 8 Miles



# King & Queen County, Virginia

## Recommended Transportation Improvements | Map 5 6-Year Improvement Plan

UPC	Description	Route	District	Allocation Total	Start Date
124214	Exol Road Rural Rustic	617	Fredericksburg	\$315,047	11/07/2024
124215	Shilo Road Rural Rustic	618	Fredericksburg	\$147,528	11/17/2025
124216	Tastine Road Rural Rustic	611	Fredericksburg	\$147,528	9/27/2027
124217	Bewdley Lane Rural Rustic	633	Fredericksburg	\$99,511	11/06/2028
99949	Countywide Engineering & Survey		Fredericksburg	\$122,625	



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● VDOT Project UPC

\*Data source: VDOT, Fredericksburg VA





## Chapter 4: Land Use

The Land Use Plan and Map incorporates an approach to economic development planning which emphasizes the critical importance of both (1) *protecting the County's small community atmosphere* and (2) *providing well-situated development areas to absorb the projected growth demands well into the new century*. From the outset of the update of this plan, the County Board of Supervisors, Planning Commission, and County Staff, have maintained that these two goals should not be mutually exclusive. The Future Land Use Plan

and Map are presented with the belief that the County can achieve both its goals for maintain the small community atmosphere while promoting economic development and well managed growth.

In preparation of the Future Land Use Plan and Future Land Use Map, the study process was organized into three principal stages: (1) *research*, (2) *analysis*, and (3) *future land use recommendations*. A review of the natural and man-made environment was used to determine the optimal path to organize future growth and to accommodate land use demands in the County. The resulting product is a set of integrated land use recommendations.

The individual land use decisions leading to the Future Land Use Plan were resolved through a comparative analysis process. The result of this process is a recommended Future Land Use Plan which achieves the following objectives:

1. Best expresses the "Vision for King and Queen County" by successfully integrating the community's commonly-held goals for the future;
2. Can be successfully implemented within the context of satisfying both (a) the marketplace demands and (b) the ability of the local government to responsibility supply services and infrastructure; and
3. Provide positive community-wide benefits with the least negative impact on the measured values making up the existing physical, social, political, and economic environment.





## Future Land Use Categories

The Future Land Use Plan assigns land use classifications based on recommendations for the preferred type, arrangement, and density of future land uses. The Future Land Use Map is the graphic representation of the geographical locations to which the type, arrangement, and density of land uses have been assigned throughout the County. Along with the strategies and initiatives incorporated into the Comprehensive Plan document, the Future Land Use Plan and Map articulate the long range view of the County, which incorporates the "Vision for King and Queen County". From an implementation standpoint, the Plan geographically assigns the adopted mix of land use classifications upon which subsequent zoning and subdivision decisions will be based. Used together, the Comprehensive Plan and the Future Land Use Map serve as the *fundamental planning tools* which will guide future development in King and Queen County.

The planning process has recognized some of the more contemporary and evolving trends in today's development environment. In doing so, it was necessary to make some major adjustments to the way King and Queen County's plans have been developed in the past. The County's previous Future Land Use Maps incorporated relatively few planning classifications describing residential, commercial uses and industrial uses. Also, it contained a category in which rural, agricultural, and other undeveloped lands within the County were assigned. These categories were broad and vague in terms of the range of uses allowed and how they should be applied throughout the County. Further, the old categories failed to recognize the uniqueness between different land use categories with regard to design guideline requirements and impacts on adjacent uses and the environment. As such, the past Future Land Use Maps did not adequately provide the County with sufficient detail to guide future development in the County in the context of the rapidly changing market conditions and anticipated development pressures.

A new approach incorporating additional comprehensive land use categories was needed. The new Future Land Use Plan takes solid aim at the King and Queen County of the twenty-first century in that it seeks to incorporate the next generation of comprehensive planning techniques, including "smart growth", and "sustainability" approaches to land use. Most importantly, a wider range of land use classifications have been introduced in order to more thoroughly define the characteristics of each land use which has been recommended for the individual Planning Areas in King and Queen County. Chapter 3, Article 3 and Article 4 of the Zoning Ordinance provides planning districts along with the various uses in each.



## Land Use

King and Queen County is made up of approximately 198,470 assessed acres. For the purposes of land use, that acreage has been divided into several categories to convey the County's land use.

### *Agricultural*

The Agricultural District comprises the bulk of King and Queen County at approximately 193,196 acres. This District is a mix of mainly agricultural lands, forested lands, and larger residential tracts of land. Logging and farming industries are also a large use of the land in this district. A variety of crops are grown in the County including wheat, barley, soybeans, corn, hay, and cotton. In the agricultural district there are at least 30,000 acres of conservation easements. The majority of property in conservation easements is located within the Stevensville magisterial district.

### *Residential*

Residential single-family, residential-general, and rural-residential districts make up approximately 2,348 acres of the County. The majority of residential single-family, residential-general, and rural-residential districts are found within minor or major subdivisions. Such subdivisions are generally waterfront communities or pre-existing smaller-lot subdivisions.

### *Commercial*

Currently, the commercial districts consist of approximately 498 acres of King and Queen County. Commercial areas range from isolated businesses to commercial areas near development corridors and hubs, but are more encouraged in development corridors. Focusing commercial development in these areas primarily helps to preserve the rural nature of the County. King and Queen County, along with the partnership of the Economic Development Authority, is actively striving to build a business-friendly community.

### *Industrial*

The Industrial District consists of approximately 2,422 acres in King and Queen County. The majority of the Industrial district is focused on the manufacturing aspect of mining, the timber/mulching industry, landfill, and the Middle Peninsula Regional Airport area. The majority of the industrial district of King and Queen County is located within or along the edges of the economic development corridors.

## Future Land Use

As King and Queen County strives to preserve the rural aspect of its community, growth within rural areas is discouraged, and established economic development districts, corridors and hubs are the focus of growth for the County.

### *Economic Development and Transportation Overlay District*

This special overlay district was created through zoning regulations of King and Queen County. The intent of the district is to provide for concentrated commercial development in economic development hubs at St. Stephens Church, Shacklefords, Shacklefords Fork, Mattaponi/Airport Road and York River Road. Outside of the established district, commercial development is discouraged in order to preserve the rural residential and agricultural character of the County outside of the areas detailed below.



**Route 360 Corridor** - Along U.S. Highway 360 for its entire distance through the County and running back on both sides a depth of 1,000 feet from the center of the right-of-way of Route 360

**Route 33 Corridor** - Along Virginia Route 33 for its entire distance through the County and running back on both sides a depth of 1,000 feet from the center right-of-way of Route 33

**Shacklefords** - From the intersection of Route 14 North and Route 33, the boundaries of the Shacklefords Economic Development Hub extends: one mile north of Route 14; one mile east of Route 33; and one mile west of Route 33. Along each of these lines, the boundaries of the hub runs back a depth of 1,000 feet on both sides of the center right-of-way of these roads

**Shacklefords Fork** - From the intersection of Route 14 South and Route 33, the boundaries of the Shacklefords Fork Economic Development Hub extends: one mile south of Route 14; one mile east of Route 33; and one mile west on Route 33. Along each of these lines, the boundaries of the hub runs back a depth of 1,000 feet on both sides of the center of the right-of-way of these roads

**St. Stephens Church** - From the intersection of Route 14 and Route 360, the boundaries of the St. Stephens Church Economic Development Hub extends: one mile south on Route 14; one mile east on Route 360; one mile west on Route 360; and one mile north on Route 721. Along each of these lines, the boundaries of the hub runs back a depth of 1,000 feet on [the] side of the center right-of-way of these roads

**Mattaponi/Airport Road** - From the intersection of Route 643 and Route 33, the boundaries of Mattaponi/Airport Economic Development Hub extends: one mile south on Route 643; one mile east on Route 33; [and] one mile west on Route 33. Along each of these lines, the boundaries of the hub run back a depth of 1,000 feet on both sides of the center of the right-of-way of these roads

**York River Road** - From the intersection of Route 605 South and Route 33, the boundaries of York River Road Economic Development Hub extends: one mile and 3/100 south to Route 658; one mile east on Route 33; and one mile west on Route 33. Along each of these lines, the boundaries of the hub run back a depth of 1,000 feet on both sides of the center of the right-of-way of these roads

### The Case for “Smart Growth” in King and Queen

The notion of “smart growth” was the rallying call of the Planning Commission during the preparation of the Comprehensive Plan. Simply defined, “smart growth” is nothing more than making the best of every opportunity to promote quality development. As evidenced in many other successful counties, the rewards from “smart growth” are enhanced property values, improved allocation of land uses and density, and a higher quality of life for the community’s citizens. Thus, the adopted goals for “smart growth” and “environmental sustainability” call for contemporary land use guidelines and environmental performance standards to be employed in determining appropriate land holding capacities and densities for new development. These techniques, which have been used throughout Virginia over the past several decades, allow for property owners and public officials alike to evaluate more thoroughly the native development potentials of real estate. Further, they are consistent with the State’s enabling statutes for zoning and subdivision controls.



In the adoption of this “smart growth” policy for the Comprehensive Plan, the County has carefully considered these environmental objectives and design criteria and have incorporated them into the update of the zoning ordinance to be used in evaluating individual land development proposals. The following key aspects of a property’s development potential should emerge from the application of these environmental criteria by qualified professionals:

1. The overall suitability of a site for development;
2. The prime areas for the siting of appropriate uses for an area;
3. The land use carrying capacities;
4. Environmentally sensitive areas where uses should be restricted; and
5. Specific areas of a property that should be reserved for facilities and infrastructure.

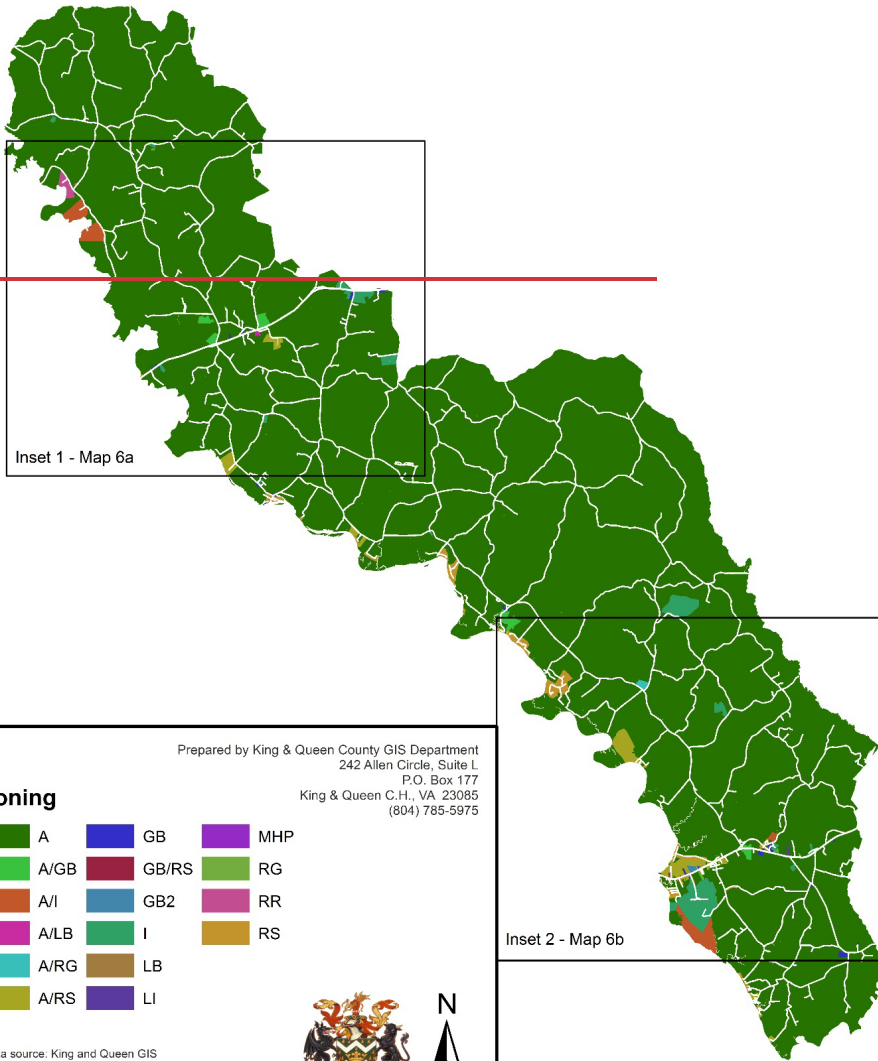
In summary, the ability of land to efficiently “hold” or “absorb” development is directly correlated to its capacity to be put to good use, i.e. good land “holds more” than bad land. From a global view, King and Queen County is a subdivision of thousands of individual parcels of privately owned land. Each parcel is formed with certain physical and environmental attributes which are unique to any other piece of property in the County. The State’s zoning statutes enable a locality to incorporate these distinguishing attributes in assessing the physical development potentials (*yield, density, lot coverage*) of a given property. This provides a means by which the County’s zoning and erosion and sediment control ordinances can ascribe the process by which “*land holding capacity*” is determined.

*“The Comprehensive Plan must afford County Staff the flexibility necessary to support sound development projects while protecting County residents and their property values.”*



# King & Queen County, Virginia

## Zoning | Map 6



### Zoning

A	GB	MHP
A/GB	GB/RS	RG
A/I	GB2	RR
A/LB	I	RS
A/RG	LB	
A/RS	LI	

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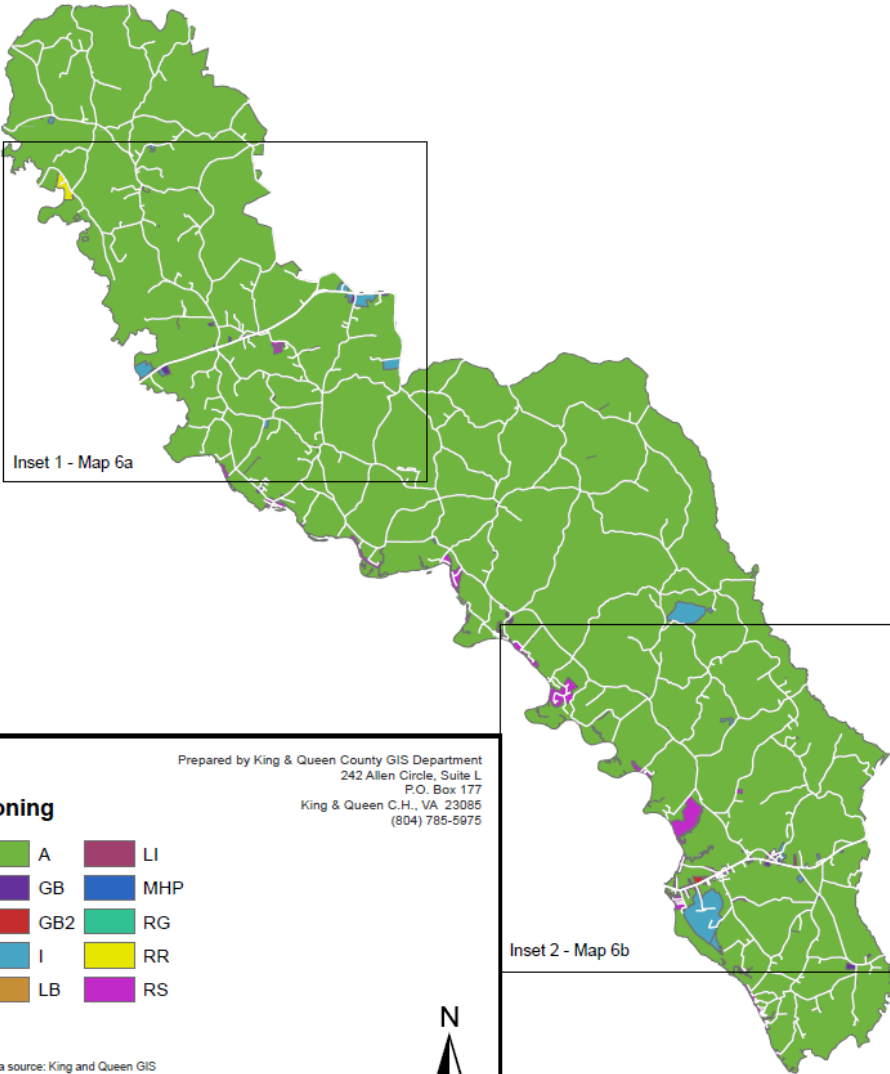
\*Data source: King and Queen GIS  
0 1 2 4 6 8 Miles





# King & Queen County, Virginia

## Zoning | Map 6



Inset 1 - Map 6a

Inset 2 - Map 6b

### Zoning

A	LI
GB	MHP
GB2	RG
I	RR
LB	RS

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\*Data source: King and Queen GIS  
0 1 2 4 6 8 Miles

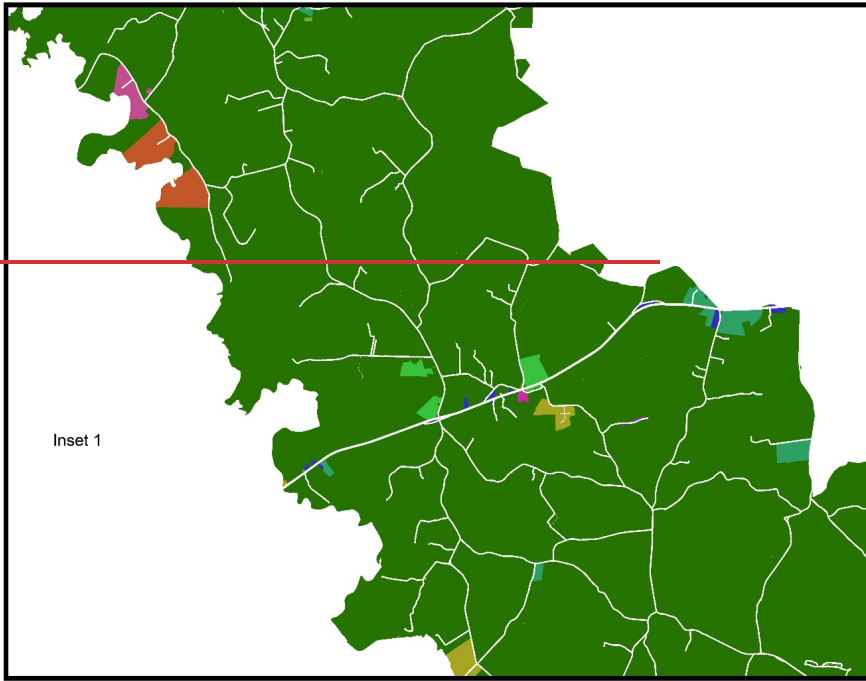






# King & Queen County, Virginia

## Zoning | Map 6a

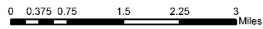


### Zoning

A	GB	MHP
A/GB	GB/RS	RG
A/I	GB2	RR
A/LB	I	RS
A/RG	LB	
A/RS	LI	

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\*Data Source: King and Queen GIS



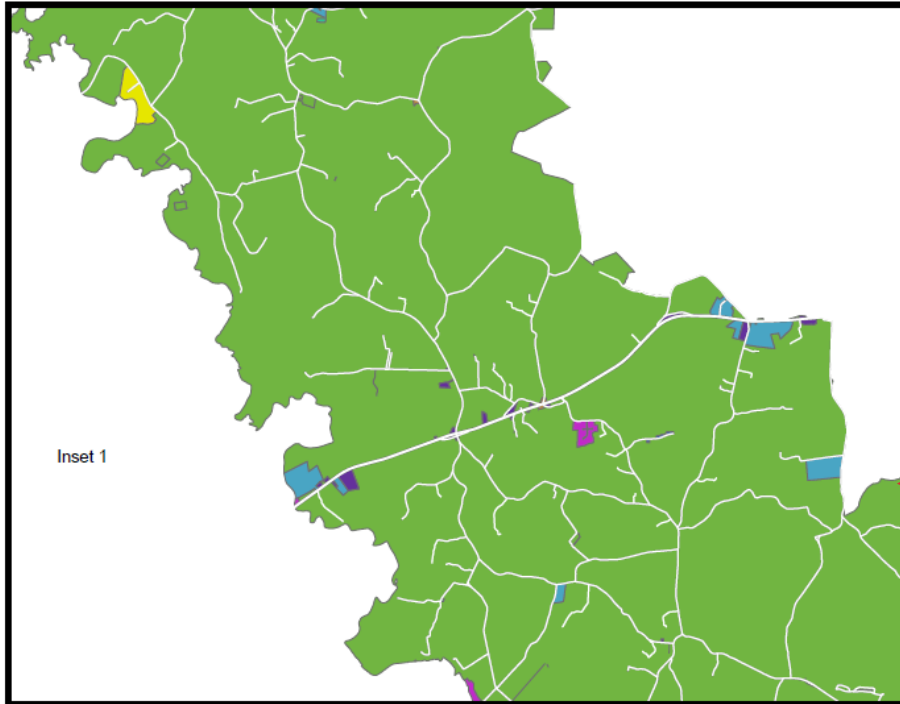




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# King & Queen County, Virginia

## Zoning | Map 6a



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### Zoning

A	LI
GB	MHP
GB2	RG
I	RR
LB	RS

\*Data Source: King and Queen GIS

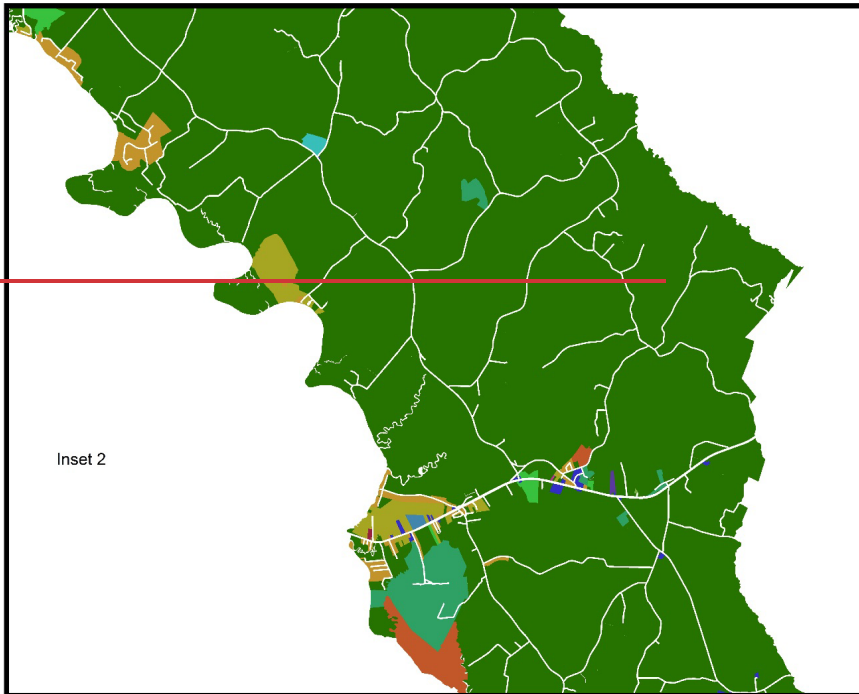
0 0.375 0.75 1.5 2.25 3 Miles





# King & Queen County, Virginia

## Zoning | Map 6b

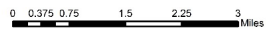


### Zoning

A	GB	MHP
A/GB	GB/RS	RG
A/I	GB2	RR
A/LB	I	RS
A/RG	LB	
A/RS	LI	

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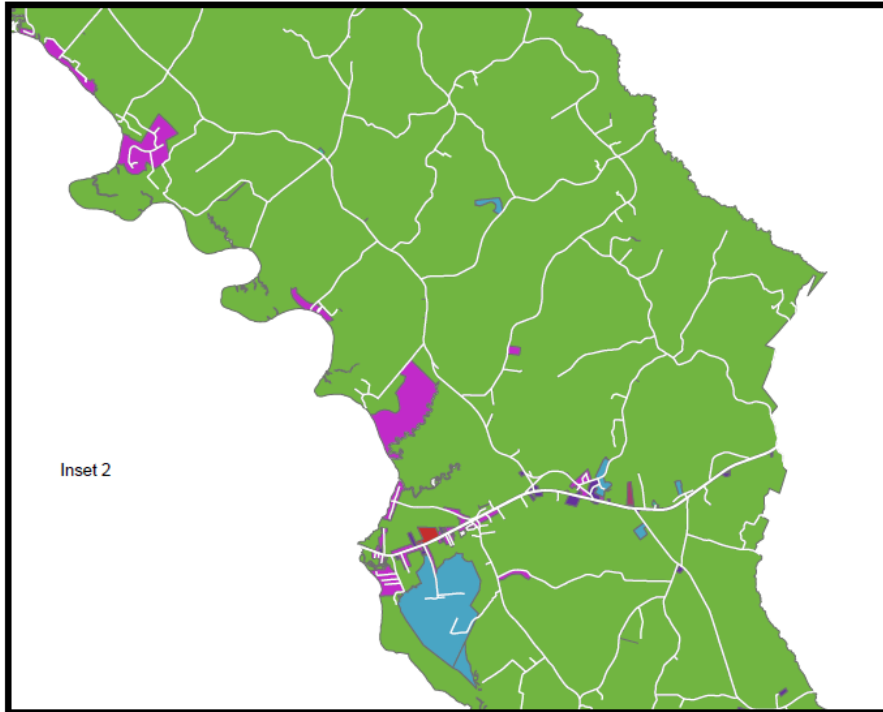
\*Data Source: King and Queen GIS





# King & Queen County, Virginia

## Zoning | Map 6b



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### Zoning

A	LI
GB	MHP
GB2	RG
I	RR
LB	RS

\*Data Source: King and Queen GIS

0 0.375 0.75 1.5 2.25 3 Miles

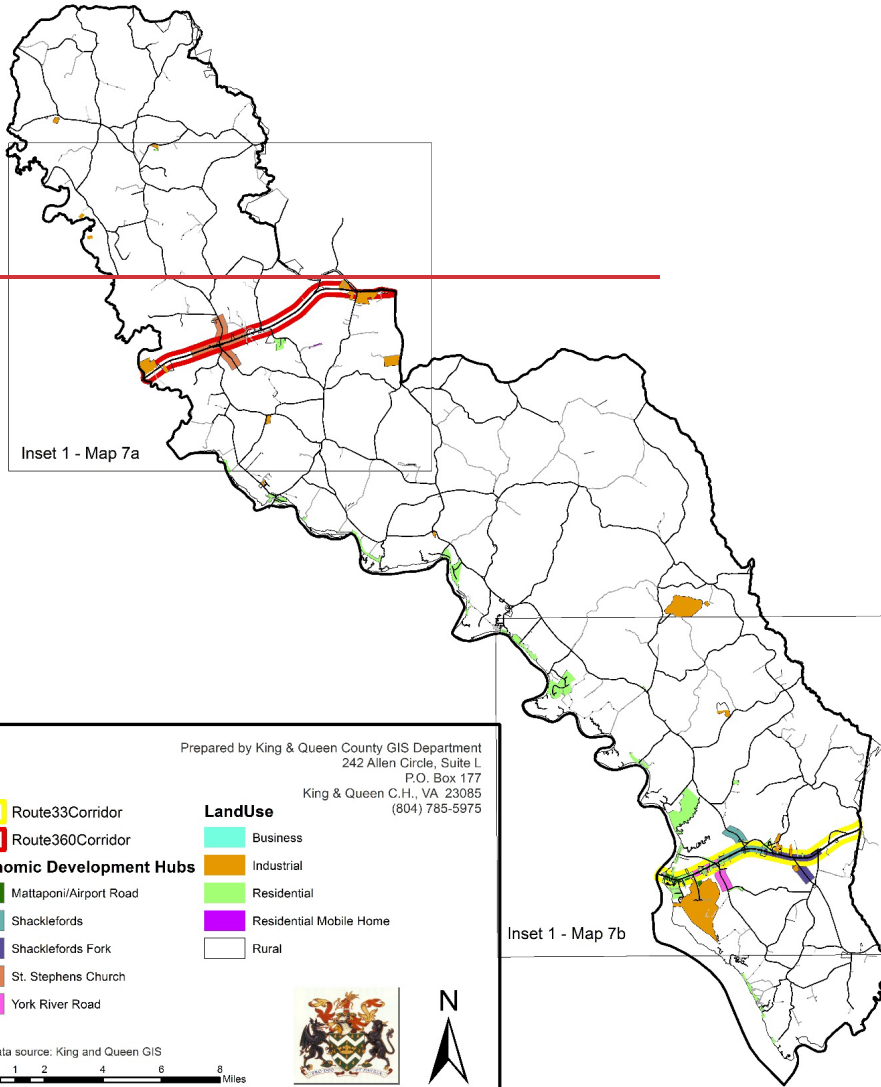






# King & Queen County, Virginia

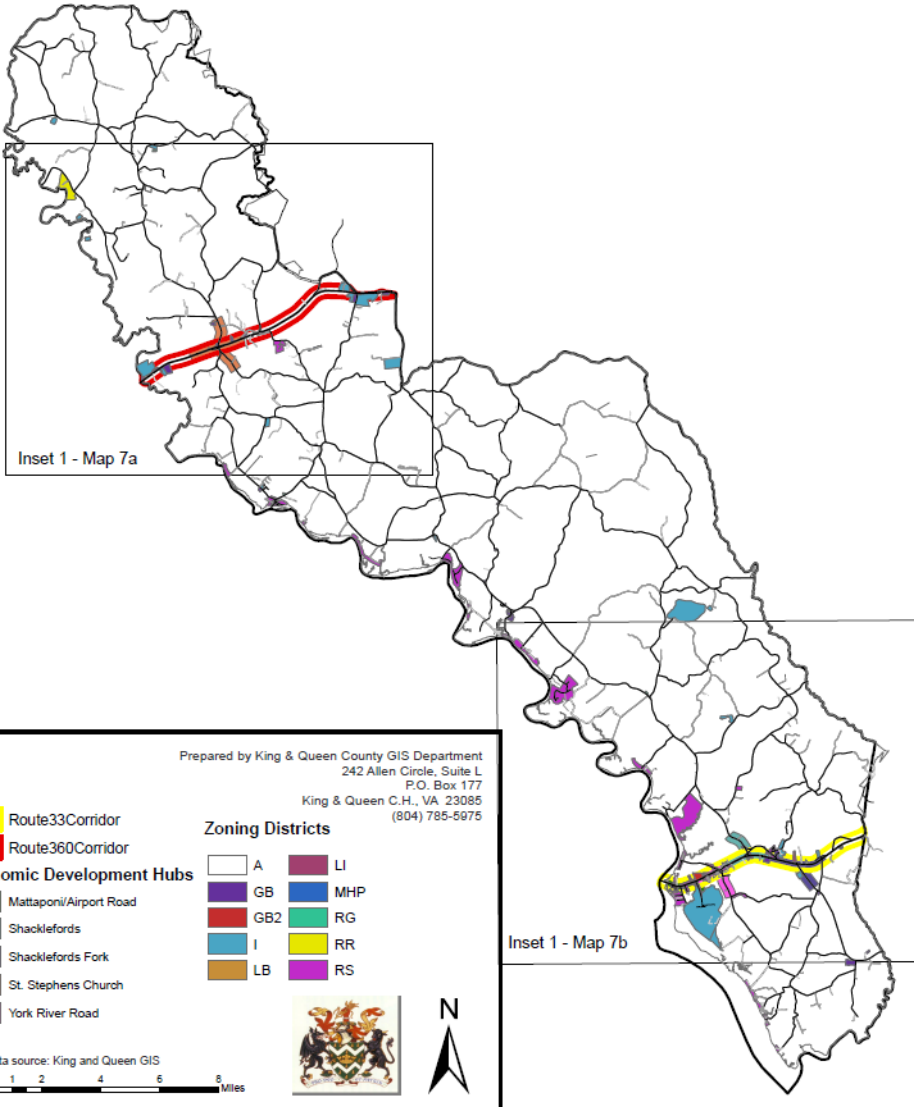
## Land Use | Map 7





# King & Queen County, Virginia

## Land Use | Map 7

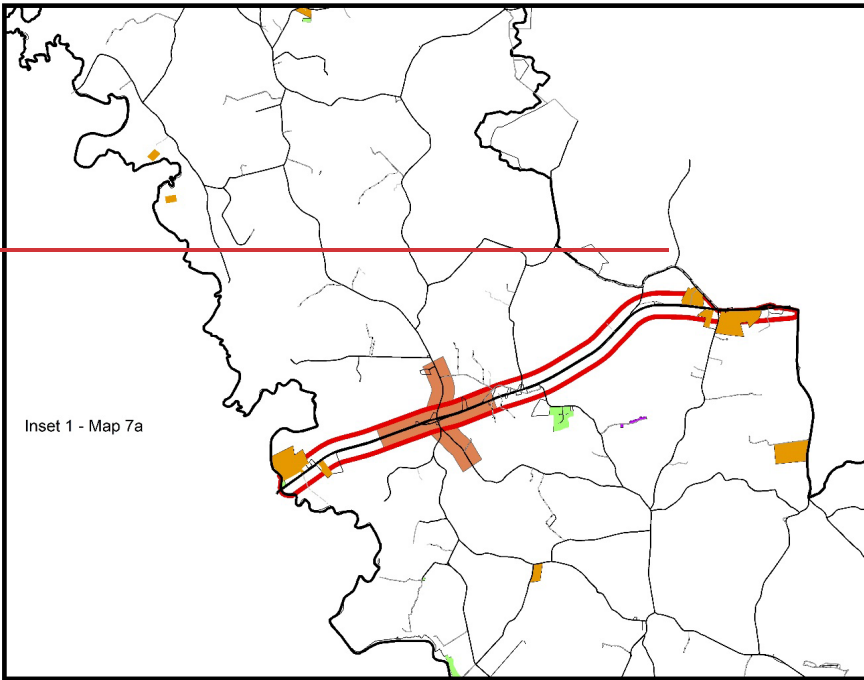






# King & Queen County, Virginia

## Land Use | Map 7a

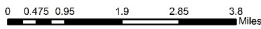


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- |                                  |                         |
|----------------------------------|-------------------------|
| Route33Corridor                  | <b>LandUse</b>          |
| Route360Corridor                 | Business                |
| <b>Economic Development Hubs</b> | Industrial              |
| Maltaponi/Airport Road           | Residential             |
| Shacklefords                     | Residential Mobile Home |
| Shacklefords Fork                | Rural                   |
| St. Stephens Church              |                         |
| York River Road                  |                         |

\*Data Source: King and Queen County GIS

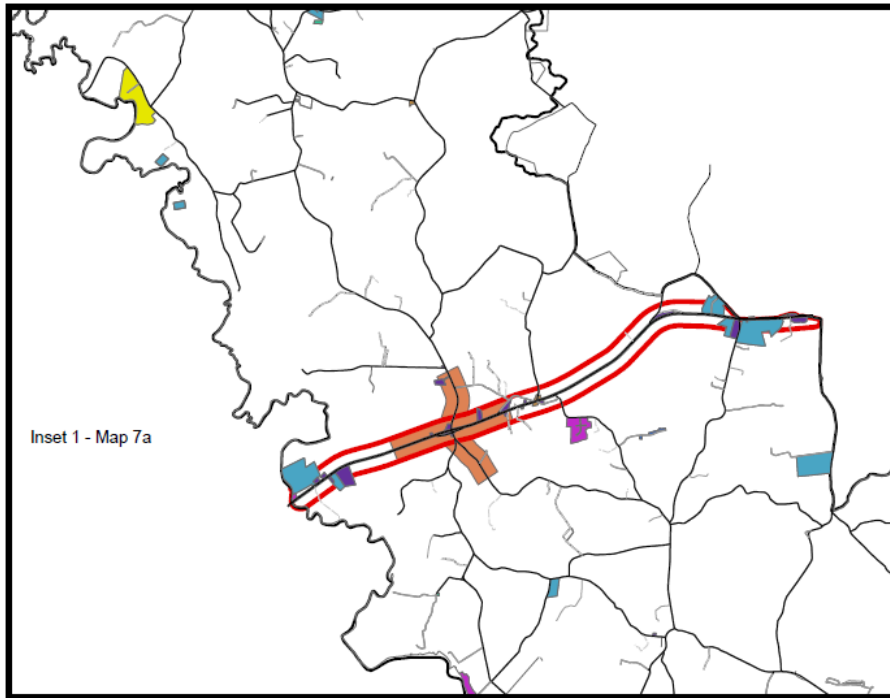






# King & Queen County, Virginia

## Land Use | Map 7a



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- |                                  |                         |
|----------------------------------|-------------------------|
| Route 33 Corridor                | <b>Zoning Districts</b> |
| Route 360 Corridor               | A                       |
| <b>Economic Development Hubs</b> | GB                      |
| Mattaponi/Airport Road           | GB2                     |
| Shacklefords                     | I                       |
| Shacklefords Fork                | LB                      |
| St. Stephens Church              | LI                      |
| York River Road                  | MHP                     |
|                                  | RG                      |
|                                  | RR                      |
|                                  | RS                      |

\*Data Source: King and Queen County GIS

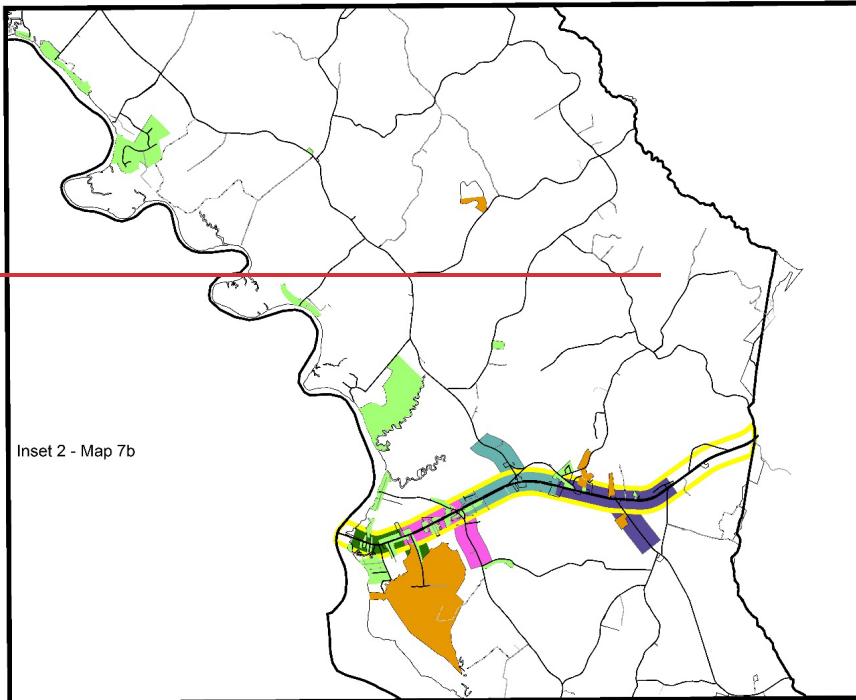




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# King & Queen County, Virginia

## Land Use | Map 7b



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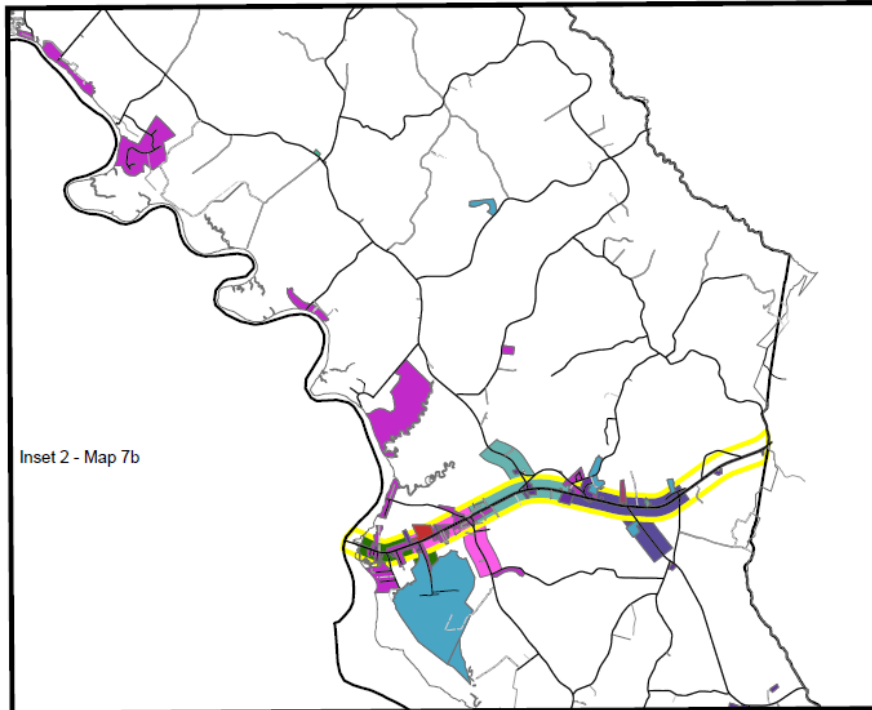
Route33Corridor	<b>LandUse</b>
Route360Corridor	Business
<b>Economic Development Hubs</b>	Industrial
Mattaponi/Airport Road	Residential
Shackelfords	Residential Mobile Home
Shackelfords Fork	Rural
St. Stephens Church	
York River Road	

\*Data Source: King and Queen County GIS



# King & Queen County, Virginia

## Land Use | Map 7b



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Route33Corridor

Route360Corridor

### Economic Development Hubs

Mattaponi/Airport Road

Shacklefords

Shacklefords Fork

St. Stephens Church

York River Road

### Zoning Districts

A

GB

GB2

I

LB

LI

MHP

RG

RR

RS

\*Data Source: King and Queen County GIS



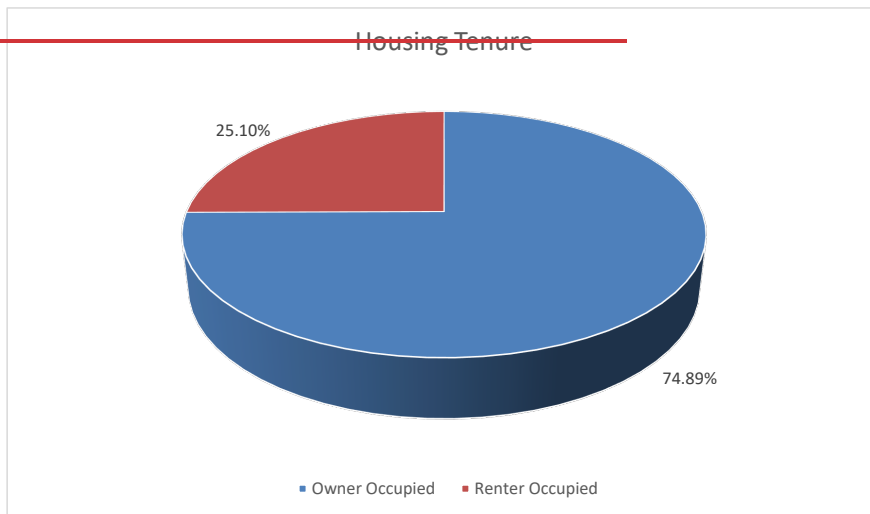


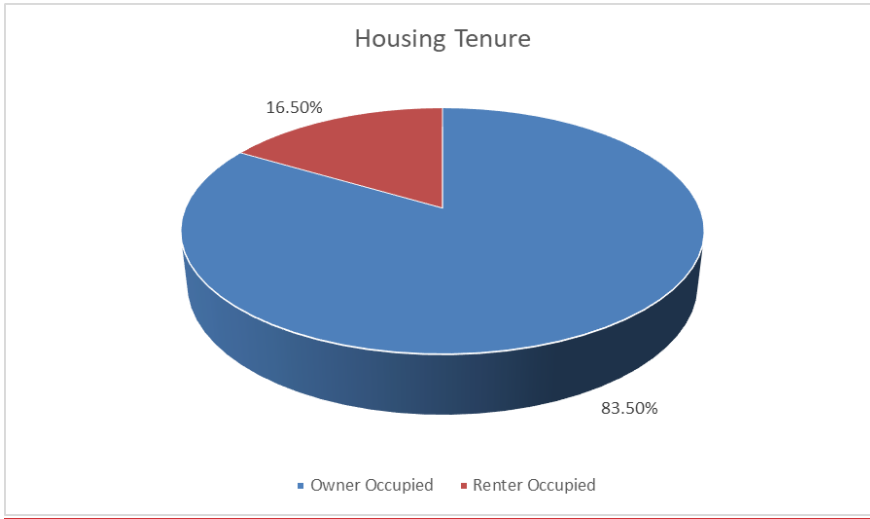
## Chapter 5: Housing and Neighborhoods



King and Queen County's housing inventory, trends and projections are discussed below. The number and type of housing units in the area can be an indicator of the economic and social structure of that area. Population fluctuations, land consumption, availability, and the provision of public utilities can affect the development of an area as housing unit growth or decline occurs.

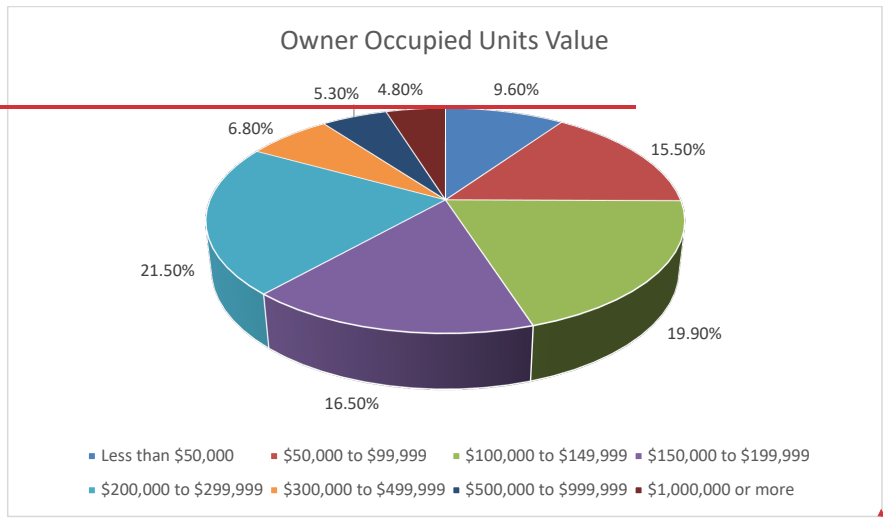
The ~~2010-2014~~2019 American Community Survey reported ~~3,440~~3,489 housing units in King & Queen County. Of the ~~3,440~~3,489 housing units in King and Queen County, ~~2,832~~2,707 are currently occupied. The dominant housing type continues to be the single-family residence, which comprises of approximately 2,869 units. There are approximately 33 multi-family units and 461 mobile homes located in King & Queen County. The report included ~~608~~782 residences which were vacant in the County. Of the occupied housing units, ~~2,121~~2,261 (74.89)3.50% are owner occupied, while ~~714~~446 (25.40)16.50% are renter occupied.



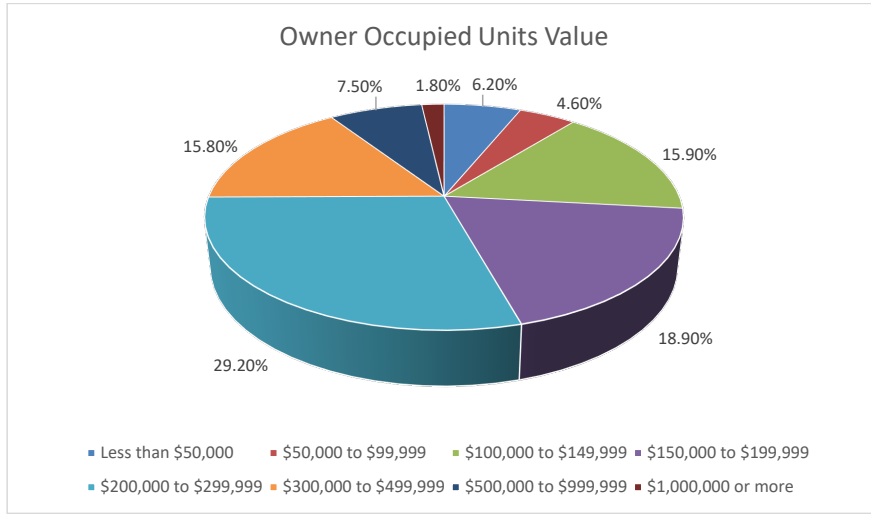




According to the [2010-2014 2019](#) American Community Survey, the highest percent of the population has an ~~owner-occupied~~owner-occupied home value of \$200,000 to \$299,999.



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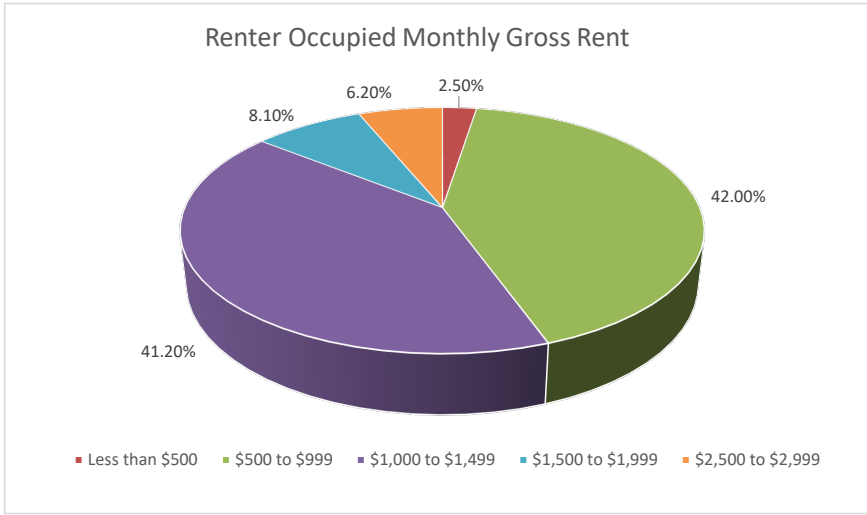
\*Source: US Census 2022 American Community Survey 5-Year Estimates

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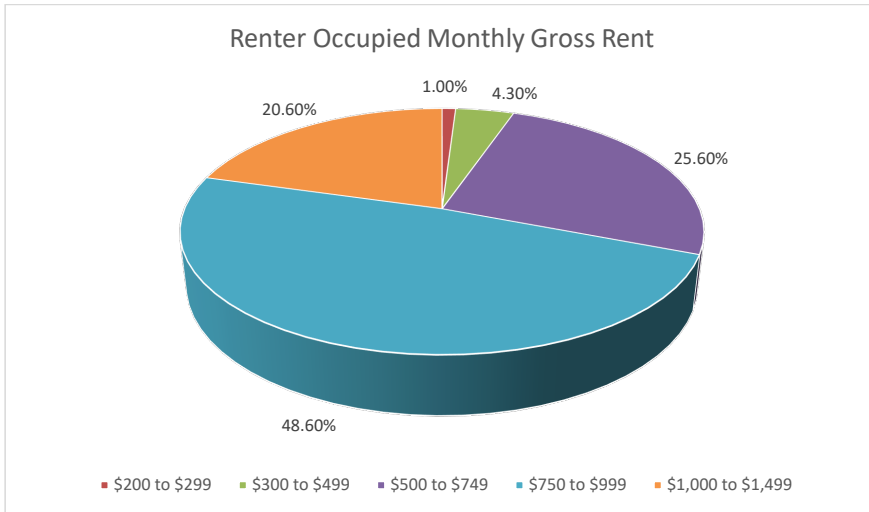
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Of the 714446 (25.1016.5%) renter occupied housing units, 302188 pay rent of \$750500 to \$999 per month. 184 pay rent of \$1,000 to \$1,499 per month.

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According to the report, 89 occupied rental units do not pay rent for housing.



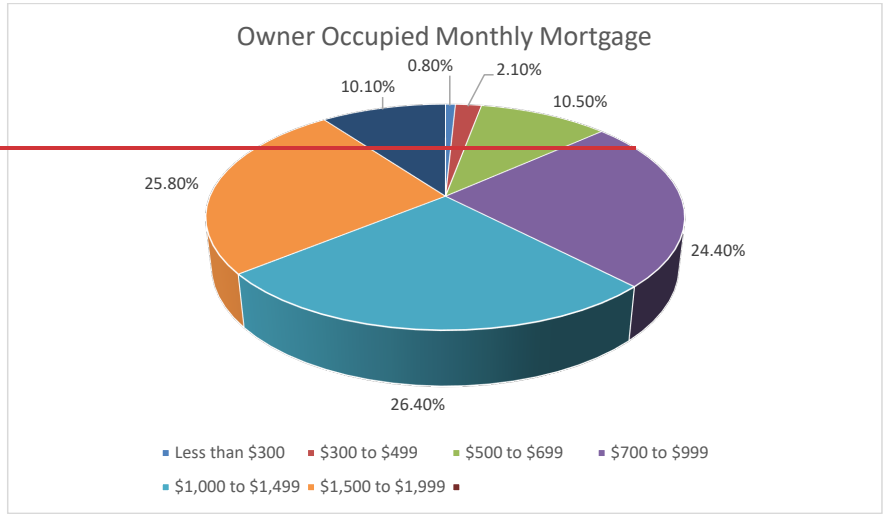
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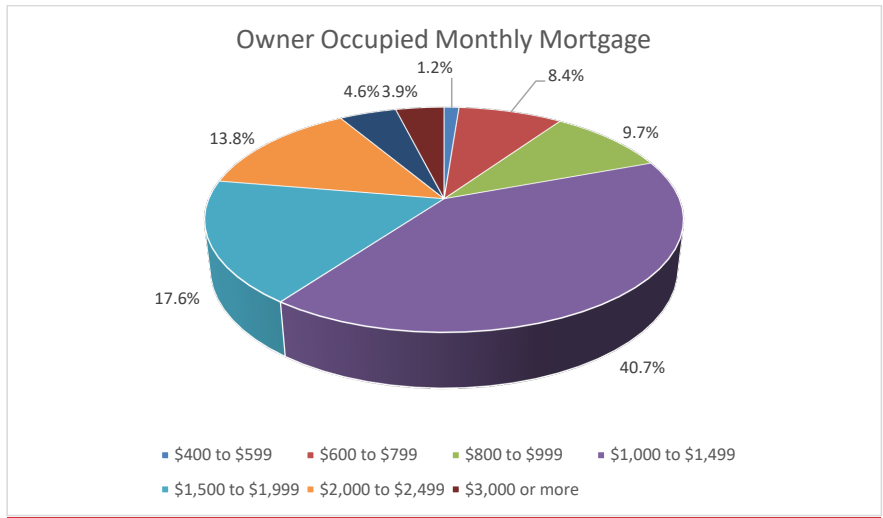




Of the 2,424-2,261 (74.8983.5%) owner occupied units, there are 1,299-1,362 housing units with a mortgage. The largest percentage of owners with a mortgage in King and Queen County pays \$1,000 to \$1,499 per month.



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## Chapter 6: Natural Resources



The Comprehensive Plan, by definition, is the County's best effort to do what is right, or most suitable, for its land. This is the essence of what is meant by "smart growth." In turn, the Plan is translated into reality via its linkages to the zoning and subdivision ordinances. These ordinances recognize that good development only arises from the intelligent application of these "tools" in sizing and shaping the land.

In contemporary zoning ordinances in the Commonwealth, environmental performance standards are commonly employed as measureable criteria to establish the inherent suitability of land for development. The recommended process to be incorporated into the update of the County's zoning ordinance allows for the actual physical characteristics of the land to determine the inherent "*net developable area*" of any given parcel.

Virginia's enabling statutes for planning and zoning support environmental performance standards as a foundation for reinforcing the development suitability process. This process presents a more logical approach to define and allocate land holding capacities and development densities to individual properties.

"*Land holding capacity*" is a measure of how much development density a given property "can hold" and is normally expressed in terms of land use density (i.e. residential dwelling unit count) or *building intensity* (i.e. square footage of retail or industrial space).

In the past, traditional zoning practices in Virginia have allocated land uses densities to the land with little regard for the slope, soil type, vegetation, topographic configuration, flood plain and wetland coverage, geology, and existing development. The recommended development suitability process for King and Queen County allows land use decisions related to density and intensity of development coverage to be determined by the character of the land and its underlying physical, environmental, and geological influences. The concept of "land holding capacity" is not intended to limit one's use of property, but, rather, to serve as a guide in assessing the most appropriate application of density to the land. Today, there are several instances in King and Queen County where there is either too much or too little development on a given property. This process recognizes that in King and Queen County, each property should be carefully evaluated for both its optimal density and impact on its surroundings.

From a physical planning perspective, "smart growth" land use decisions can best be made by employing this analysis technique. However, land use decisions must also incorporate King and Queen County's broader goals and objectives for its citizens. Simply because a property has excellent development potential does not mean that it should be designated for uncomplimentary land uses or high density utilizations. In the big picture, the Future Land Use Plan and Map must assess all land (regardless of development capacity) in the context of the County's objectives for open space, public recreation, ability to provide adequate public facilities, transportation access characteristics and environmental conservation. For instance, gently sloping or perfectly flat land is normally judged as being more "suitable" (i.e. having high "*land holding capacities*") for commercial and high-density residential development than steeply sloped land. However, the Comprehensive Plan may view the same piece of flat land as being more appropriately allocated to an institutional or recreation activity because of the location, access, cultural relationships and environmental attractiveness of the particular property.



Thus, a property’s environmental-based “*land holding capacity*”, does not, by itself, specifically point to the optimal land use for a given property, but rather it defines the net developable area and land use density which is considered most appropriate for the permitted uses of the particular zoning district for which the property is mapped.

### General Criteria for Environmental Performance Standards

Environmental performance standards for “smart growth” will be implemented through the County’s zoning ordinance. Environmental performance standards serve to identify the most relevant and significant physical and ecological characteristics of the land which should be evaluated in the calculation of “land holding capacities”. Through their application, the “net developable area” of any property can be determined. With respect to any private sector land development activity, this process would be initiated by the developer or sub-divider during the preparation of zoning applications or submission of plats and plans for development activities.



### Historic Places in King and Queen County

Formed in 1691, King and Queen County is named after King William III and Queen Mary of England. The history of King and Queen County is largely shaped by its physical location and natural features. Lying northeast of the Town of West Point and cradled by two rivers, the rich upland hunting grounds that followed the York River ridge running the full length of the county became a natural passage for the indigenous tribes of the Powhatan confederacy. The "Chisciack Trail" paralleled Route 14-which, along with Route 721, serves as the primary road traversing this long and narrow county. Often called the "shoestring county", King and Queen is about 70 miles long and less than 10 miles wide.

During the post-colonial period, local history was framed by the natural resource base. People owed their livelihoods to the land and the creeks that course through it. Timber harvesting, farming, hunting, and trapping were the trades of early King and Queen County. Many were drawn to the promise of a successful living here, including famous statesmen and wealthy planters. The numerous existing historic homes and properties located in the County pay tribute to their accomplishments.

Based on the information provided by the King and Queen County Historical Society and information obtained from National Register of Historic Places, there are 1417 significant historical sites identified throughout the County. Fourteen of those properties and districts are listed on the National Register of Historic Places in King and Queen County (see Map 8). The County acknowledges the important role historical landmarks play in benefiting the area's culture, economy, and tourism industry and encourages local preservation.

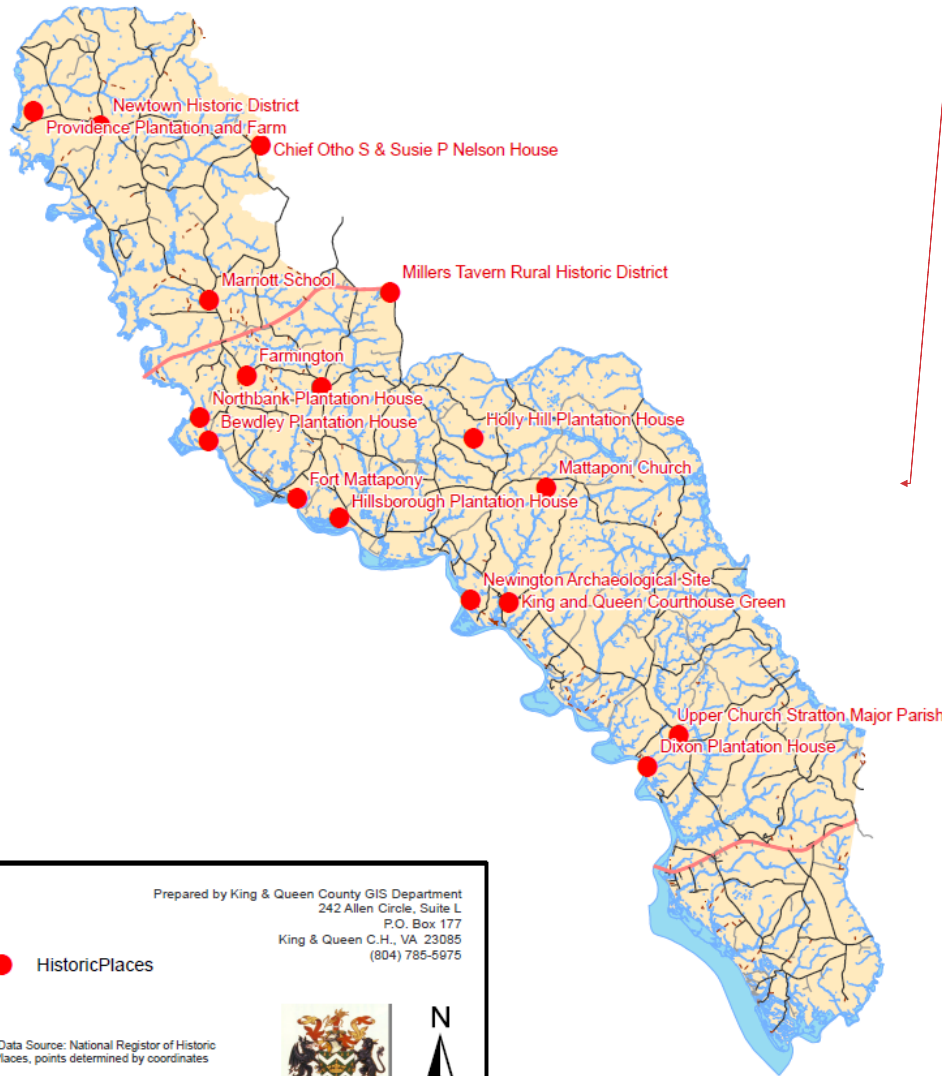
Name	Landmark Type	Date Listed	Geographic Location
Bewdley	Plantation House	11/16/1978	St. Stephens Church
<a href="#">Bruington Rural Historic District</a>	<a href="#">Historic District</a>	<a href="#">3/11/2019</a>	<a href="#">Bruington</a>
Dixon	Plantation House	1/20/2005	Shacklefords
Farmington	Plantation House	3/17/1995	St. Stephens Church
Fort Mattapony	Archaeological Site	8/19/1994	Walkerton
Hillsborough	Plantation House	9/22/1971	Walkerton
Holly Hill	Plantation House	7/24/1973	Aylett
King and Queen Courthouse Green	Historic District	9/24/1998	King and Queen Courthouse
Marriott School	School	2/13/2007	St. Stephens Church
Mattaponi Church	Place of Worship	3/20/1973	Cumnor
<a href="#">Millers Tavern Rural Historic District</a>	<a href="#">Historic District</a>	<a href="#">6/5/2017</a>	<a href="#">Millers Tavern</a>
<a href="#">Chief Otho S &amp; Susie P Nelson House</a>	<a href="#">Historic House</a>	<a href="#">8/8/2019</a>	<a href="#">Indian Neck</a>
Newington Archaeological Site	Archaeological Site	3/31/2010	King and Queen Courthouse
Newtown Historic District	Historic District	10/29/1982	Newtown
Northbank	Plantation House	3/7/2006	Walkerton
Providence Plantation and Farm	Plantation House	9/3/2009	Newtown
Upper Church, Stratton Major Parish	Place of Worship	4/2/1973	Shanghai

*Historical Landmarks in King and Queen*



# King & Queen County, Virginia

## Historic Places | Map 8



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King and Queen County Historical Markers

Name	Date
The Indentured Servants' Plot	September 13, 1663
<u>Pamunkey Indians</u> <u>Attacked Poropotank Creek</u>	<u>January 1, 1676</u> <u>January 1, 1676</u>
<u>King and Queen County</u>	<u>April 16, 1691</u>
<u>Apple Tree Church</u> <u>King and Queen County</u>	<u>January 1, 1710</u> <u>April 16, 1691</u>
<u>Hillsborough</u> <u>Apple Tree Church</u>	<u>January 1, 1722</u> <u>January 1, 1710</u>
<u>Park Church</u> <u>Hillsborough</u>	<u>January 1, 1723</u> <u>January 1, 1722</u>
<u>Newington</u> <u>Park Church</u>	<u>September 10, 1736</u> <u>January 1, 1723</u>
<u>Clark Home</u> <u>Newington</u>	<u>January 1, 1750</u> <u>September 10, 1736</u>
<u>Donald Robertson's School</u> <u>Clark Home</u>	<u>January 1, 1758</u> <u>January 1, 1750</u>
<u>Laneville</u>	<u>January 1, 1760</u>
<u>Colonial Church</u> <u>Laneville</u>	<u>January 1, 1767</u> <u>January 1, 1760</u>
<u>Corbin's Church</u> <u>Colonial Church</u>	<u>January 1, 1768</u> <u>January 1, 1767</u>
<u>Newtown</u> <u>Corbin's Church</u>	<u>January 1, 1770</u> <u>January 1, 1768</u>
<u>Lower King &amp; Queen Baptist Church</u> <u>Newtown</u>	<u>October 17, 1722</u> <u>January 1, 1770</u>
<u>Bruington Church</u> <u>Lower King &amp; Queen Baptist Church</u>	<u>January 1, 1790</u> <u>October 17, 1722</u>
<u>Mount Pleasant</u> <u>Bruington Church</u>	<u>January 1, 1800</u> <u>January 1, 1790</u>
<u>Mattapony Church</u> <u>Mount Pleasant</u>	<u>January 1, 1824</u> <u>January 1, 1800</u>
<u>Where Dahlgren Died</u> <u>Mattapony Church</u>	<u>March 2, 1864</u> <u>January 1, 1824</u>
<u>James Horace Carter Lynched</u> <u>Where Dahlgren Died</u>	<u>October 12, 1923</u> <u>March 2, 1864</u>
<u>State Fish Hatchery</u>	<u>January 1, 1937</u>

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There are eighteen-twenty historical markers placed throughout King and Queen County. The responsibility of these markers' placement and maintenance has changed between State departments since being established, but currently resides with the Virginia Department of Transportation.

State Fish Hatchery

January 1, 1937

*Historical Markers in King and Queen*

Mining in  
King and  
Queen County

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In 1996, the General Assembly of the Commonwealth of Virginia amended state statutes governing localities' comprehensive planning to include mineral resources among the key considerations in planning for future growth (Code of Virginia §15.2-2224). State and local governments have been challenged to ensure that the benefits accrued from mining operations are maximized in a sustainable way, while any negative impacts are mitigated. Through comprehensive planning, local governments work with citizens to ensure an appropriate balance between protecting community values and developing important natural resources.

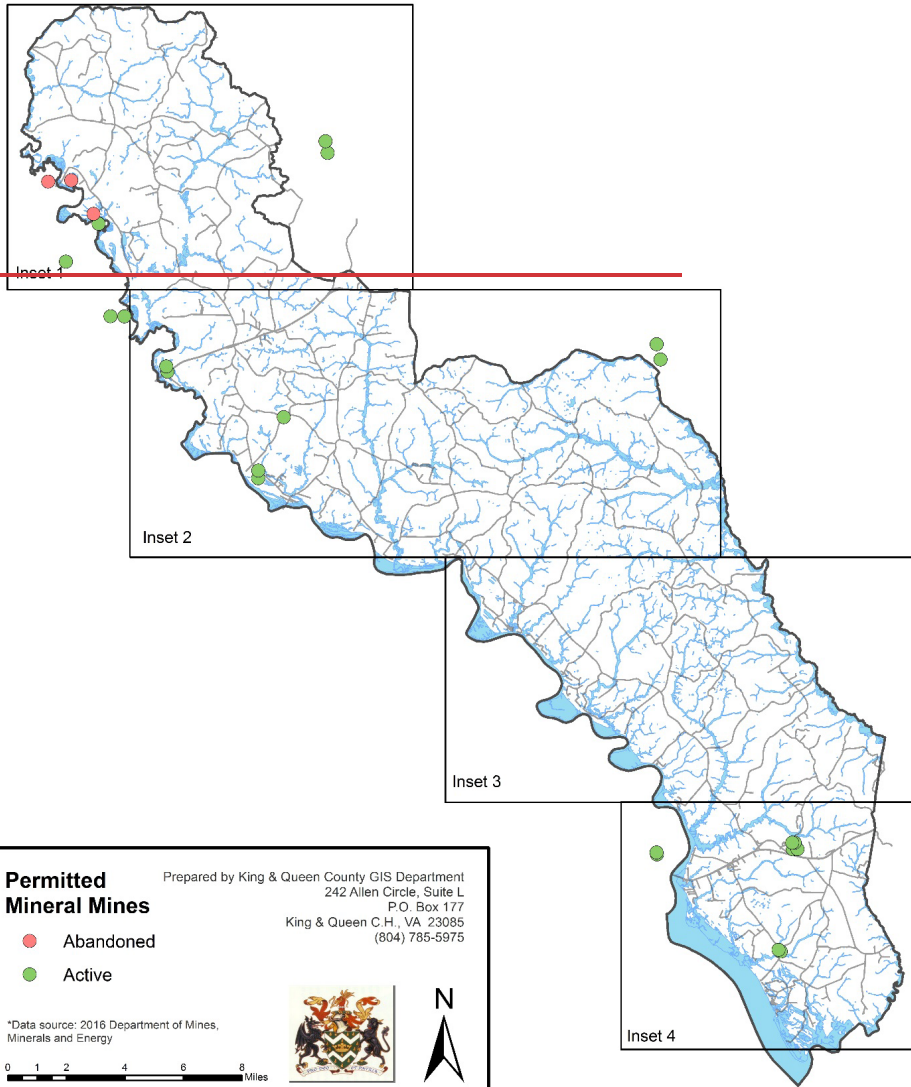
As part of "smart growth" in King and Queen County, the County seeks to minimize potential land use conflicts and to ensure that uses of an industrial nature related to resource extraction are sited where transportation and utility infrastructure are sufficient and available to support such uses and where adjacent land uses are compatible. View Appendix F, Map 9 for a map of King and Queen County's active and abandoned-closed mining sites as provided by the Virginia Department of Energy (DOE), formerly known as the Virginia Department of Mines, Minerals and Energy (DMME).





# King & Queen County, Virginia

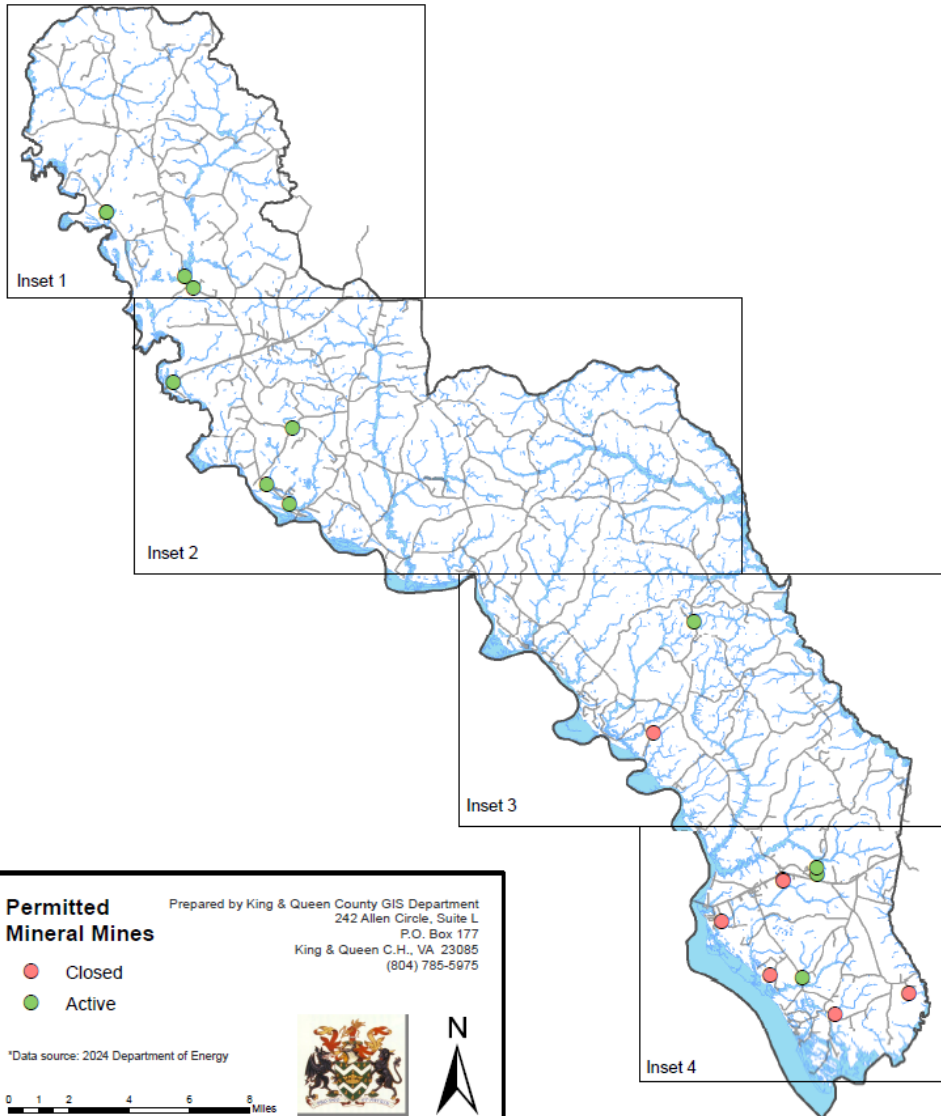
## DMME Permitted Mineral Mines (Active & Abandoned) | Map 9





# King & Queen County, Virginia

## DOE Permitted Mineral Mines (Active & Closed) | Map 9

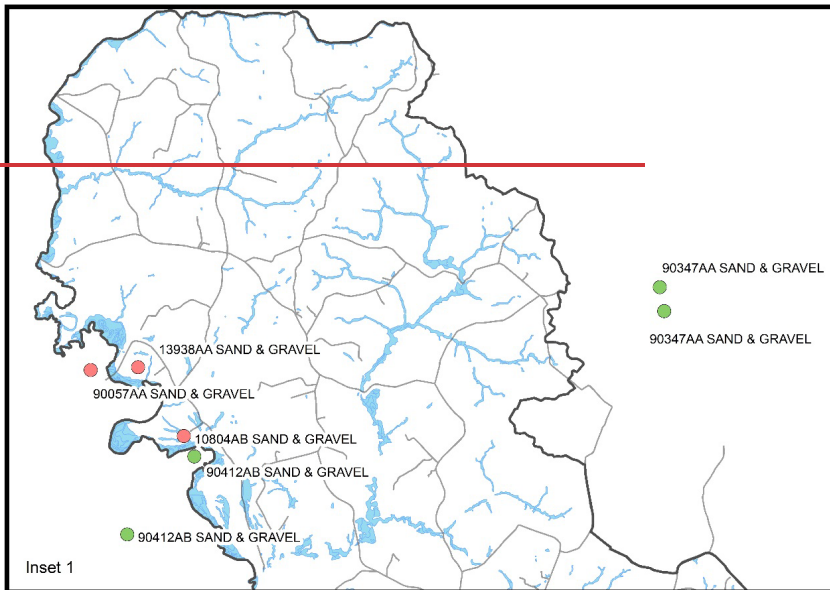




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# King & Queen County, Virginia

## DMME Permitted Mineral Mines (Active & Abandoned) | Map 9a



### Permitted Mineral Mines

- Abandoned
- Active

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: 2016 Department of Mines,  
Minerals and Energy

0 0.475 0.95 1.9 2.85 3.8 Miles





# King & Queen County, Virginia

DOE Permitted Mineral Mines (Active & Closed) | Map 9a



## Permitted Mineral Mines

- Closed
- Active

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: 2024 Department of Energy

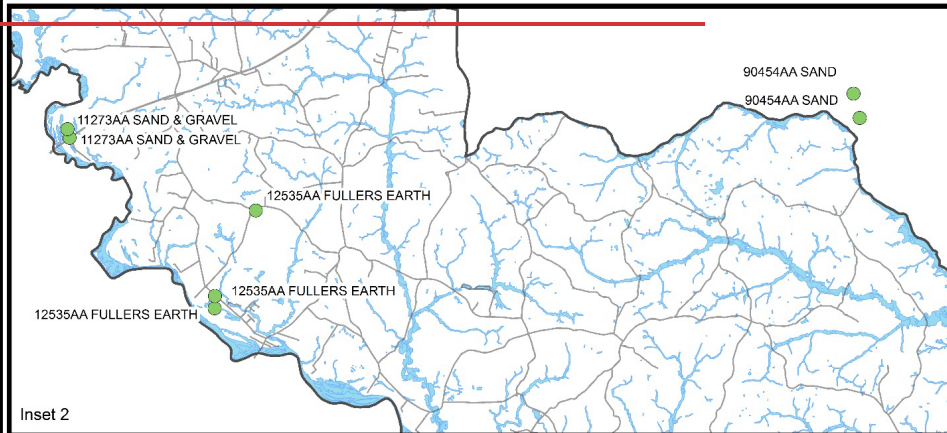
0 0.475 0.95 1.9 2.85 3.8 Miles





# King & Queen County, Virginia

## DMME Permitted Mineral Mines (Active & Abandoned) | Map 9b



Inset 2

### Permitted Mineral Mines

- Abandoned
- Active

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: 2016 Department of Mines,  
Minerals and Energy

0 0.5 1 2 3 4 Miles

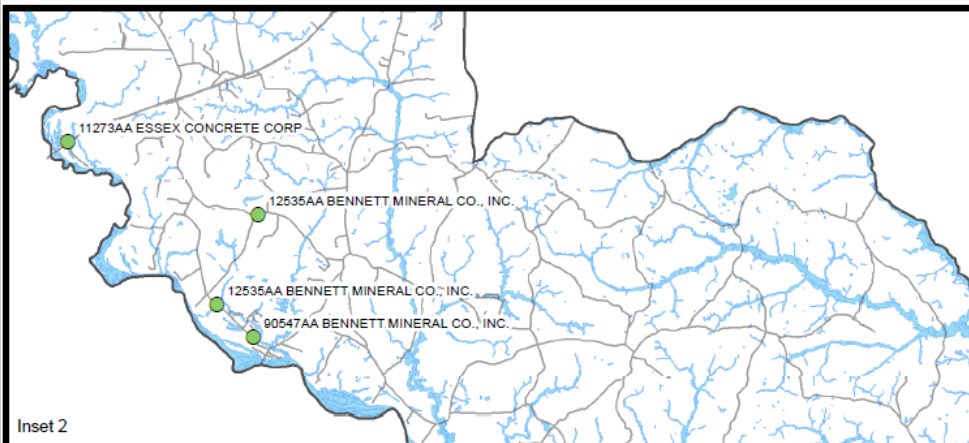




# King & Queen County, Virginia

DOE Permitted Mineral Mines (Active & Closed)

Map 9b



Inset 2

## Permitted Mineral Mines

- Closed
- Active

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: 2024 Department of Energy

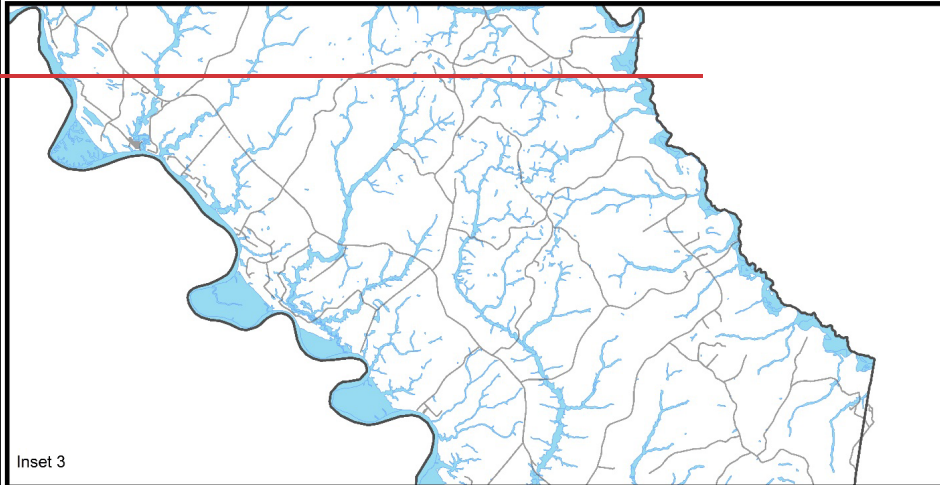
0 0.5 1 2 3 4 Miles





# King & Queen County, Virginia

## DMME Permitted Mineral Mines (Active & Abandoned) | Map 9c



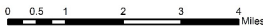
Inset 3

### Permitted Mineral Mines

- Abandoned
- Active

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: 2016 Department of Mines,  
Minerals and Energy



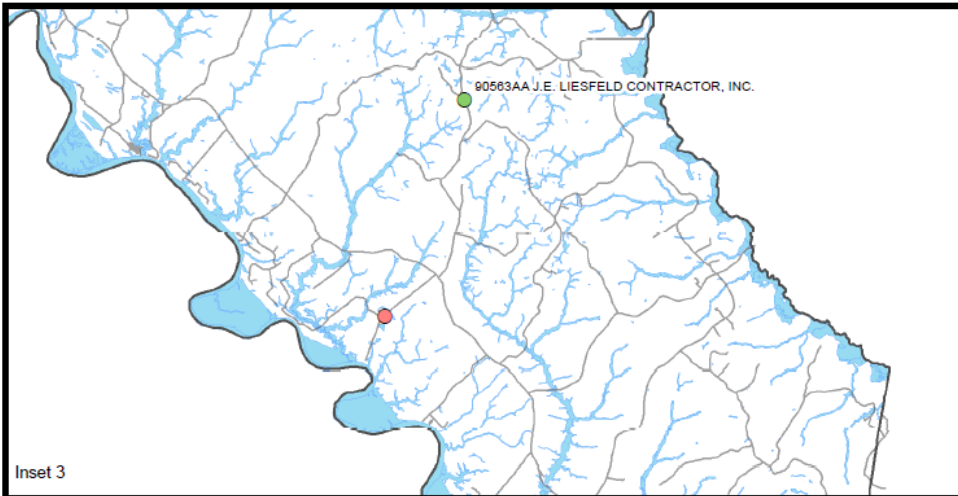




# King & Queen County, Virginia

DOE Permitted Mineral Mines (Active & Closed)

Map 9c

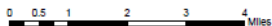


## Permitted Mineral Mines

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

- Closed
- Active

\*Data source: 2024 Department of Energy

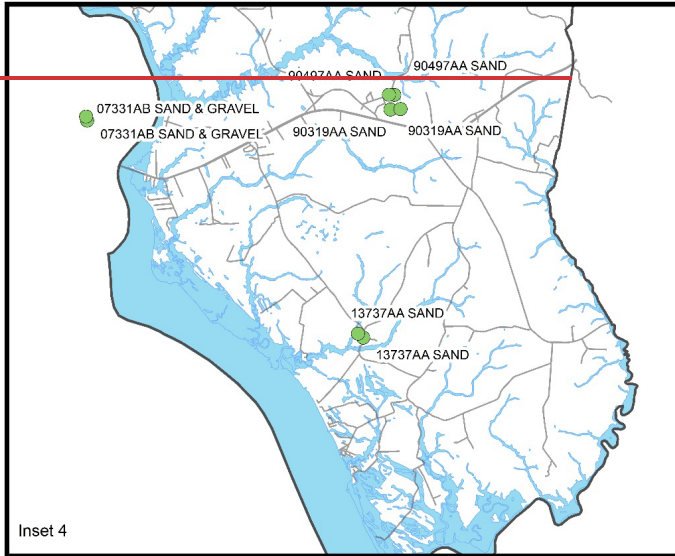






# King & Queen County, Virginia

## DMME Permitted Mineral Mines (Active & Abandoned) | Map 9d

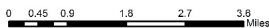


### Permitted Mineral Mines

- Abandoned
- Active

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: 2016 Department of Mines,  
Minerals and Energy

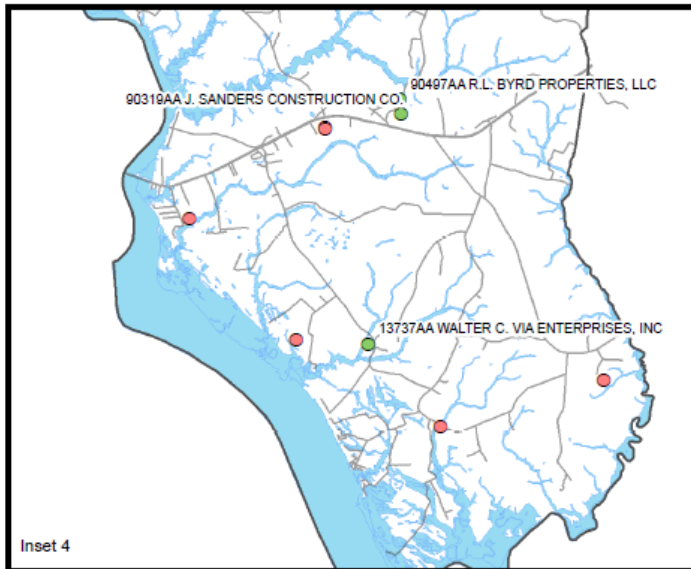




# King & Queen County, Virginia

DOE Permitted Mineral Mines (Active & Closed)

Map 9d



## Permitted Mineral Mines

- Closed
- Active

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data source: 2024 Department of Energy

0 0.45 0.9 1.8 2.7 3.6 Miles



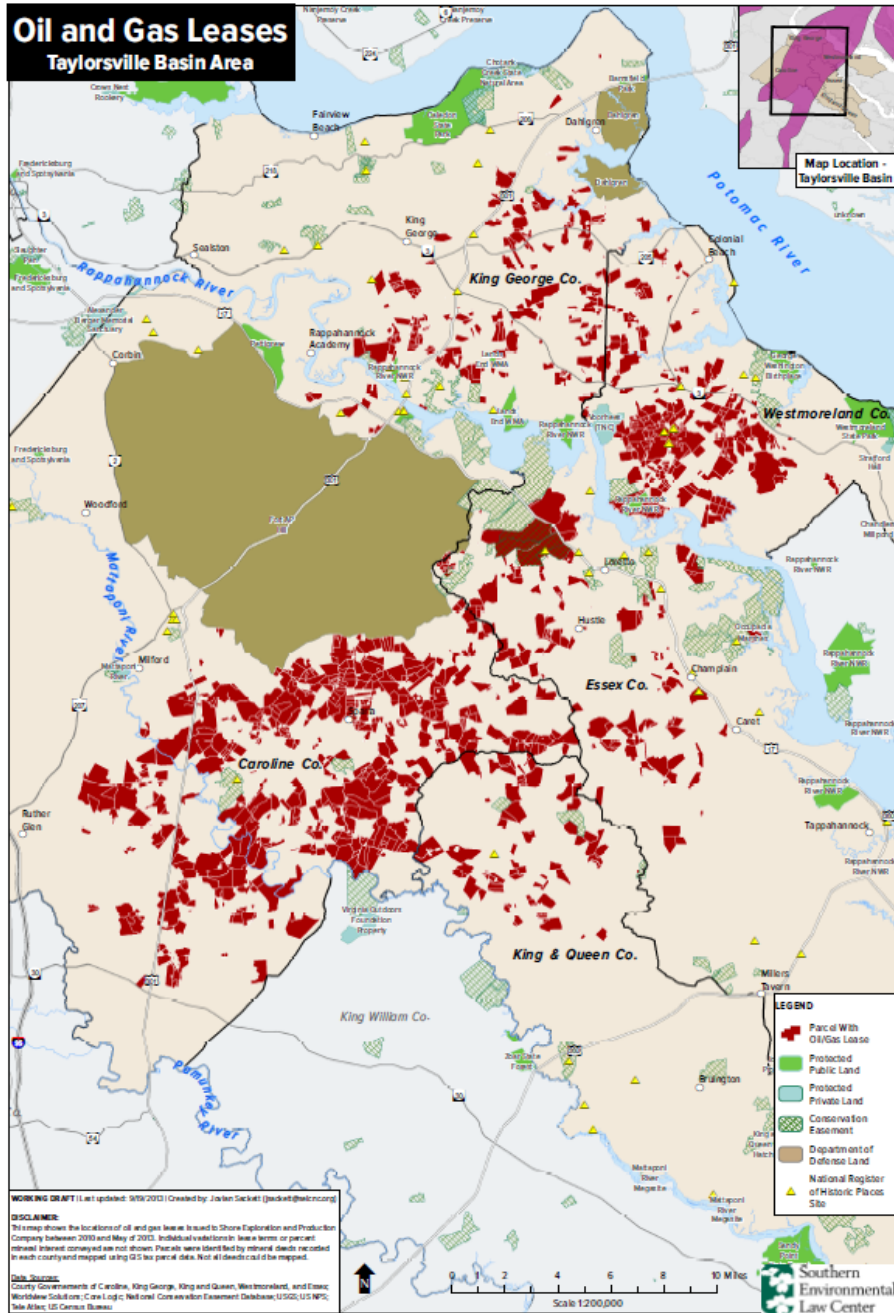


### Gas and Oil Exploration (Taylorsville Basin) in King and Queen County

Since 2010, Texas-based Shore Exploration and Productions Corporation has leased mineral rights on the Middle Peninsula, including 6,050 acres of land located on the eastern end of King and Queen County, north of Route 360. The leases are located within the Taylorsville Basin, a shale deposit that stretches from central Virginia to southern Maryland. Although no drilling has occurred to date in the County, advances in non-conventional oil and gas drilling, known as hydrofracturing, have heightened interest in energy production from hydrocarbon formations in Virginia, including the Taylorsville Basin. While energy development can bring jobs and economic development to King and Queen County, the industrial nature of oil and gas hydrofracturing can also bring unintended consequences that create conflicts with other important County goals and plans. For more information on fracking, please see the Opinion from Office of the Commonwealth's Attorney General in Appendix H.

King and Queen County recognizes that landowners with property in the Taylorsville Shale Basin (See Appendix I for a Map of Leases) or similar hydrocarbon resource areas identified in the future may choose to enter into leasing agreements to allow oil and gas exploration and drilling and related activities where hydrocarbon formations are productive and may become commercially viable. It is the County's objective to protect public health, safety, and welfare, the character of its communities, and the environment from adverse effects of activities related to energy production from oil and gas exploration and drilling and to minimize potential long and short term land use conflicts between those activities and current or planned land uses. These include: compatibility with traditional rural economic sectors, such as agriculture, forestry, recreation and tourism; increased costs in providing community services to address impacts to roads, emergency services, criminal justice, public health and affordable housing that could potentially result from oil and gas extraction; protection of air quality and water quality and supply; and conservation of natural resources and the Chesapeake Bay.

The County further intends to ensure that activities related to the conversion of hydrocarbon resources to energy will not jeopardize long term commitments to agriculture, silviculture and maintaining the County's rural atmosphere, or introduce industrial activities into agricultural and residential areas. Gas and oil exploration drilling and hydrofracturing are not compatible with the character of King and Queen County and the County does not have transportation infrastructure and utilities sufficient to support such highly intensive land uses. Therefore, gas and oil exploration, including hydrofracturing shall not be permitted within the boundaries of King & Queen County, as the adverse effects heavily outweigh the positive impacts, if any.





## Coastal Resource Management Guidance

Coastal ecosystems reside at the interface between the land and water, and are naturally very complex. They perform a vast array of functions by way of shoreline stabilization, improved water quality, and habitat for fishes; from which humans derive direct and indirect benefits.

The science behind coastal ecosystem resource management has revealed that traditional resource management practices limit the ability of the coastal ecosystem to perform many of these essential functions. The loss of these services has already been noted throughout coastal communities in Virginia as a result of development in coastal zone areas coupled with common erosion control practices. Beaches and dunes are diminishing due to a reduction in a natural sediment supply. Wetlands are drowning in place as sea level rises and barriers to inland migration have been created by construction of bulkheads and revetments. There is great concern on the part of the Commonwealth that the continued armoring of shorelines and construction within the coastal area will threaten the long-term sustainability of coastal ecosystems under current and projected sea level rise.

In the 1980s, interest arose in the use of planted wetlands to provide natural shoreline erosion control. Today, a full spectrum of living shoreline design options is available to address the various energy settings and erosion problems found. Depending on the site characteristics, they range from marsh plantings to the use of rock sills in combination with beach nourishment.

Research continues to support that these approaches combat shoreline erosion, minimize impacts to the natural coastal ecosystem and reinforce the principle that an integrated approach for managing tidal shorelines enhances the probability that the resources will be sustained. Therefore, adoption of new guidance and shoreline best management practices for coastal communities is now necessary to insure that functions performed by coastal ecosystems will be preserved and the benefits derived by humans from coastal ecosystems will be maintained into the future.

In 2011, the Virginia Assembly passed legislation to amend §28.2-1100 and §28.2-104.1 of the Code of Virginia and added section §15.2-2223.2, to codify a new directive for shoreline management in Tidewater Virginia. In accordance with section §15.2-2223.2, all local governments shall include in the next revision of their comprehensive plan beginning in 2013, guidance prepared by the Virginia Institute of Marine Science (VIMS) regarding coastal resource management and, more specifically, guidance for the appropriate selection of living shoreline management practices. The legislation establishes the policy that living shorelines are the preferred alternative for stabilizing eroding shorelines.

This guidance, found within the Comprehensive Coastal Resource Management Portal, is being prepared by VIMS for localities within the Tidewater region of Virginia. It explicitly outlines where and what new shoreline best management practices should be considered where coastal modifications are necessary to reduce shoreline erosion and protect our fragile coastal ecosystems. This guidance will include a full spectrum of appropriate management options which can be used by local governments for site-specific application and consideration of cumulative shoreline impacts. The guidance applies a decision-tree method using a based resource mapping database that will be updated from time to time, and a digital geographic information system model created by VIMS.

**Note: King and Queen County is not listed on the Comprehensive Coastal Resource Management Portal.**



See Appendix J for ~~guidance on the rationale behind the policy planning information and guidance for the living shoreline preference~~ titled, “~~Planning Information and Guidance for Living Shoreline Preference~~Comprehensive Coastal Resource Management Guidance” provided by Virginia Institute of Marine Science (VIMS).



#### Physical Restraints to Development

- **Soils** can be highly erodible or have permeability issues
- **Wetlands** are largely made up of protected areas
- **Chesapeake Bay Protection Areas** are protected by the Chesapeake Bay Preservation Act
- **Shoreline Erosion** is prevented by County development guidelines
- **Potential Groundwater Contamination** is prevented by regulations
- **Dragon Run Conservation District** protects and conserves resource areas

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The development of properties within a Conservation Easements is usually prohibited. Other factors that could create obstacles for development include the presence wetlands or RPAs, soil types, or steep slopes. King and Queen evaluates potential site development and weighs these factors during their site plan review process prior to construction approval. Map 24 depicting these areas is included further below in this Chapter as well as in Appendix F of this document.

#### Soils

Soils in the County are predominantly sandy and loamy in the bottomlands and a mix of alluvial deposits and finer clays in the higher elevations. The soils are made up of many ancient, nearly level, marine and alluvial terraces. More detailed soil survey information obtained from the Natural Resources Conservation Services is included in Appendix K.

State agencies have guidelines for determining the qualities of soil that are suitable for septic tanks. They use a quality called permeability which is the measurement of the percolation qualities of the soil. Soils with permeability of less than 0.5 inches per hour are regarded as too slow for septic tanks while soils with ratings of 2.0 or more are regarded as too fast.

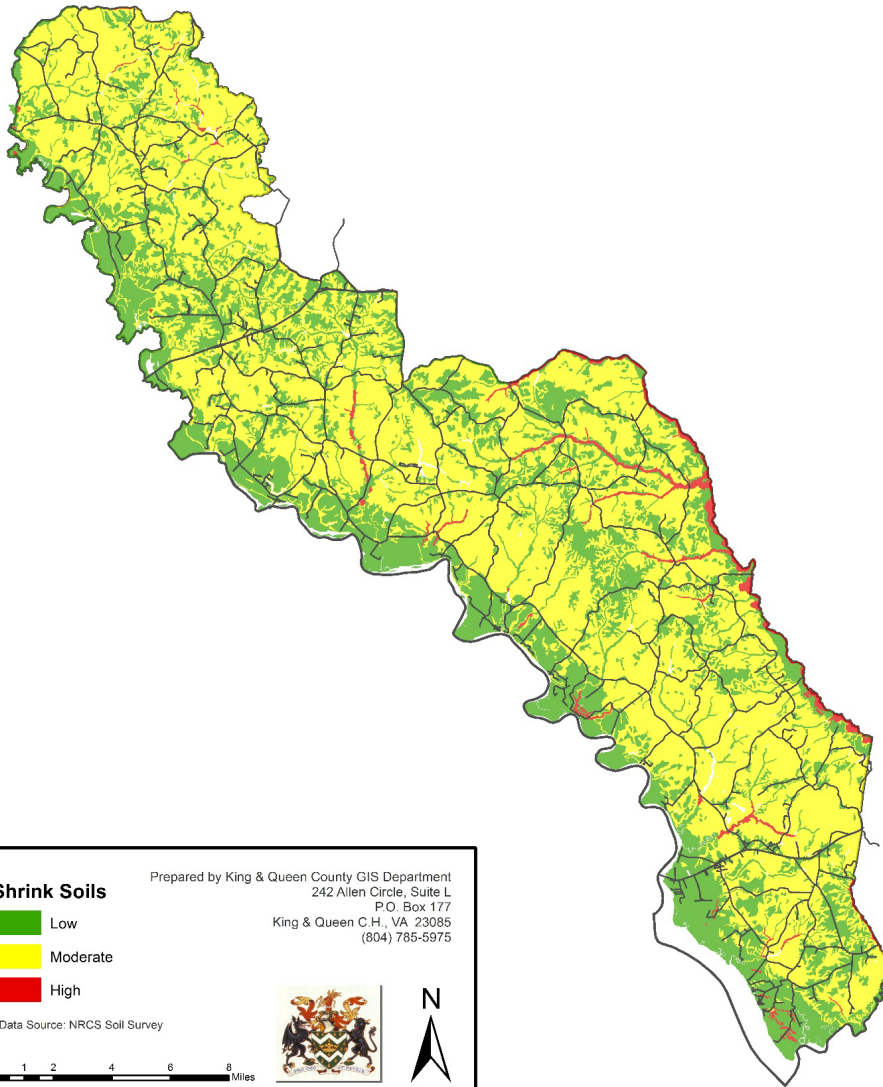
Areas of the County where soil types have permeability below 0.5 are mostly located in low areas along streams and overlap with many of the other conditions that are unfavorable to development. Most other land is in the range of 2.0 or less. Although one may expect that most land is of a classification suitable for septic tank fields, every site must be examined for specific soil values prior to planning for the use of on-site sewage disposal.

Soils that are characterized as highly erodible have a potential for erosion and sedimentation problems. Since erosion adversely affects water quality highly, erodible soils are identified and mapped in order to comply with the requirements of the Chesapeake Bay Preservation Act. These soils cover a large portion of King and Queen County, and development on erodible soils increase storm runoff.



# King & Queen County, Virginia

## Shrink Soils | Map 10



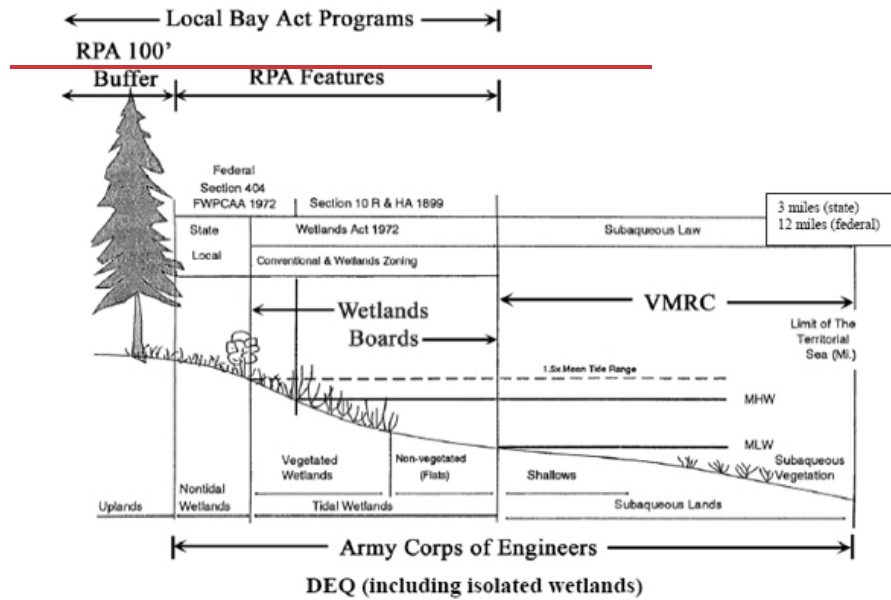


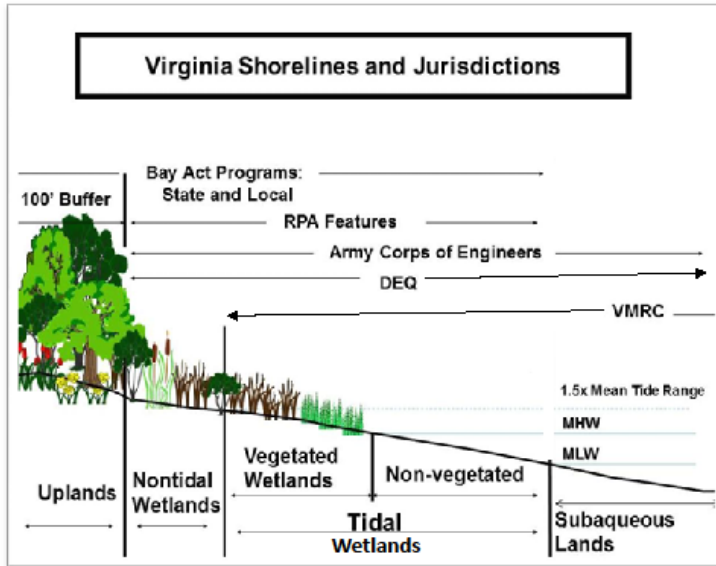


**Wetlands**

The Virginia Department of Environmental Quality describes a great diversity of wetlands found across Virginia including swamps, tidal marshes, wet meadows, bogs, pocosins, sinkhole wetlands and more. Tidal wetlands serve as spawning and nursery grounds for a variety of marine life. In addition to their habitat value, these areas also assist in flood control, improve water quality, reduce erosion, and serve as an important food source for marine and inland wildlife. Activities altering, using, filling or impacting tidal wetlands, such as riprap, bulkheads, boat ramps, and road crossing may require review by and approval by the King and Queen County **Wetlands Board**, US Army Corps of Engineers, and the Virginia Resource Commission and other potential agencies.

**JURISDICTIONAL BOUNDARIES**



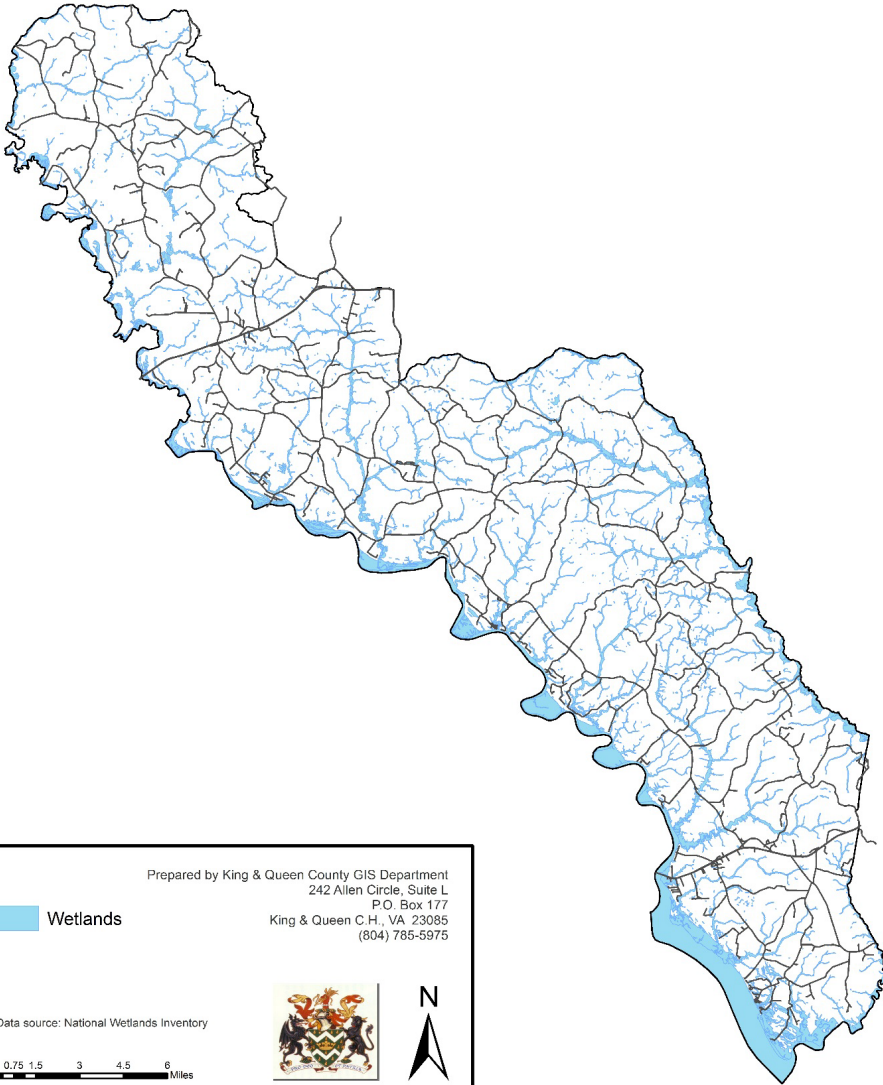


King and Queen County has a five member Wetlands Board, appointed by the Board of Supervisors. This Board is responsible for the review of requests for permits for the alteration, development or use of wetlands. The Board enforces regulations, investigates unauthorized activities affecting wetlands, and rectifies violations.



# King & Queen County, Virginia

## Wetlands Inventory Areas | Map 11







### Chesapeake Bay Protection Areas

The Chesapeake Bay Preservation Act requires local governments within its watershed to prepare Preservation Plans and adopt zoning regulations establishing Resource Protection Areas. The Resource Protection Areas, or RPAs, include streams, adjoining wetlands, related environmentally sensitive areas and 100-foot buffer areas inland from these sensitive areas. King and Queen has a Zoning Ordinance pertaining to Resource Management Areas (RMAs) and RPAs – the ordinance provides guidelines, or performance criteria, for the use of property within these preservation areas:

- No more land shall be disturbed than is necessary to provide for the desired use or development and indigenous vegetation shall be preserved to the maximum extent possible consistent with the use and development allowed. This criterion is aimed at reducing soil erosion by preserving indigenous vegetation, which acts to filter runoff and allows storm water to return to the ground before entering public waters. The goal is to have no more pollution after development than was present before development.
- New development shall follow Best Management Practices (BMPs): defined as practices, or combinations of practices, that are determined by a state or designated area wide planning agency to be the most effective, practicable means of preventing or reducing the amount of pollution generated by nonpoint sources to a level compatible with water quality goals.
- The County's Zoning Ordinance requires that all development within the RMA exceeding 2,500 square feet of land disturbance shall be accomplished through a plan of development review process.
- Land development shall minimize impervious cover consistent with the use or development allowed. This criteria ensures that through careful site design the development of property is accomplished to limit the amount of impervious cover such as roof areas, driveways, and patios, only to that are essential to support development.
- Any land disturbing activity within a preservation zone that exceeds an area of 2,500 square feet (including septic tank field areas) shall comply with the requirements of the County's erosion and sediment control ordinance. This criteria is for the purpose of preventing, or slowing soil erosion from any land disturbing activity, that is to say any land change which may result in soil erosion, from water or wind and the movement of sediments into state waters.
- On-site sewage treatment systems within a preservation zone that do not require a Virginia Pollution Discharge Elimination permit shall have pump-out accomplished for all such systems at least once every five years, and for new construction a reserve sewage disposal site shall be provided with a capacity at least equal to that of the primary sewage disposal site. As of July 1, 2023, compliance with onsite sewage system pump-out program shall be managed and enforced by the Virginia Department of Health in Accomack, Essex, Gloucester, King and Queen, King William, Lancaster, Mathews, Middlesex, Northampton, Northumberland, Richmond, and Westmoreland Counties, and the incorporated towns within those counties, per 9VAC25-830-130(7).

The Chesapeake Bay Preservation Area Overlay District shall apply to all lands identified as Chesapeake Bay Preservation Areas (CBPAs) as designated by the Board of Supervisors of King and Queen County, Virginia, and as shown on the Chesapeake Bay Preservation Area Map for



King and Queen County, Virginia. The Chesapeake Bay Preservation Area Map for King and Queen County, Virginia, together with all explanatory matter thereon, is hereby adopted by reference and declared to be a part of this article and the zoning district map for King and Queen County. The CBPAs are hereby divided into the resource protection area (RPA) and the resource management area (RMA).

(1) *The resource protection area includes:*

- (a) Tidal wetlands;
- (b) Nontidal wetlands connected by surface flow and contiguous to tidal wetlands or water bodies with perennial flow;
- (c) Tidal shores; and
- (d) A 100-foot vegetated buffer area located adjacent to and landward of the components listed in subsections (a) through (c) above, and along both sides of water bodies with perennial flow.

(2) The resource management area is composed of concentrations of the following land categories:

- (a) Floodplains;
- (b) Other sensitive lands with highly permeable, highly erodible and/or hydric soils; and
- (c) Slopes greater than 15 percent.

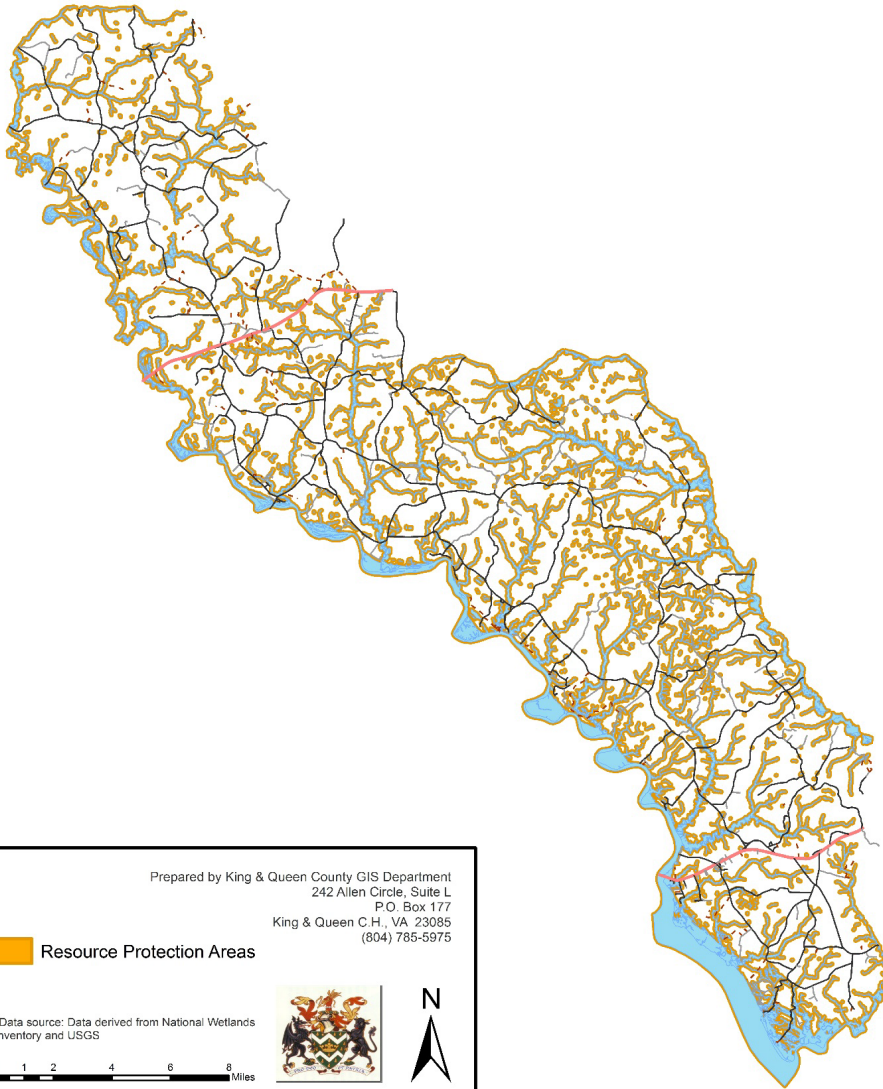
(3) The resource management area shall consist of land areas outside the RPA shown to be of highly permeable, highly erodible soils; provided, however, that the RMA shall consist of not less than a landward distance of 250 feet perpendicular and contiguous to the RPA.

(4) The Chesapeake Bay Preservation Area Map and the Sensitive Land Maps for King and Queen County, Virginia, show the general locations of CBPAs and should be consulted by persons contemplating activities within King and Queen County prior to engaging in a regulated activity.



# King & Queen County, Virginia

## Resource Protection Areas | Map 12





# King & Queen County, Virginia

## Resource Management Area | Map 13









### **Water Quality Protection Plan**

This plan broadly defines the policies of King and Queen County regarding protection of state waters in accordance with 9VAC25-839-170. The issues specifically to be addressed are:

1. Physical constraints to development in King and Queen county;
2. Protection of the county's potable water supply and aquatic resources;
3. Shoreline protection and waterfront access; and
4. Potential conflicts between land use plans and water quality protection plan.

Through the following policies, the government of King and Queen County intends to promote and enforce the laws and regulations promulgated by the Commonwealth of Virginia and the Federal government. In particular, land use and development in Chesapeake Bay Preservation Areas must be consistent with the requirements of the Chesapeake Bay Preservation Act and Regulations and King and Queen County's Chesapeake Bay Preservation Area Overlay District.

#### **1. Physical constraints to development in King and Queen County.**

The primary physical constraints to development in King and Queen County are proximity to perennial waterbodies, floodplains, slopes greater than 15%, and highly permeable soils. As such, the requirements of the Resource Management Area overlay apply to almost all development outside of the Resource Protection Area.

The county lacks public sewer systems, meaning all new developments depend on private septic systems. Currently, soil suitability for septic systems doesn't represent a significant constraint on development. By enforcing the county zoning ordinances' limit of a single dwelling per parcel, and limits on the subdivision of existing parcels, a low density of development is maintained in the county and the number of new septic systems created is reduced. To date, no proposed development in the county has been unable to find a suitable site for either a conventional septic system or an alternative system approved by the Department of Health and either a licensed engineer or soil scientist.

Shrink-swell soils are not common in King and Queen County, therefore only sites known to include shrink-swell soils are required to submit engineered plans showing that they can support the proposed structure.

#### **2. Protection of the county's potable water supply.**

All potable water in the county is sourced from individual, rather than public wells. In order to protect wells from potential pollution sources such as septic systems, damaged fuel tanks, and runoff from farms and intensive livestock facilities, the county's policy is to work with the Department of Health to site wells and septic systems in new developments safely in accordance with Department of Health regulations, and to require larger lot sizes when recording new plats if the health official determines there are factors present which may cause health problems, in accordance with section 4-24 of the county zoning ordinance. The county also communicates with the Three Rivers Soil and Water Conservation district to ensure that agricultural nutrient management plans are observed to prevent excessive sediment and nutrient runoff to neighboring properties.

Protection of water quality as it relates to commercial and recreational fisheries and other aquatic resources is also of great importance to the county. Toward this end, enforcement of the Chesapeake Bay Act, Erosion and Sediment Control regulations, and Stormwater regulations is intended to protect fisheries and aquatic resources from excessive sedimentation and nutrients, as well as other sources of



non-point source pollution. The county currently is without public waste water treatment facilities or other industries that contribute significantly to point source pollution.

### **3. Shoreline preservation and waterfront access**

Shoreline preservation, especially in cases of erosion threatening the property of county residents, is a perennial issue for the county. County staff work together with the King and Queen Wetlands Board to ensure that riparian buffers and personal property along the shores of the county are protected in accordance with the Chesapeake Bay act and the Tidal Wetlands act. The policy of the Wetlands board is to favor shoreline erosion control solutions involving the least hardening and impact to tidal wetlands.

Most waterfront access in the county belongs to individual private property owners, whose impacts are reduced by preserving vegetation and limiting clearing for paths to the least necessary to access the water, in accordance with the Chesapeake Bay Act. Docks and piers are limited to one per parcel as required by the Virginia Marine Resource Commission, but siting is otherwise left to the owner of the property from which they are built. The public pier and public boat launches were also developed within the requirements of the Chesapeake Bay act, and include signage informing visitors of what is required for their use, but the precise impacts of these sites on local water quality is currently unknown.

### **4. Potential conflicts between land use plan and water protection plan**

Conflict between land use plans and water protection plans may arise in areas under intensive use, or which have the potential for dense development in the future. Of main concern are possible future increases of nutrients and sediment in runoff. These issues are addressed by enforcement of county zoning laws, as authorized by the Chesapeake Bay act, Erosion and Sediment Control regulations, and Stormwater act, as well as by the regulations enforced by the Health Department, and the requirements of Nutrient Management plans promulgated by Three Rivers Soil and Water Conservation district.

It is the County's policy that in instances of redevelopment that such redevelopment improves the quality of the property being redeveloped. Typical measures may include, but are not limited to:

- Limiting impervious surfaces to the least necessary for the proposed redevelopment
- Protection of existing vegetation
- Re-establishment of riparian buffers in areas where they have been removed or diminished
- Reducing any RPA encroachment that existed prior to redevelopment



### **Shoreline Erosion**

Shoreline erosion is a natural occurrence along the coasts of Virginia as well as near other water features such as streams, rivers and lakes. Many causes of shoreline erosion occur naturally through tides, weather and storms. Other causes that can be linked to development are weighed carefully by the County in order to deterred further erosion. The County has established guidelines for those projects which may further disrupt the shoreline and cause erosion.

Proposed Shoreline Erosion Control Projects must:

- Avoid impacting wetlands
- Preserve existing vegetation to the maximum extent possible
- Minimize land disturbance
- Provide mitigation plantings if vegetation is to be removed
- Have an access path that will provide the minimum disturbance as necessary
- Meet the erosion and sediment control ordinance requirements

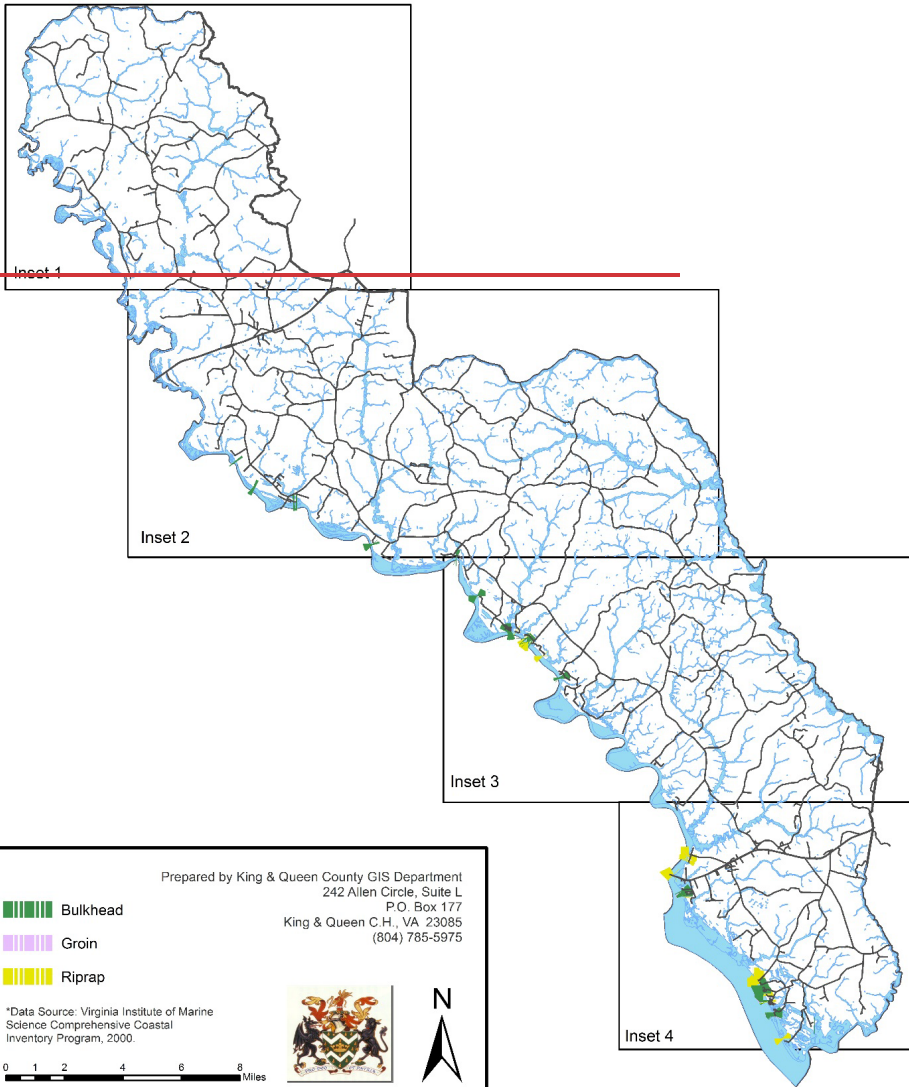
Project Field Requirements:

- Limits of RPA 100' buffers must be clearly marked
- Trees to be removed must be clearly flagged or marked on site
- Limits of land clearing / grading must be clearly flagged or marked on site
- The seaward toe and landward top of proposed structure must be clearly staked in the field with staking that will stay in place



# King & Queen County, Virginia

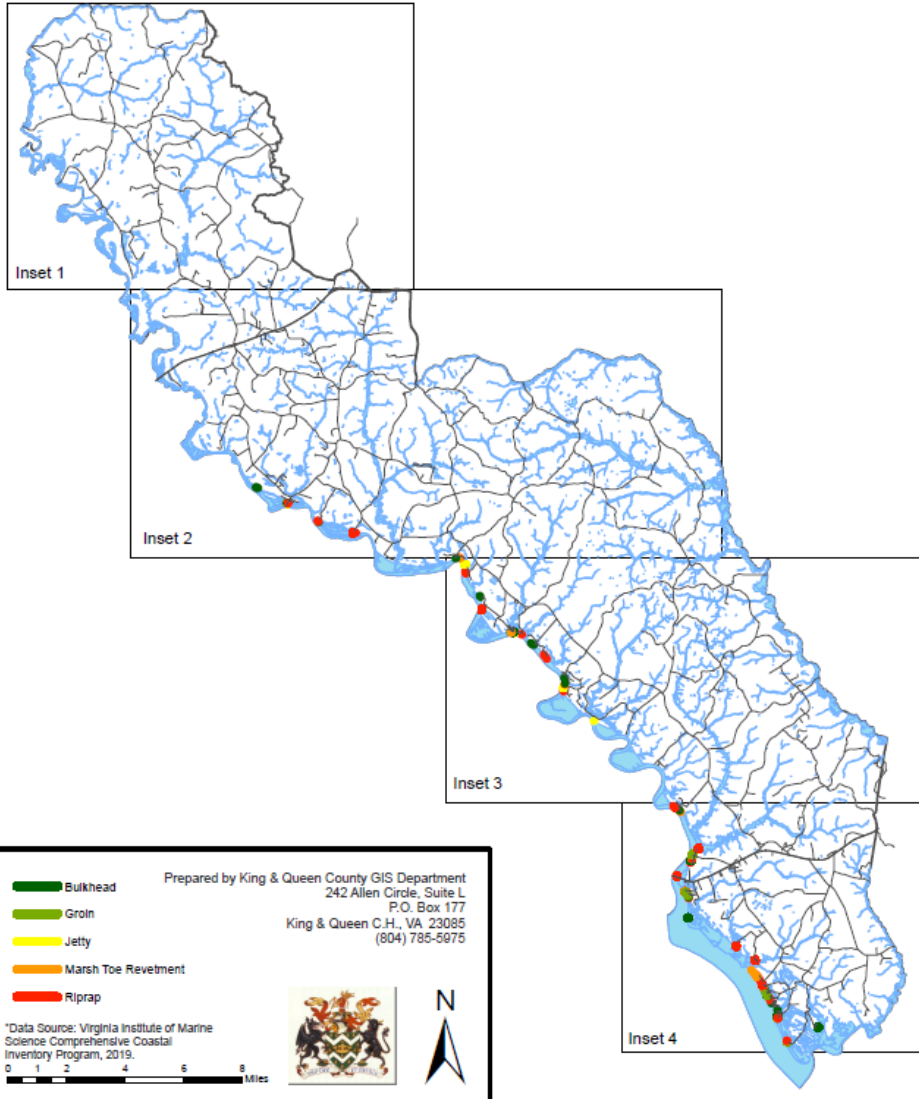
## Shoreline Erosion Defense Structures | Map 14





# King & Queen County, Virginia

## Shoreline Erosion Defense Structures | Map 14





# King & Queen County, Virginia



## Shoreline Erosion Defense Structures | Map 14a



Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

■ Bulkhead  
■ Groin  
■ Riprap

\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2000.



0 0.475 0.95 1.9 2.85 3.8 Miles



# King & Queen County, Virginia

## Shoreline Erosion Defense Structures | Map 14a



- Bulkhead
- Groin
- Jetty
- Marsh Toe Revetment
- Riprap

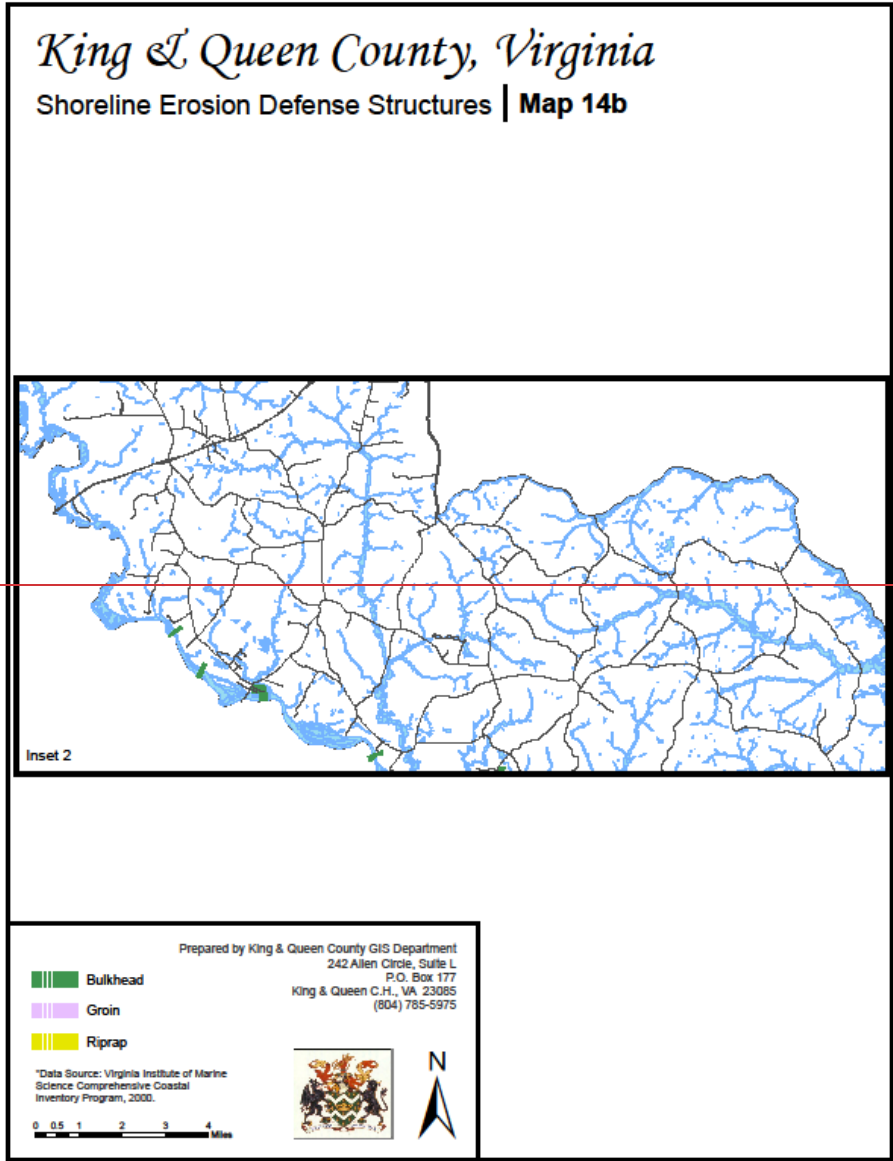
Prepared by King & Queen County GIS Department  
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King & Queen C.H., VA 23085  
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\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2019.



0 0.475 0.95 1.9 2.85 3.8 Miles












# King & Queen County, Virginia

## Shoreline Erosion Defense Structures | Map 14b



Inset 2

-  Bulkhead
-  Groin
-  Jetty
-  Marsh Toe Revetment
-  Riprap

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\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2019.

0 0.5 1 2 3 4 Miles

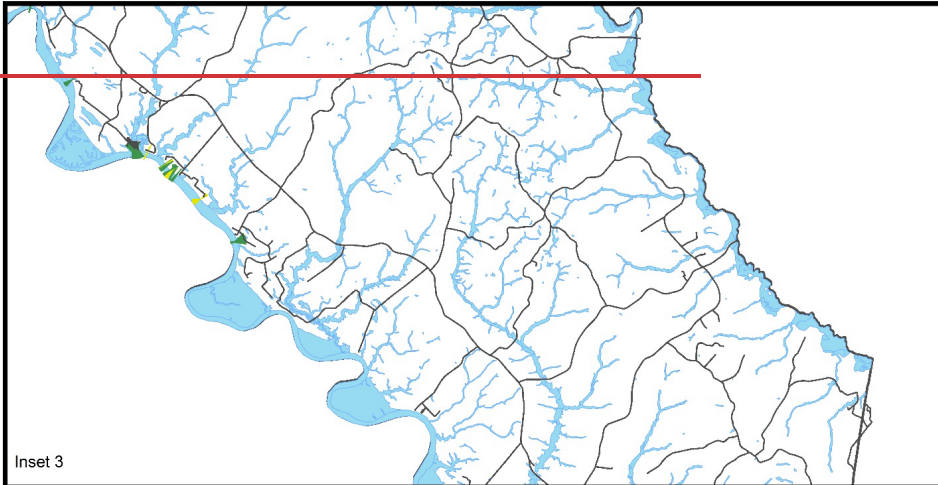








# King & Queen County, Virginia

## Shoreline Erosion Defense Structures | Map 14c



Inset 3

-  Bulkhead
-  Groin
-  Riprap

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\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2000.

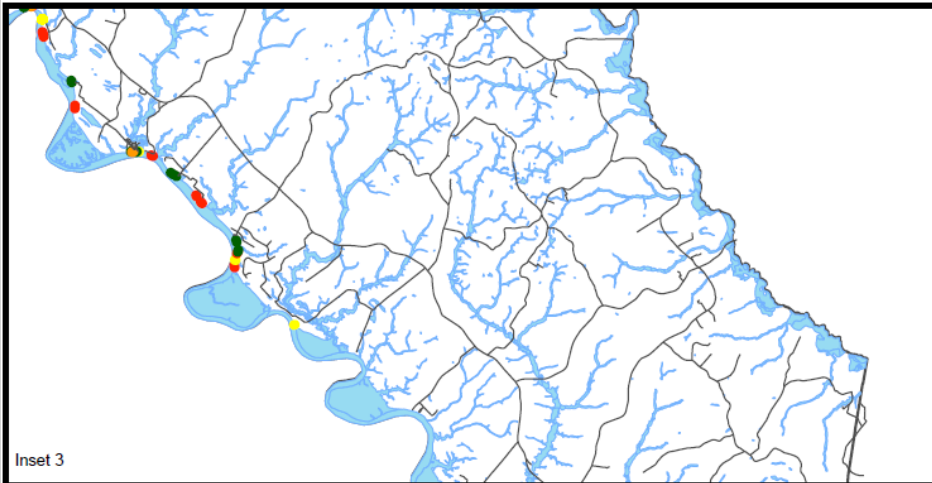


0 0.5 1 2 3 4 Miles








# King & Queen County, Virginia

## Shoreline Erosion Defense Structures | Map 14c



Inset 3

-  Bulkhead
-  Groin
-  Jetty
-  Marsh Toe Revetment
-  Riprap

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\*Data Source: Virginia Institute of Marine  
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Inventory Program, 2019.



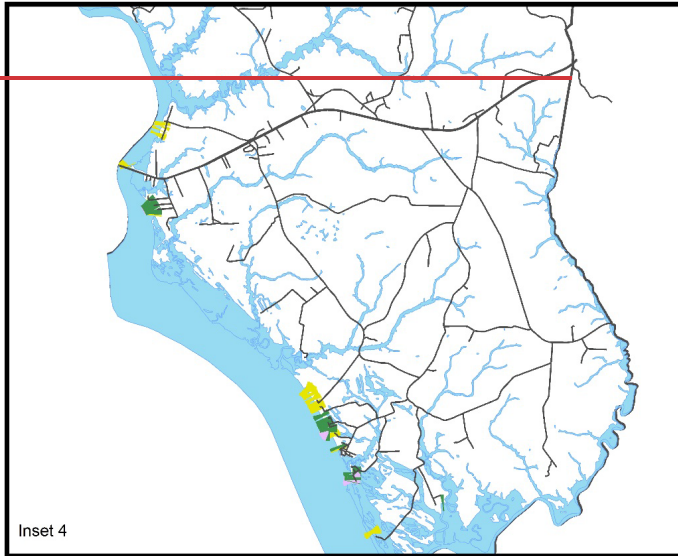
0 0.5 1 2 3 4 Miles





# King & Queen County, Virginia



## Shoreline Erosion Defense Structures | Map 14d



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King & Queen C.H., VA 23085  
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■ Bulkhead  
■ Groin  
■ Riprap

\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2000.

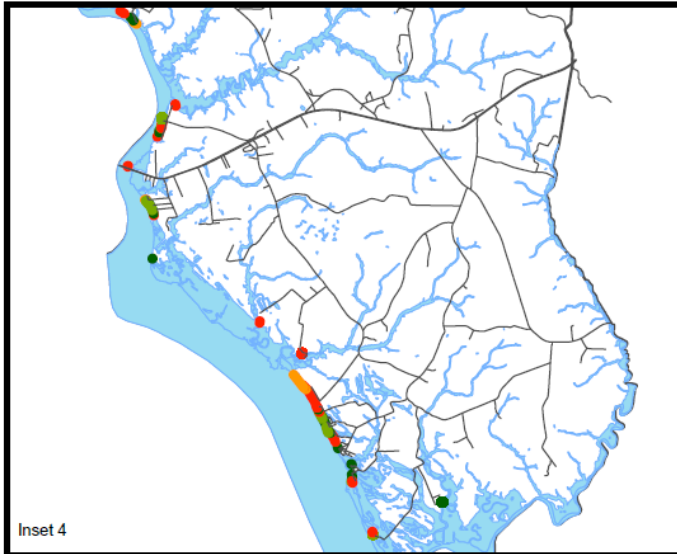


0 0.45 0.9 1.8 2.7 3.6 Miles



# King & Queen County, Virginia

## Shoreline Erosion Defense Structures | Map 14d



- Bulkhead
- Groin
- Jetty
- Marsh Toe Revetment
- Riprap

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King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2019.



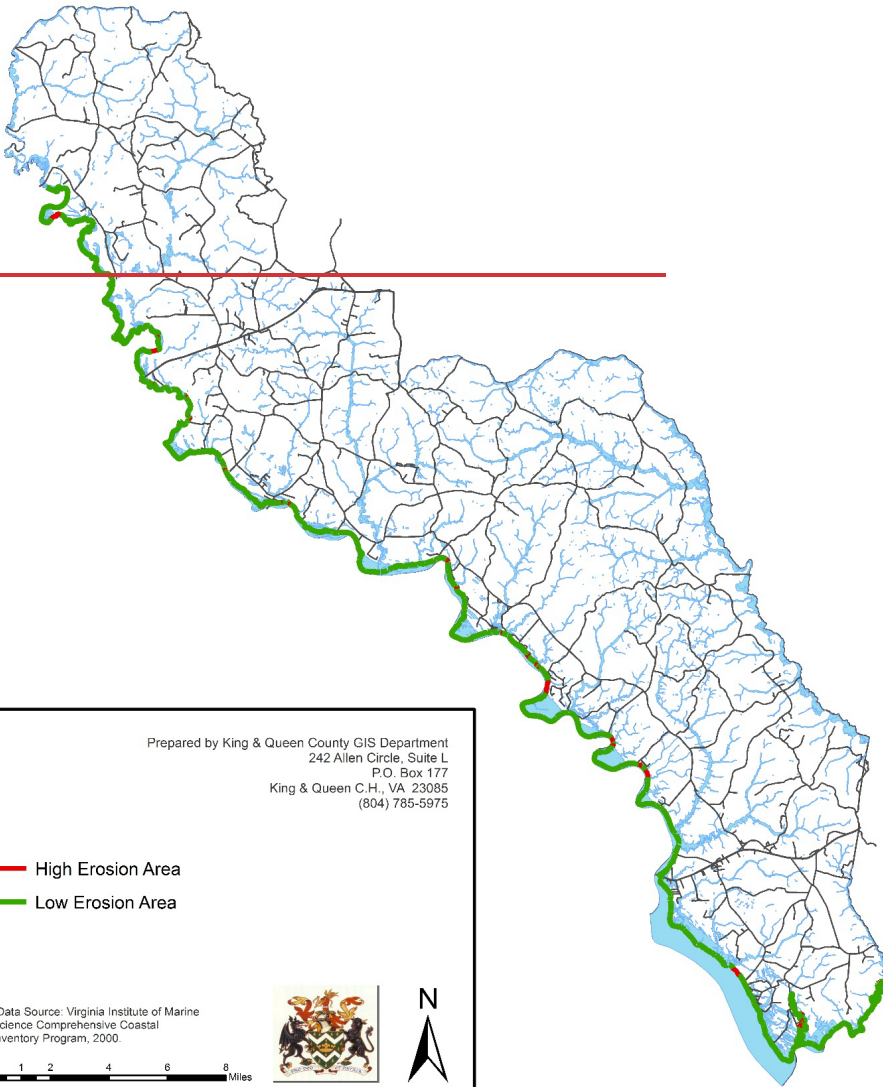
0 0.45 0.9 1.8 2.7 3.6 Miles







# King & Queen County, Virginia

## Shoreline Erosion Impact Areas | Map 15



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-  High Erosion Area
-  Low Erosion Area

\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2000.

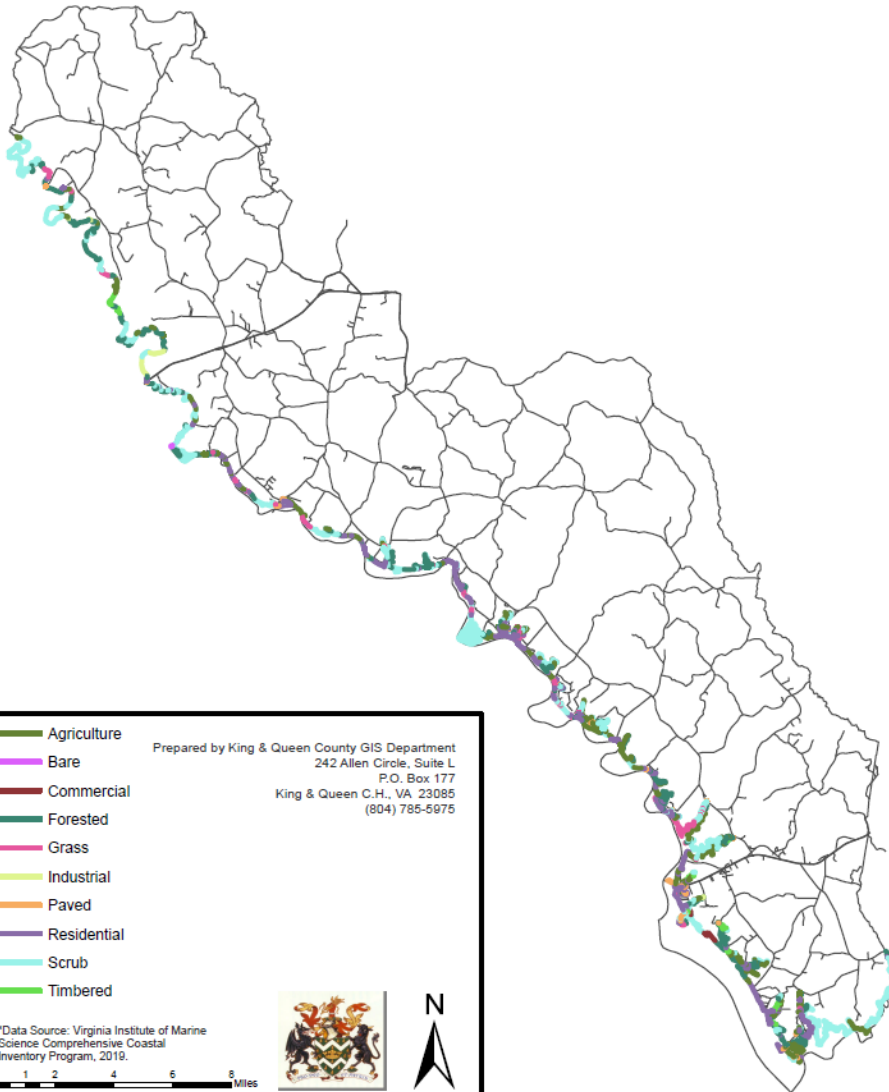
0 1 2 4 6 8 Miles





# King & Queen County, Virginia

## Shoreline Characteristics | Map 15

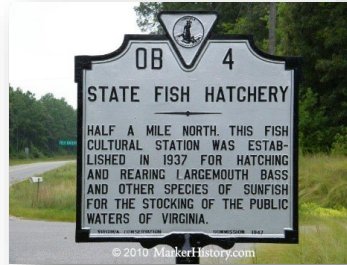




## Aquatic Resources

### Fisheries

King and Queen County is home to one of nine fish cultural stations in the state. The King and Queen Hatchery hatches and rears walleye, saugeye, fathead minnows, channel catfish, largemouth bass, crappie, redear, and bluegill. The hatchery has participated in restoration of many fish populations, and collaborates with academic institutions to promote natural resource management. The Hatchery is a point of interest in the County, and offers scheduled group tours in the late spring and early summer months.



### Private, Fee Based Water Access

There are three privately owned water access areas, but each are available to the public for a fee or donation. These sites include:

Name	Location
Walkerton Landing	County Route 629
Rainbow Acres Campground	County Route 631
Tucker's Recreation Park & Marina	County Route 666



# King & Queen County, Virginia

## Fisheries Map | Map 16



● Fisheries

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King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: King and Queen County GIS



0 1 2 4 6 8 Miles



**Public Boating Access**

King and Queen has two locations that provide public boating access to the public. These are both located on the Mattaponi River. These access areas are owned and maintained by the Virginia Department of Game and Inland Fisheries.

Waterbody	Access Area	Type
Mattaponi River	Melrose	Concrete Ramp
Mattaponi River	Waterfence	Concrete Ramp

An additional Boat Ramp, owned by a private landowner, is available for public use at the discretion of the landowner. This ramp is located at the Walkerton Bridge on the Mattaponi River.

**Public Access Piers**

King and Queen has one public access pier, the Mattaponi Public Fishing Pier. It is located at 7486 Lewis B Puller Memorial Highway.



# King & Queen County, Virginia

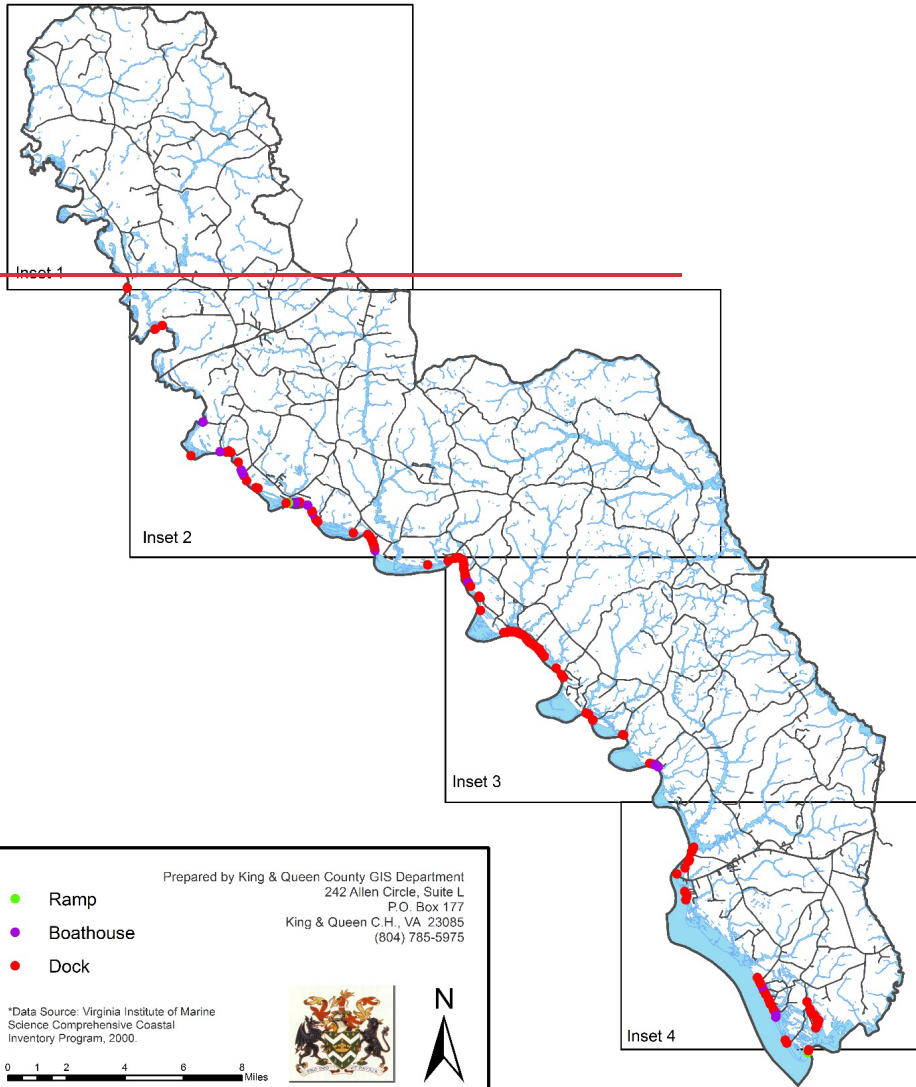
## Public Water Access Sites | Map 17





# King & Queen County, Virginia

## Water Dependent Facilities | Map 18

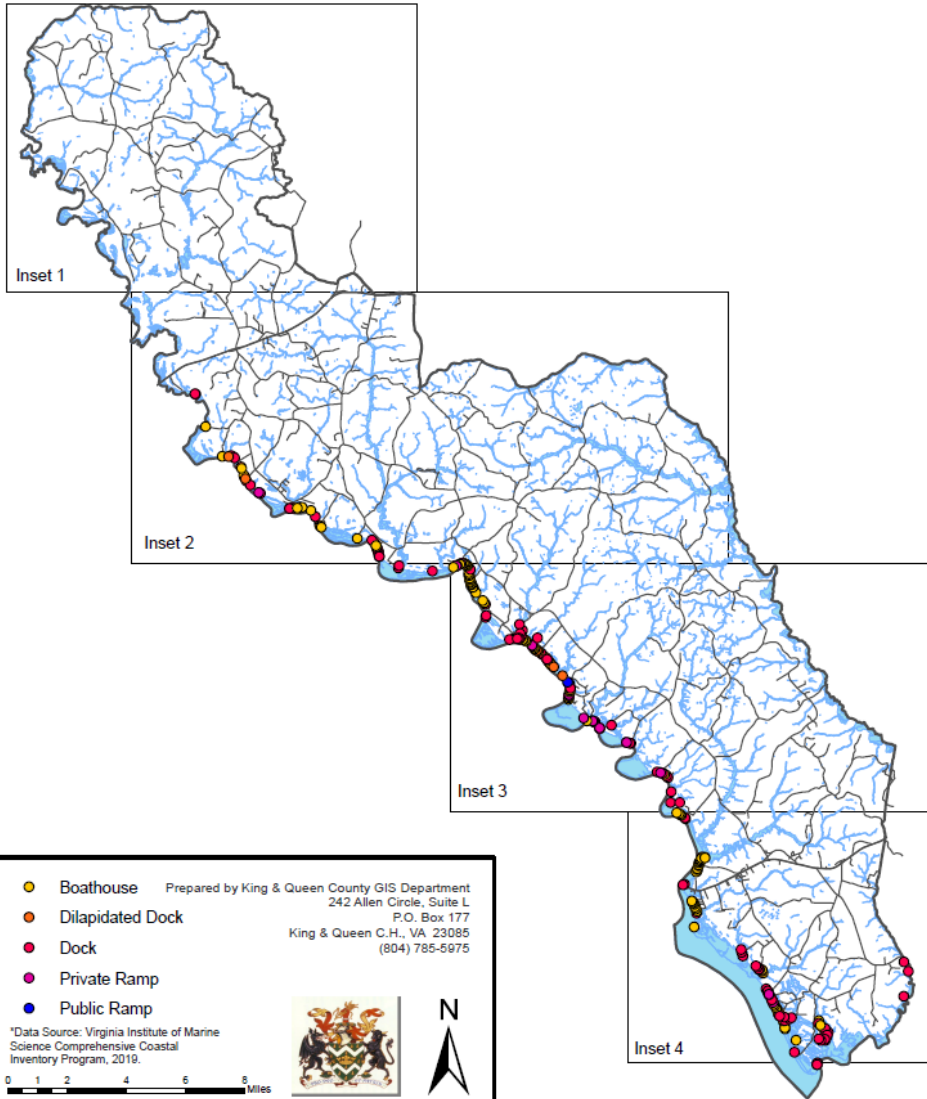






# King & Queen County, Virginia

## Water Dependent Facilities | Map 18

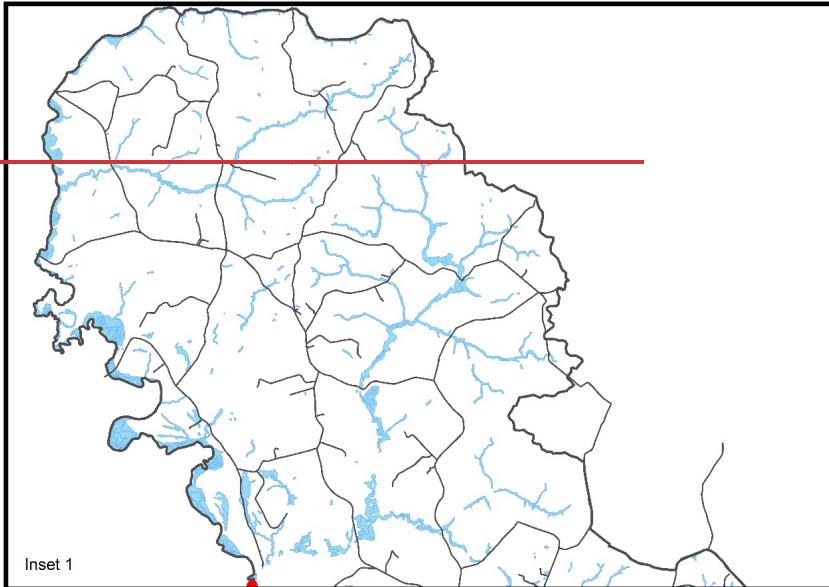






# King & Queen County, Virginia

## Water Dependent Facilities | Map 18a



- Ramp
- Boathouse
- Dock

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\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2000.



0 0.475 0.95 1.9 2.85 3.8 Miles



# King & Queen County, Virginia

## Water Dependent Facilities | Map 18a



- Boathouse
- Dilapidated Dock
- Dock
- Private Ramp
- Public Ramp

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\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2019.

0 0.475 0.95 1.9 2.85 3.8 Miles

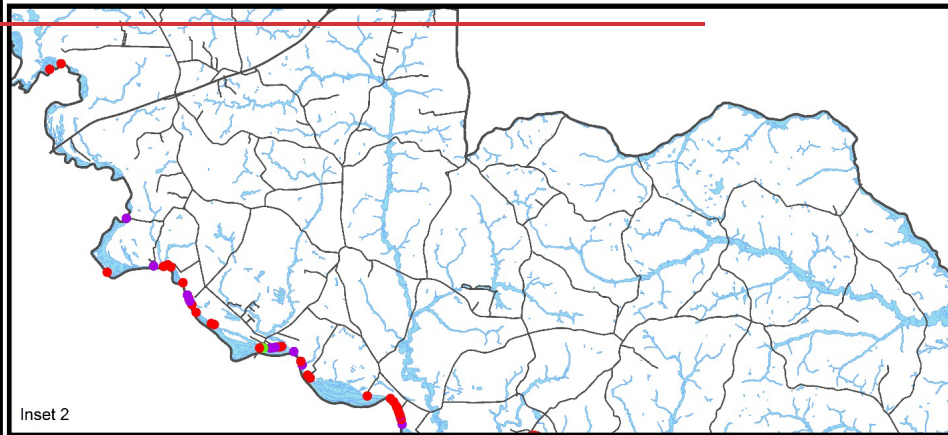






# King & Queen County, Virginia

## Water Dependent Facilities | Map 18b



Inset 2

- Ramp
- Boathouse
- Dock

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\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2000.

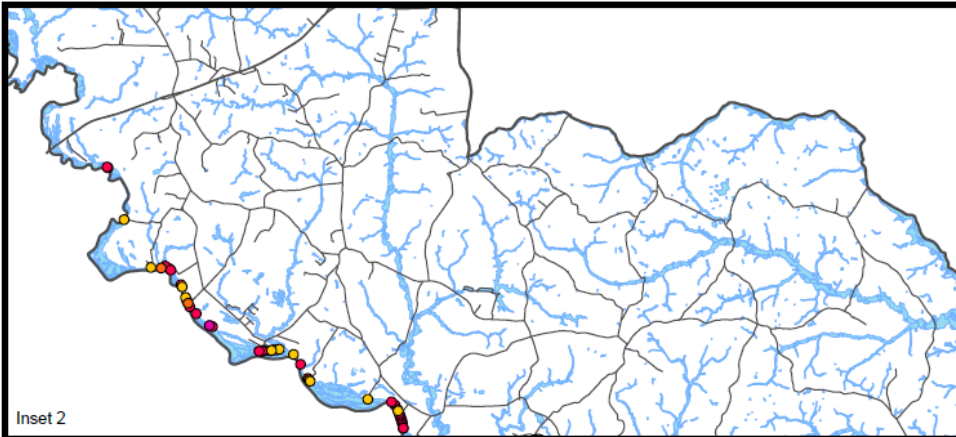
0 0.5 1 2 3 4 Miles










# King & Queen County, Virginia

## Water Dependent Facilities | Map 18b



Inset 2

-  Boathouse
-  Dilapidated Dock
-  Dock
-  Private Ramp
-  Public Ramp

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\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2019.

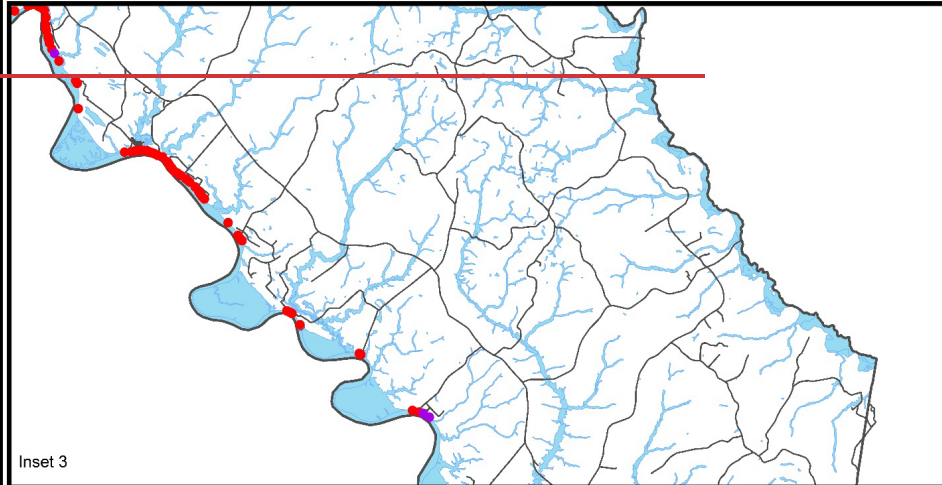


0 0.5 1 2 3 4 Miles



# King & Queen County, Virginia

## Water Dependent Facilities | Map 18c



Inset 3

- Ramp
- Boathouse
- Dock

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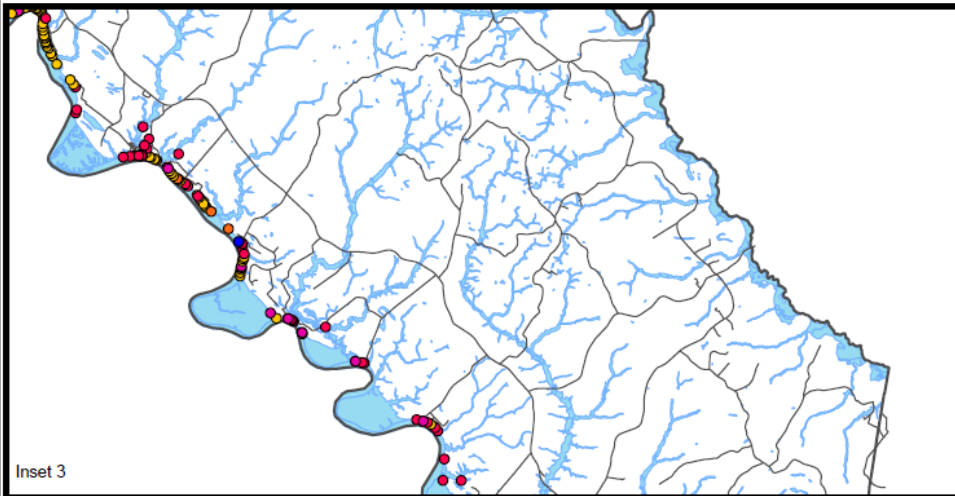


0 0.5 1 2 3 4 Miles



# King & Queen County, Virginia

## Water Dependent Facilities | Map 18c



Inset 3

- Boathouse
- Dilapidated Dock
- Dock
- Private Ramp
- Public Ramp

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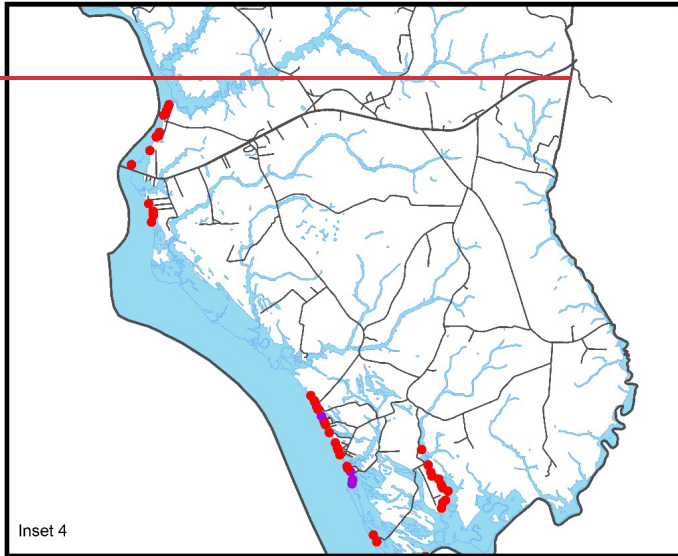
0 0.5 1 2 3 4 Miles





# King & Queen County, Virginia

## Water Dependent Facilities | Map 18d



- Ramp
- Boathouse
- Dock

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Inventory Program, 2000.



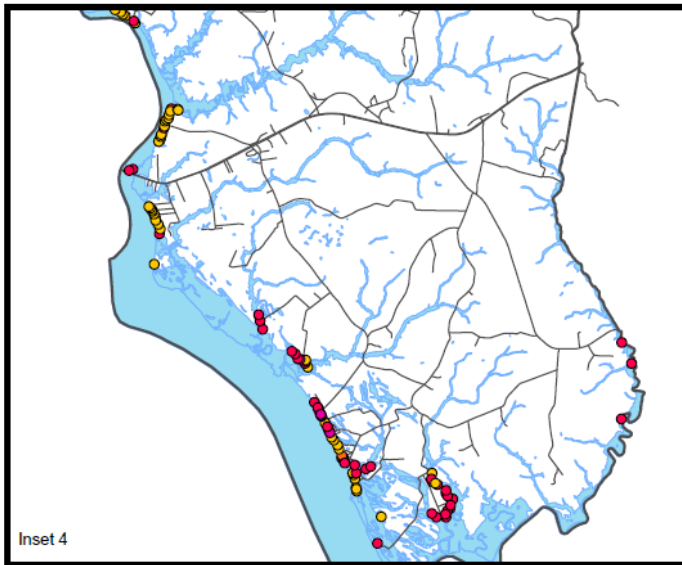
0 0.45 0.9 1.8 2.7 3.6 Miles





# King & Queen County, Virginia

## Water Dependent Facilities | Map 18d



- Boathouse
- Dilapidated Dock
- Dock
- Private Ramp
- Public Ramp

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
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\*Data Source: Virginia Institute of Marine  
Science Comprehensive Coastal  
Inventory Program, 2019.



0 0.45 0.9 1.8 2.7 3.6 Miles



## Potential Groundwater Contamination Sources

### Underground Storage Tanks

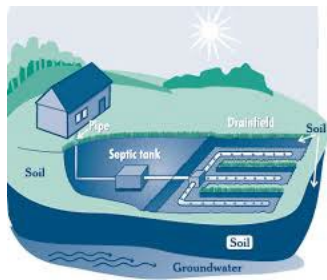
Underground Storage Tanks are contamination risks as leaks are often not detected until the adjacent soils are already contaminated. Because of this risk, Underground Storage Tanks are under the overall supervision of Virginia Department of Environmental Quality under [Article 9 of State Water Control Law 9VAC25-580 of the Virginia Administrative Code](#).

### Wells

Though not strictly a groundwater contamination source, King and Queen was put into the Groundwater Management area by DEQ in 2014. Most wells in the County are private wells, which are the predominant water source in King and Queen County. However, there are also some commercial water systems within the County.

### Above Ground Storage Tanks

According to the Virginia Department of Environmental Quality, the Virginia Facility and Aboveground Storage Tank (AST) Regulations (9VAC25-91) apply to tanks having a capacity greater than 660 gallons and storing oil. This regulation is to avoid leaks and spill that may contaminate groundwater and require landowners to comply with safety regulations in order to prevent pollution. All ASTs greater than 660 gallons must be registered with DEQ and be permitted. ~~Inhibit~~



### Septic Systems

Another threat to the underground water system comes from failed septic tanks. Two generalizations may be stated concerning on-site sewage disposal. First, practically all septic tanks have the capacity to fail eventually and this happens often without the users' knowledge until the system stops working completely. But long before the system fails to function, it is causing damage to the underground water system by passing untreated materials into the soils. Second, if steps can be taken to extend the usable life of a septic tank system, then the failure rate declines and the potential water quality damage is reduced accordingly.

King and Queen has approximately ~~3,418~~ 3,655 septic systems within its boundaries. The County does not have public sewer systems available as an alternative. Code Section 9VAC25-830-130-7, ~~and Article 12 of the Chesapeake Bay Overlay District of the King & Queen County Zoning Ordinance~~, requires that septic systems be pumped out at least once every five years or inspected. This is a mandatory state program which the ~~county~~ Virginia Department of Health (VDH) is required to enforce for King and Queen County. ~~The~~

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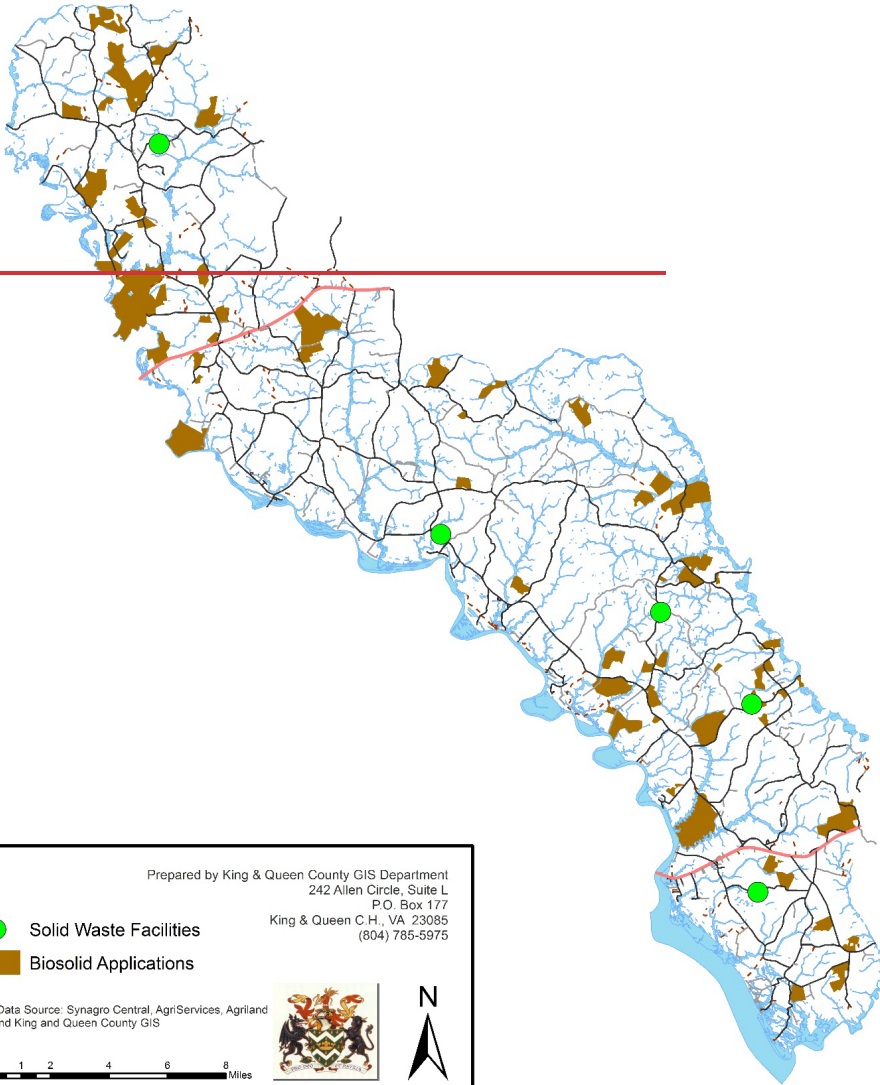
County VDH requires notification from Licensed Sewage Handlers to ensure that pump outs are completed according to the above requirements by the landowner in order to lower the risk of potential groundwater contamination.





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# King & Queen County, Virginia

## Potential Groundwater Contamination Sources | Map 19



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P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

-  Solid Waste Facilities
-  Biosolid Applications

\*Data Source: Synagro Central, AgriServices, Agriland  
and King and Queen County GIS

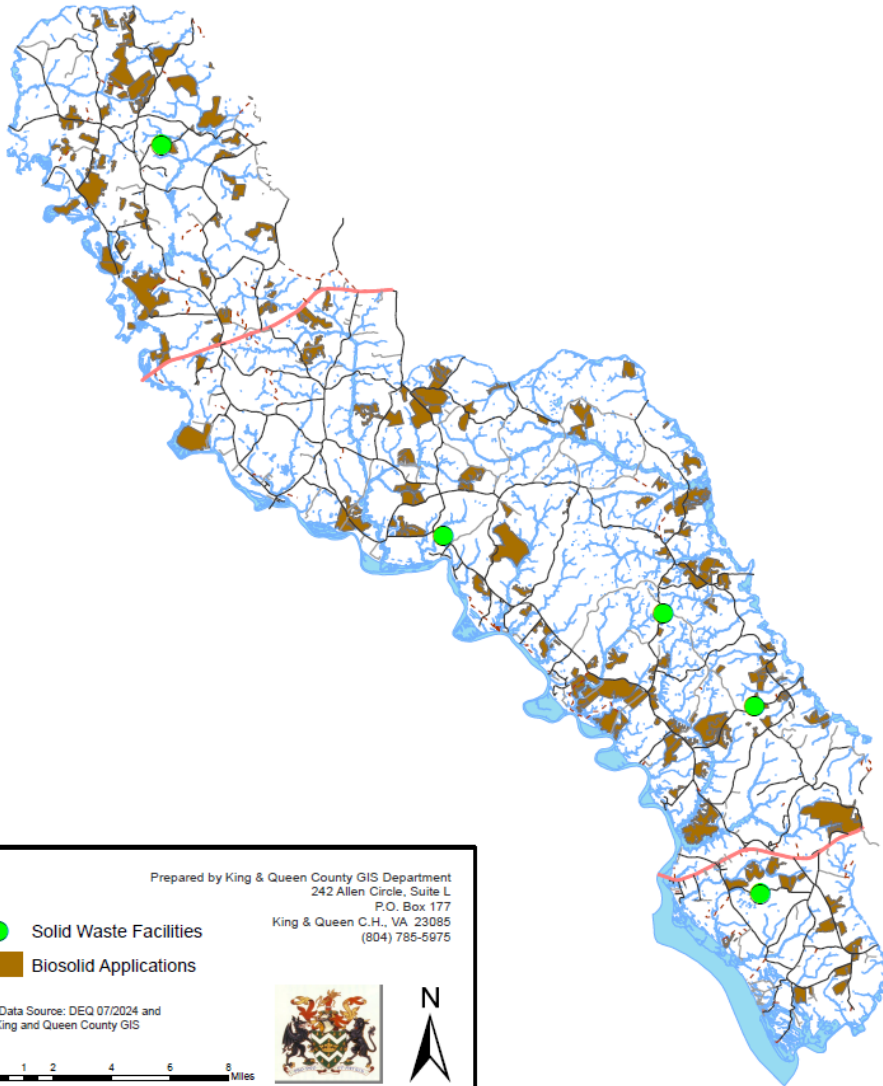


0 1 2 4 6 8 Miles



# King & Queen County, Virginia

## Potential Groundwater Contamination Sources | Map 19



Prepared by King & Queen County GIS Department  
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King & Queen C.H., VA 23085  
(804) 785-6975

- Solid Waste Facilities
- Biosolid Applications

\*Data Source: DEQ 07/2024 and  
King and Queen County GIS

0 1 2 4 6 8 Miles





***Biosolids***

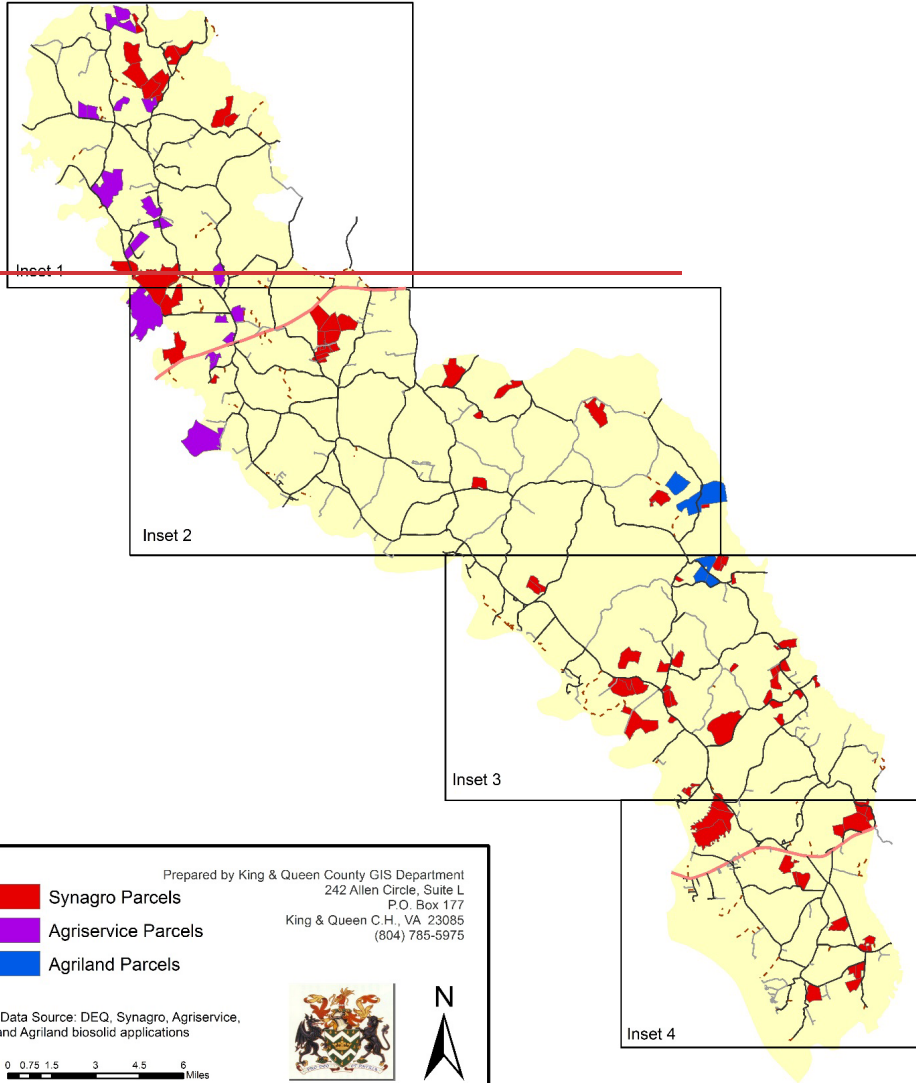
Biosolids are solid, semi-solid, or liquid materials, resulting from treatment of domestic sewage that have been sufficiently processed to permit these materials to be safely land-applied. Biosolids comprise of solids that are removed from the wastewater and further processed into streams and rivers. Concerns about biosolids include stormwater runoff, groundwater contamination, and increased truck traffic.

For additional information on biosolids, please see Appendix N, Biosolids FAQ, provided by the Virginia Department of Environmental Quality.



# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20



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(804) 785-5975

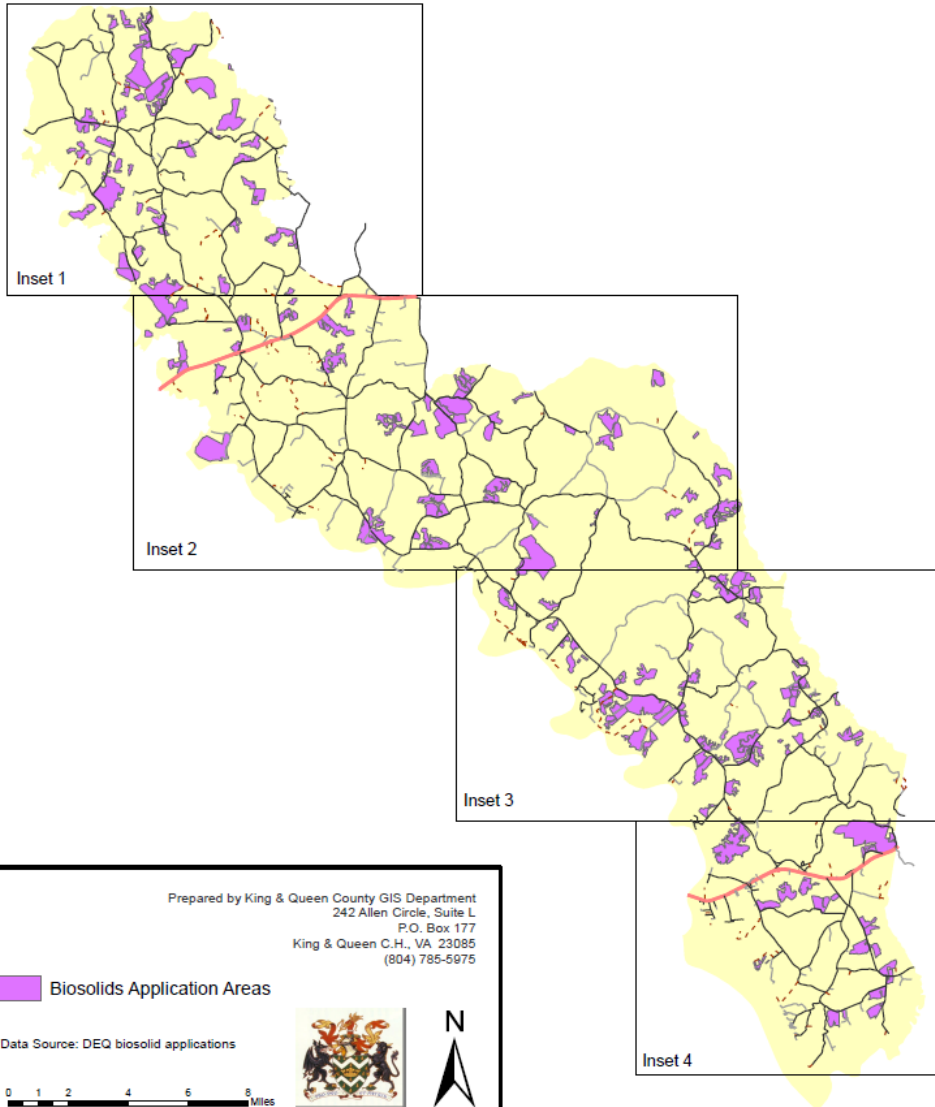
■ Synagro Parcels  
■ Agriservice Parcels  
■ Agriland Parcels

\*Data Source: DEQ, Synagro, Agriservice, and Agriland biosolid applications



# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20

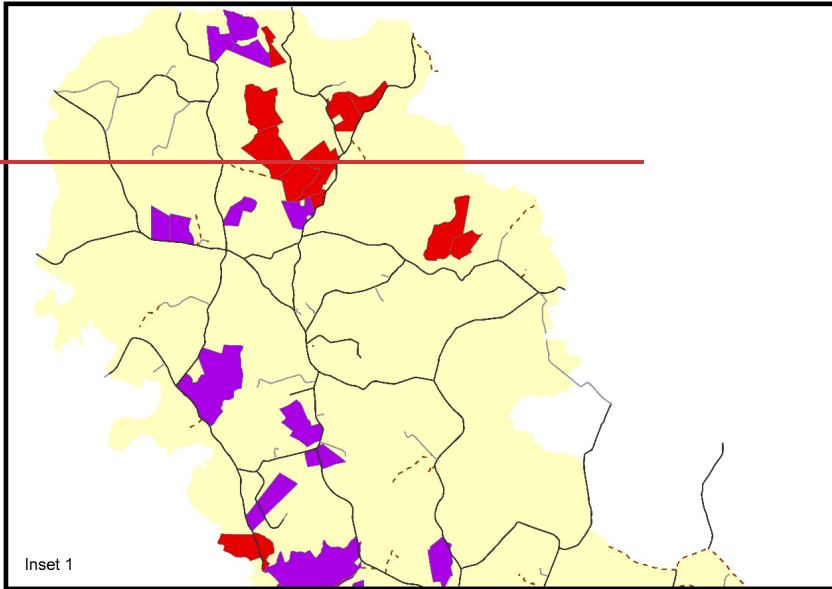






# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20a



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King & Queen C.H., VA 23085  
(804) 785-5975

**Blue** Agriland Parcels  
**Purple** Agriservice Parcels  
**Red** Synagro Parcels

\*Data Source: Synagro, Agriservice, and Agriland biosolid applications

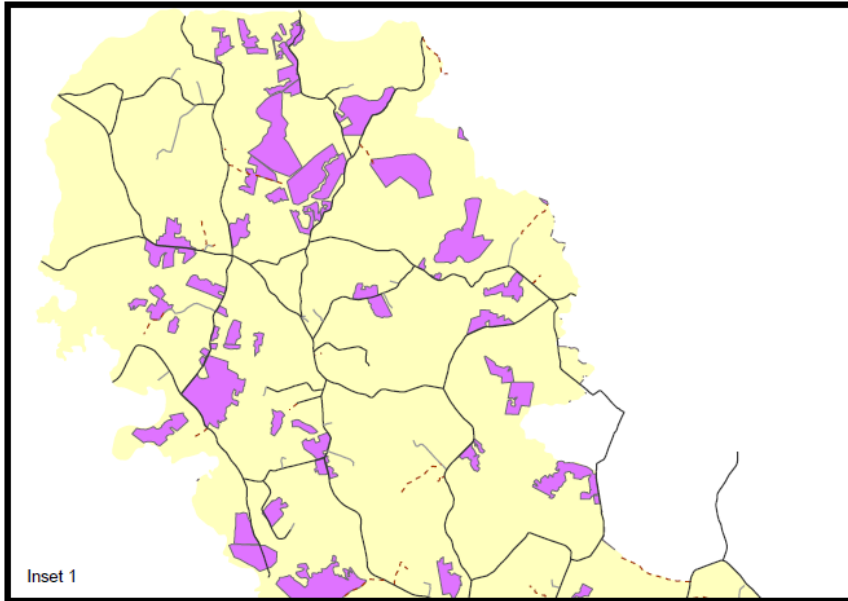


0 0.475 0.95 1.9 2.85 3.8 Miles




# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20a



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King & Queen C.H., VA 23085  
(804) 785-5975

 Biosolids Application Areas

\*Data Source: DEQ biosolid applications

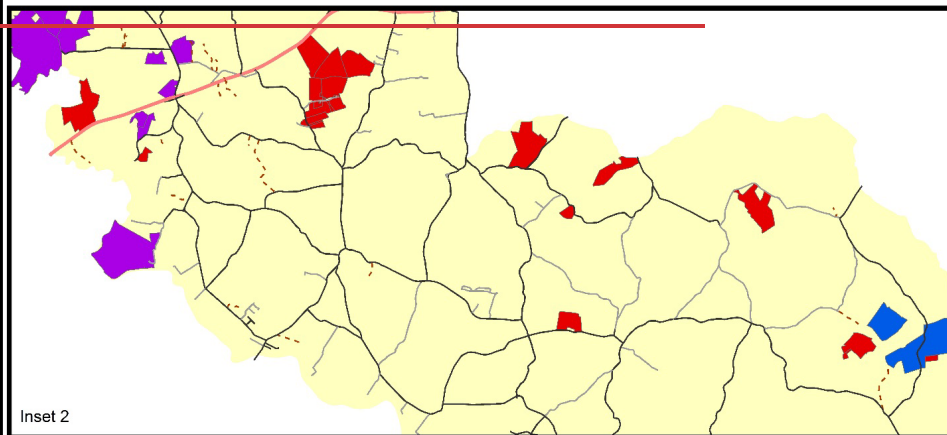
0 0.475 0.95 1.9 2.85 3.8 Miles





# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20b



Inset 2

Prepared by King & Queen County GIS Department  
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King & Queen C.H., VA 23085  
(804) 785-5975

**Blue** Agriland Parcels  
**Purple** Agriservice Parcels  
**Red** Synagro Parcels

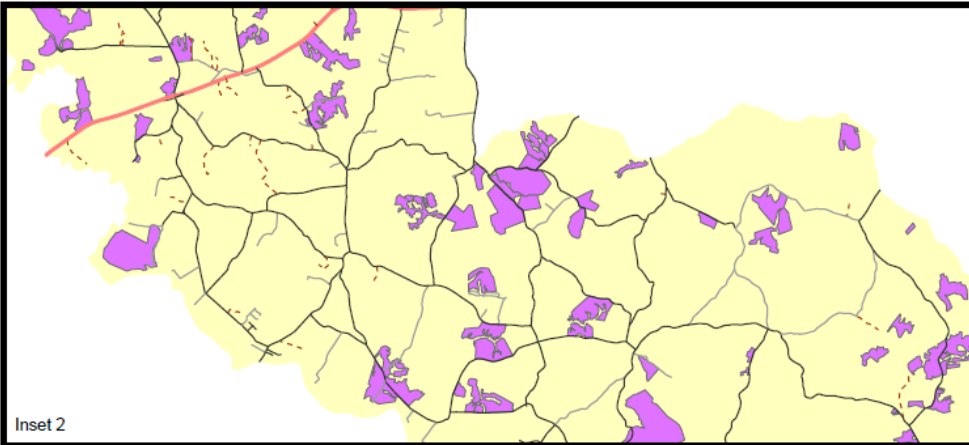
\*Data Source: DEQ, Synagro, Agriservice,  
and Agriland biosolid applications






# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20b



Inset 2

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P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

 Biosolids Application Areas

\*Data Source: DEQ biosolid applications

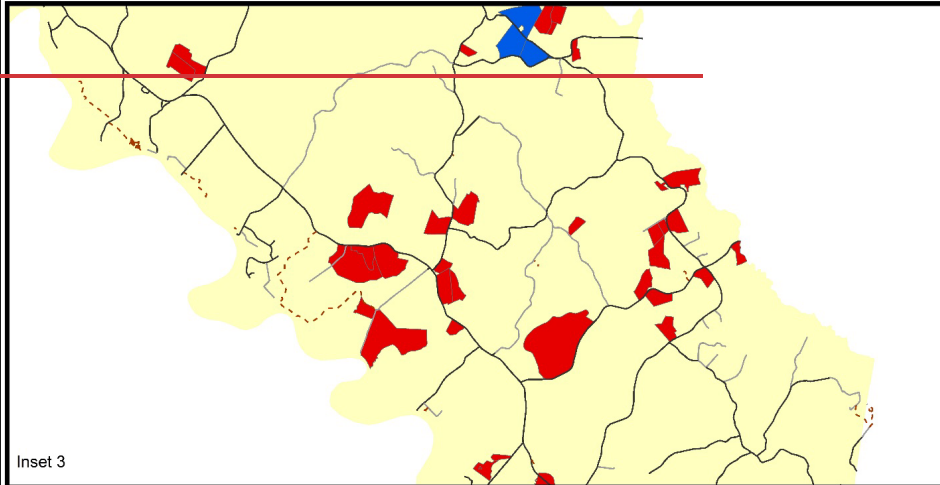
0 0.5 1 2 3 4 Miles





# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20c



Inset 3

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P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

-  Agriland Parcels
-  Agriservice Parcels
-  Synagro Parcels

\*Data Source: DEQ, Synagro, Agriservice,  
and Agriland biosolid applications

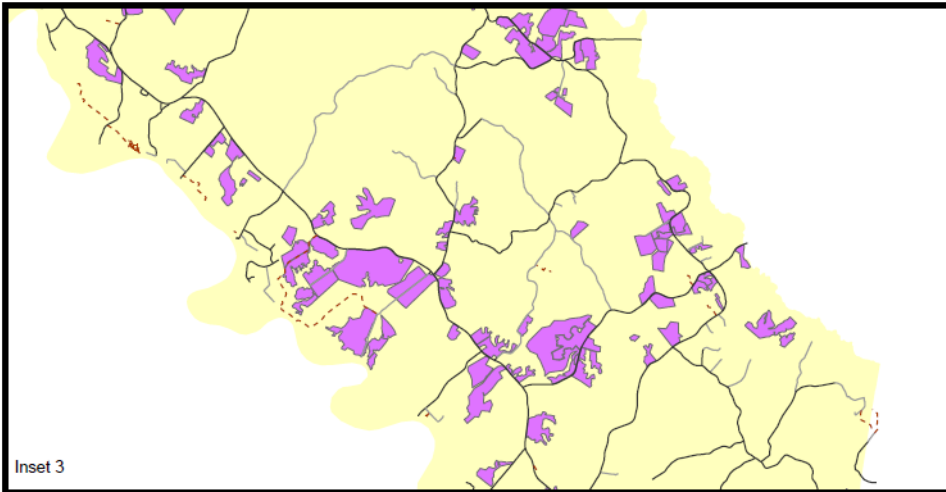
0 0.5 1 2 3 4 Miles






# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20c



Inset 3

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(804) 785-5975

 Biosolids Application Areas

\*Data Source: DEQ biosolid applications

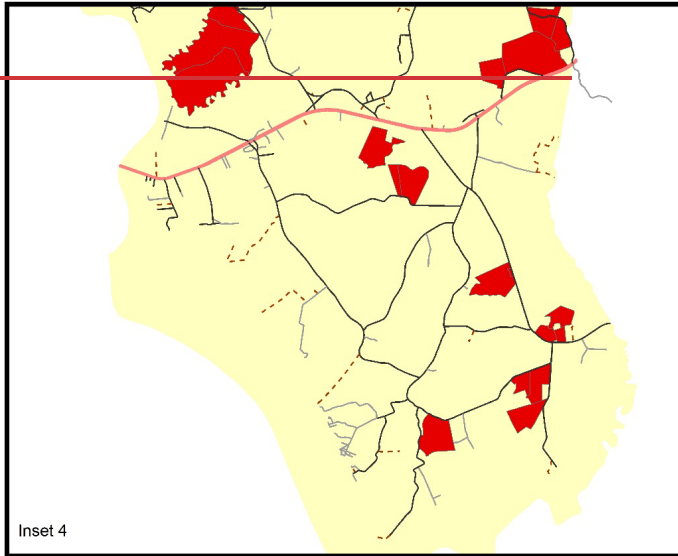


0 0.5 1 2 3 4 Miles






# King & Queen County, Virginia

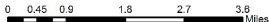


## Biosolids Permit Areas | Map 20d



Prepared by King & Queen County GIS Department  
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P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

-  Agriland Parcels
-  Agriservice Parcels
-  Synagro Parcels

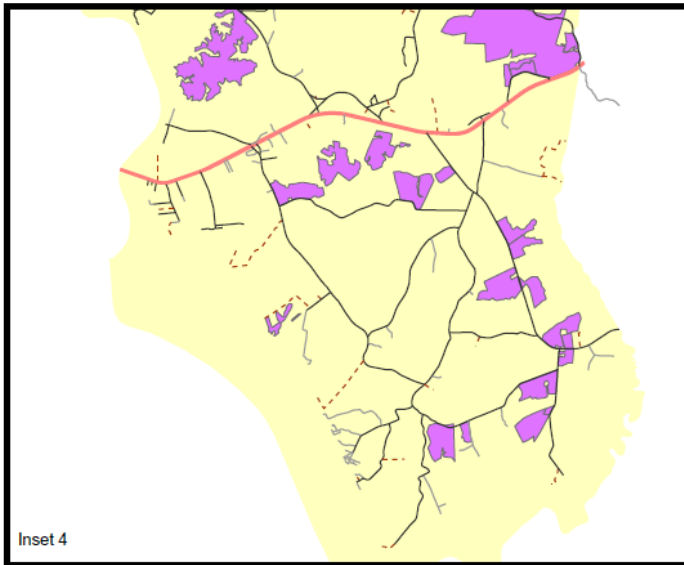
\*Data Source: DEQ, Synagro, Agriservice, and Agriland biosolid applications






# King & Queen County, Virginia

## Biosolids Permit Areas | Map 20d



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 Biosolids Application Areas

\*Data Source: DEQ biosolid applications







### **Solid Waste Management Facilities**

Currently, King and Queen County has four convenience and recycling centers throughout the County, and one landfill. These facilities are listed below and available in Map 21, Appendix F.

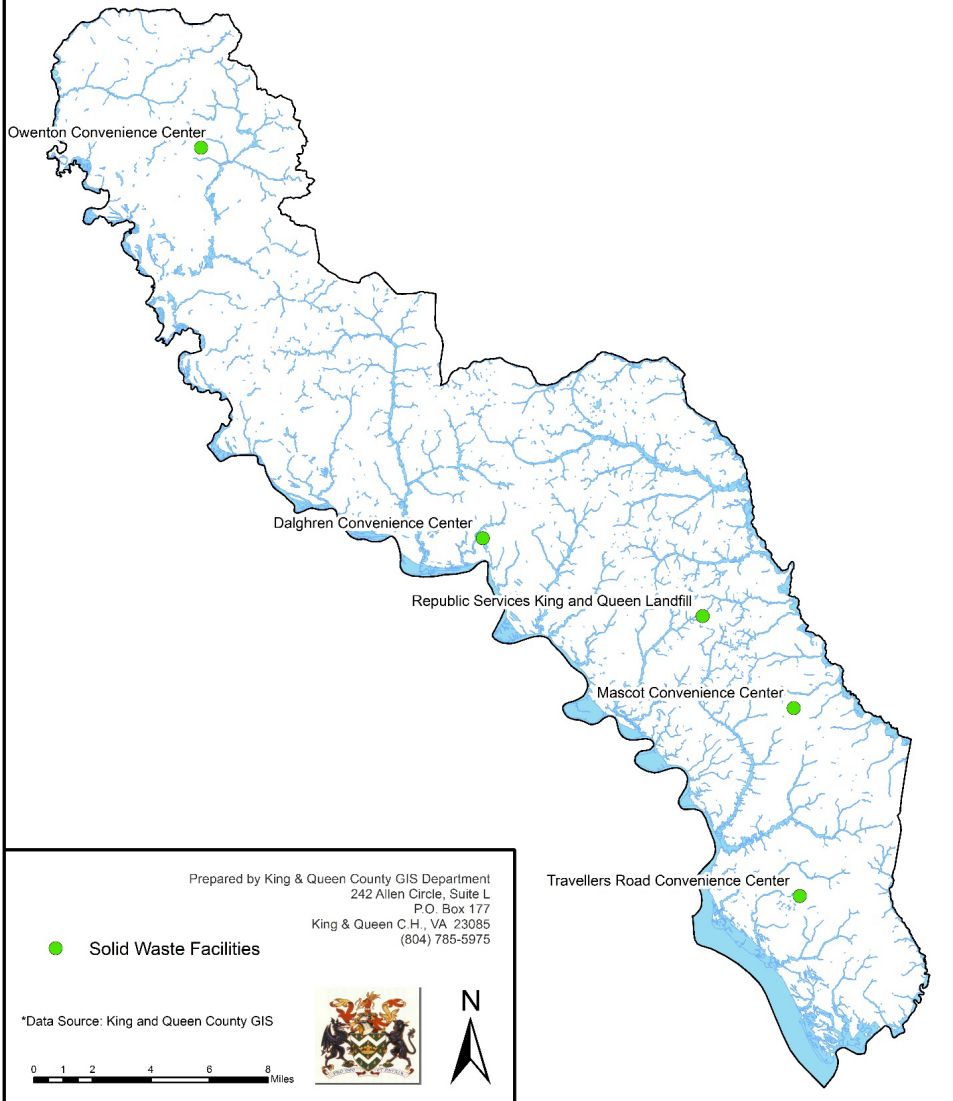
<b>Name</b>	<b>Location</b>
Dahlgren Convenience Center	128 Dahlgren Rd, Stevensville
Travellers Rest Convenience Center	2187 Travellers Rd, Shacklefords
Owenton Convenience Center	992 Lyneville Rd, Newtown
Mascot Convenience Center	2131 Lombardy Rd, Mascot
Republic Services Landfill	1000 Iris Rd, Little Plymouth

The current landfill located in King & Queen County, owned by Republic Services, Inc. is located off of Devil's Three Jump Road on Iris Road in the Buena Vista Magisterial District, lying within the Stevensville voting district. The landfill is situated on approximately 420.5 acres, excluding additional acreage for road access (20.25 acres). Since the opening of the landfill, King & Queen County has felt the negative impacts of such use. Landfills are not compatible with the character of King and Queen County as the County does not have the transportation infrastructure and utilities sufficient to support such a highly intensive land use. A landfill use in King & Queen County is disruptive to the quiet enjoyment of surrounding property owners and has both long and short term land use conflicts including compatibility with traditional rural economic sectors such as agriculture, forestry, recreation and tourism. Landfills result in increased costs in providing community services, emergency services, criminal justice and significantly impact road quality and can conflict with protection of air quality, water quality and supply; and conservation of natural resources and the Chesapeake Bay.



# King & Queen County, Virginia

## Solid Waste Management Facilities | Map 21





### **Conservation Easements**

A conservation easement is a voluntary legal agreement between a property owner and a land trust or government agency that permanently limits the future development of the land to protect its conservation values. The terms of an easement are negotiated between the property owner and the organization that will hold the easement. The terms of the easement are perpetual and apply to all future property owners. The organization holding the easement is responsible for ensuring the easement's terms are followed. Conservation easements may limit the division of the property and the right of the property owner to building additional structures on the property. Easements do not require property owners to provide public access.

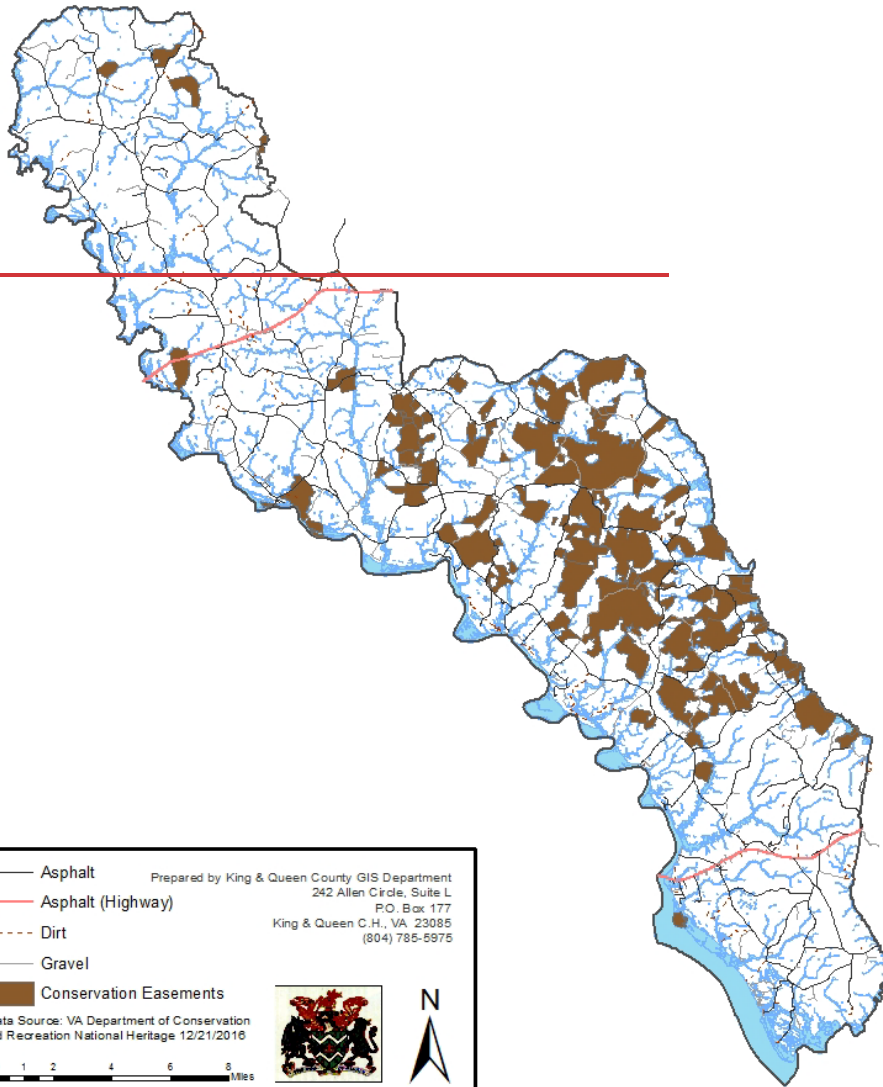
Most of the conservation easements in King and Queen County are located in the Stevensville Magisterial District, as shown in the [following maps below](#), also included in Appendix F, Comprehensive Plan Maps. For more information regarding the impacts of conversation easements on localities, specifically King and Queen County, please view see Appendix G, Conservation Easements: Fiscal Impacts to Localities in the Middle Peninsula.

In order not to impede future economic development opportunities, the County will restrain the placement of conservation easements in its economic development corridors [and hubs](#).



# King & Queen County, Virginia

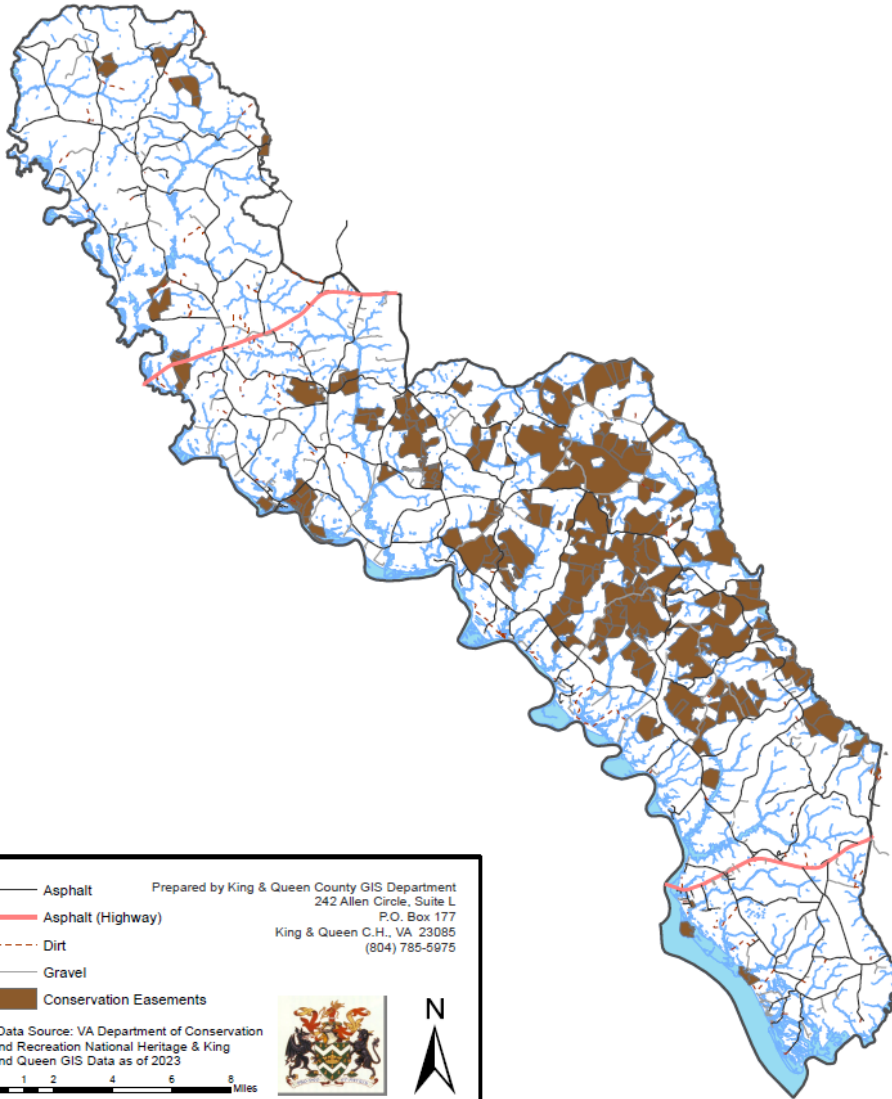
## Lands in Conservation Easement | Map 22





# King & Queen County, Virginia

## Lands in Conservation Easement | Map 22





### ***Dragon Run Conservation District***

The purpose of the Dragon Run Conservation District (DRCD) is to protect and conserve fragile resource areas which perform valuable functions in their natural state and which are unsuitable for development and intense use. Areas to be designed as the DRCD primarily include wetlands and swamps, but may include other areas deemed to be important for floodplain management, aquifer recharge, water storage, critical wildlife habitat, or similar functions.

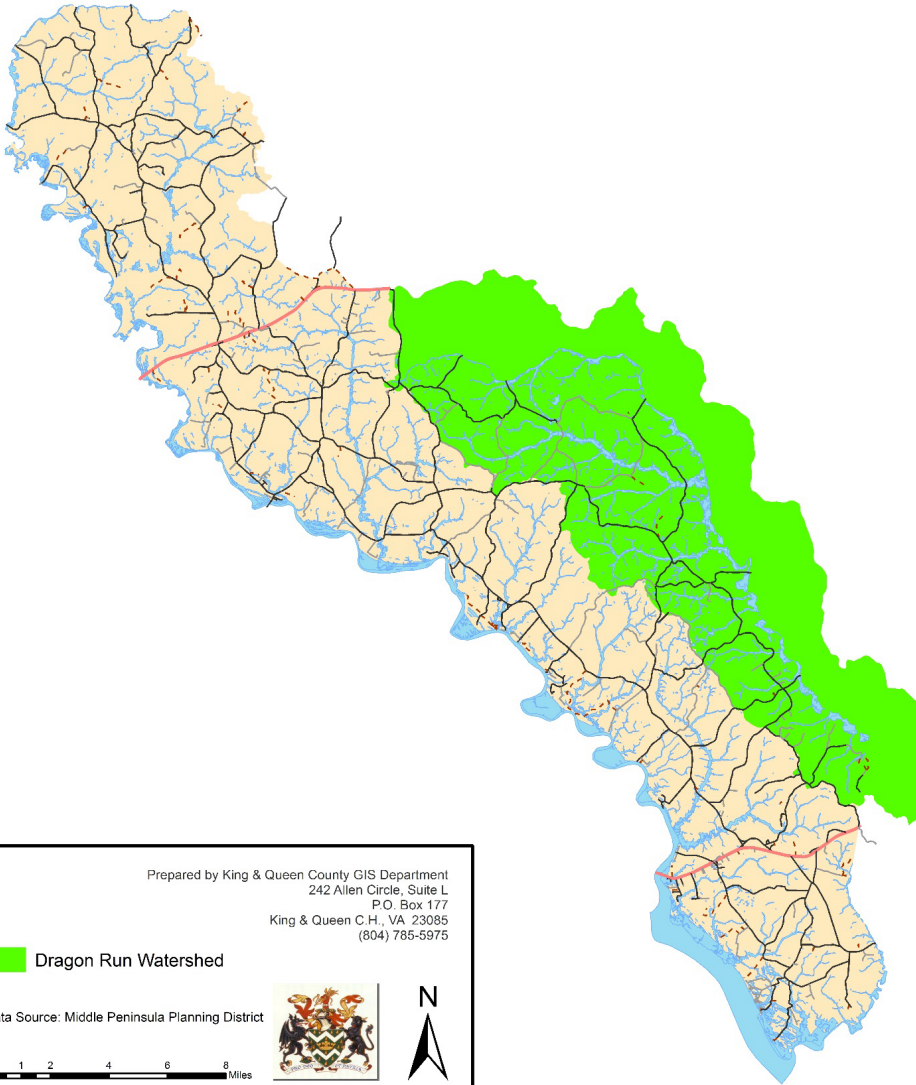
#### Permitted Uses:

- The construction and maintenance of noncommercial catwalks, piers, fences and duck blinds, provided that structures are constructed on pilings as to permit the reasonably unobstructed flow of the tide in tidal areas, or natural contour of matches, swamps and watercourses
- The cultivation and harvesting of shellfish and worms for bait
- Noncommercial outdoor recreational activities, including hiking, boating, trapping, hunting, fishing, shellfishing, horseback riding, swimming, and skeet and trap shooting
- Conservation, repletion, education and research activities of the Virginia Marine Resources Commission, the Virginia Institute of Marine Science, the commission of game and inland fisheries, and other related conservation agencies
- The normal maintenance, repair, or addition to existing roads, highways, or the facilities of any person, firm, corporation, utility, or government abutting or crossing wetlands or swamps; provided that no waterway is altered and no additional wetlands or swamps are covered or drained
- The normal maintenance of existing manmade drainage ditches; provided that no additional wetlands or swamps are covered or drained
- Agricultural management activities must incorporate the application of best management practices (BMPs) in a plan approved by the local soil and water conservation district
- Forestry management activities must incorporate the application of best management practices in a plan approved by the Virginia Department of Forestry



# King & Queen County, Virginia

## Dragon Run Watershed | Map 23

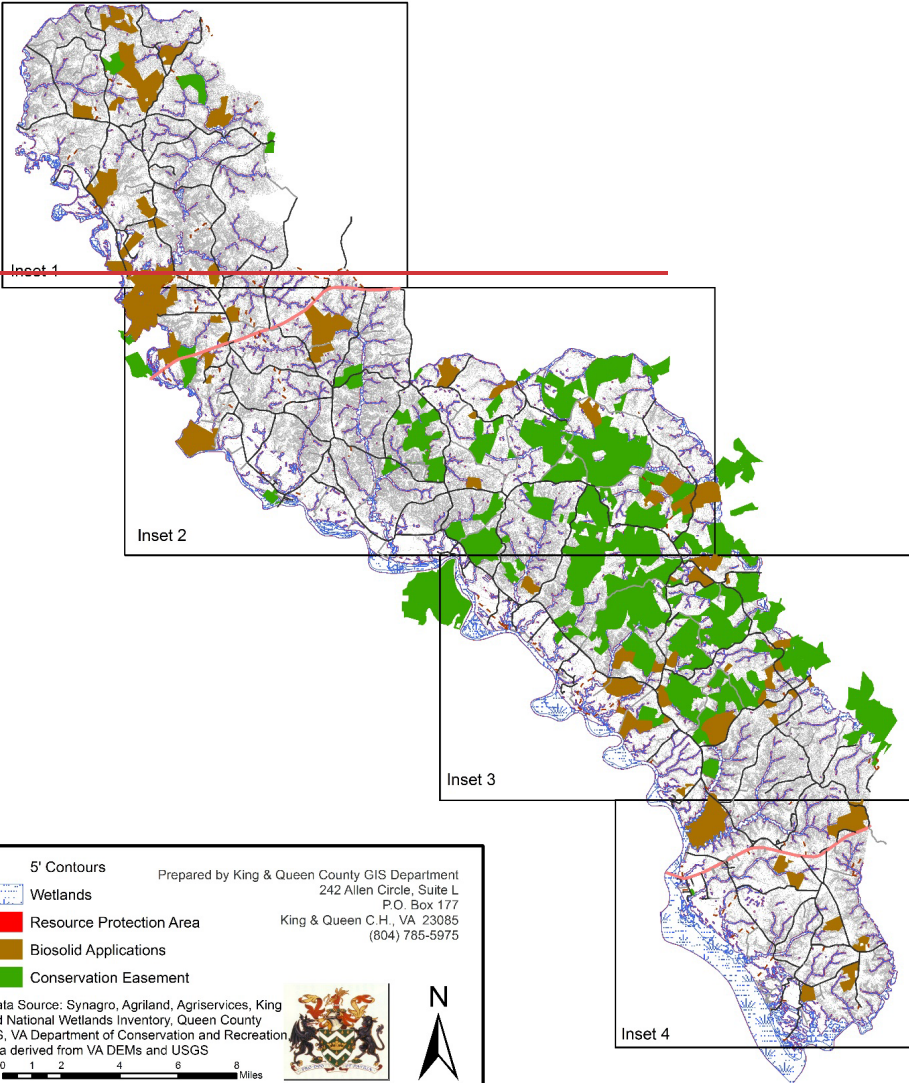






# King & Queen County, Virginia

## Site Impairment Areas | Map 24



5' Contours  
Wetlands  
Resource Protection Area  
Biosolid Applications  
Conservation Easement

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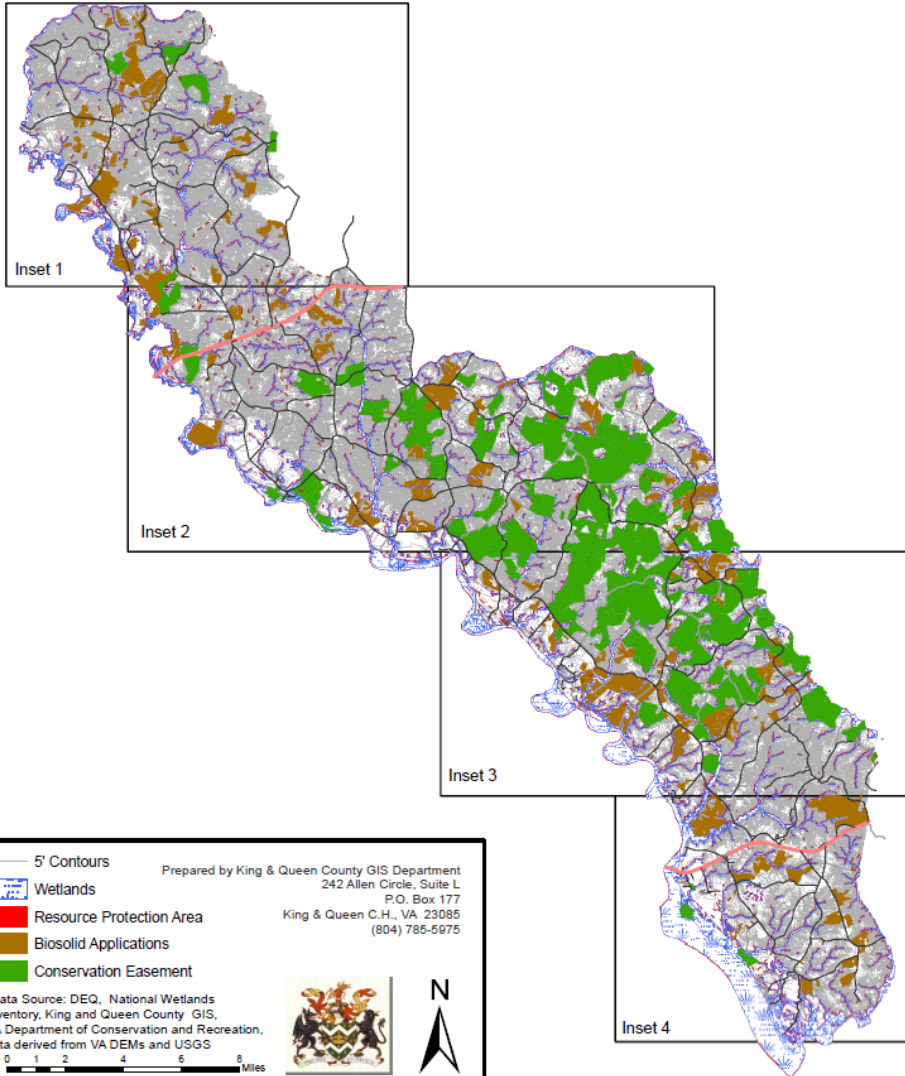
\*Data Source: Synagro, Agriland, Agriservices, King and National Wetlands Inventory, Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS





# King & Queen County, Virginia

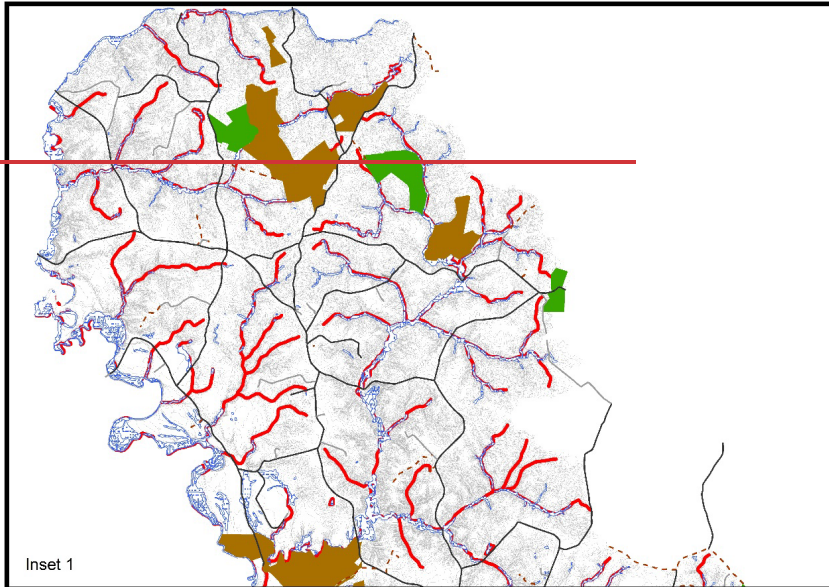
## Site Impairment Areas | Map 24





# King & Queen County, Virginia

## Site Impairment Areas | Map 24a



5' Contours  
Wetlands  
Resource Protection Area  
Biosolid Applications  
Conservation Easement

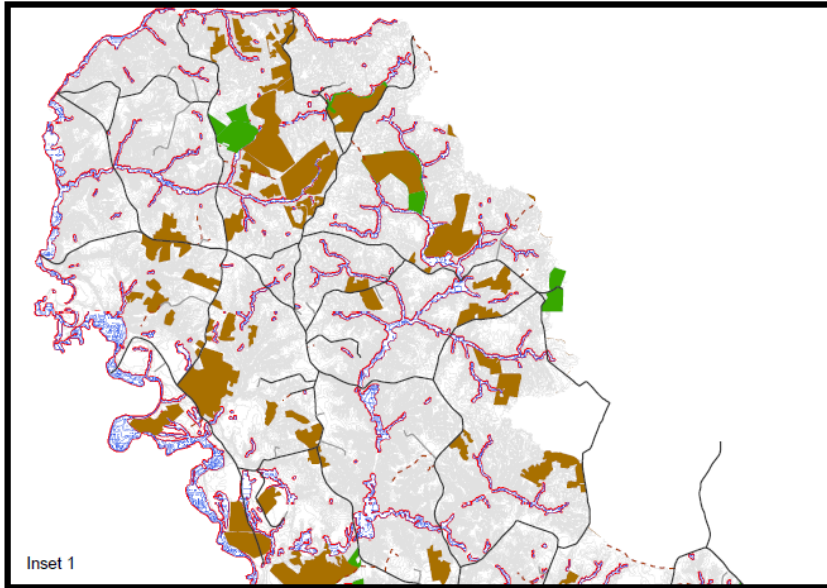
Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: Synagro, Agriland, Agriservices, King and National Wetlands Inventory, Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS



# King & Queen County, Virginia

## Site Impairment Areas | Map 24a



5' Contours  
Wetlands  
Resource Protection Area  
Biosolid Applications  
Conservation Easement

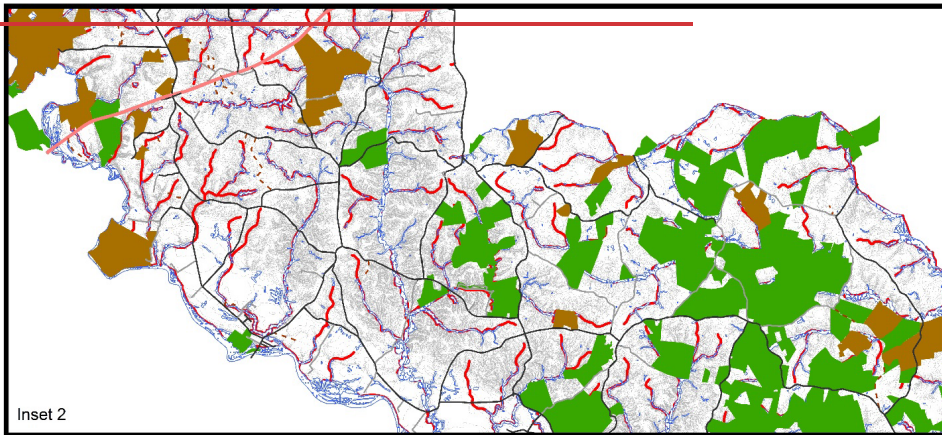
Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: DEQ, National Wetlands Inventory, King and Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS



# King & Queen County, Virginia

## Site Impairment Areas | Map 24b



5' Contours  
Wetlands  
Resource Protection Area  
Biosolid Applications  
Conservation Easement

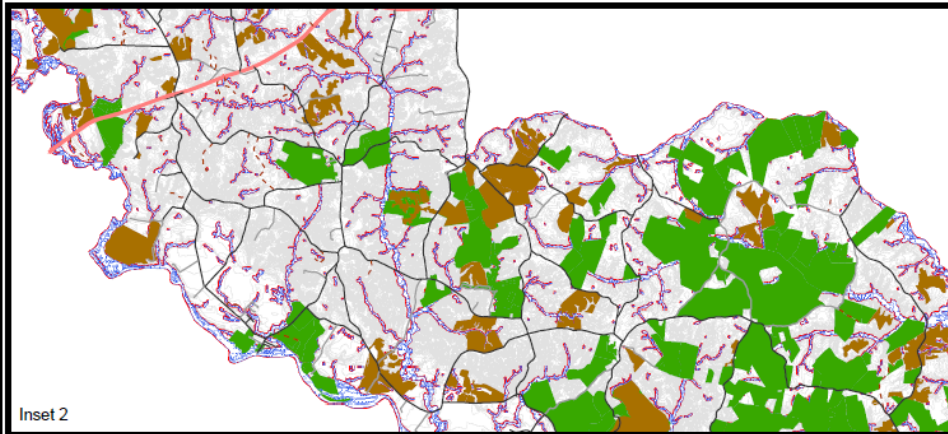
Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: Synagro, Agriland, Agriservices, King and National Wetlands Inventory, Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS



# King & Queen County, Virginia

## Site Impairment Areas | Map 24b






Inset 2

5' Contours  
Wetlands  
Resource Protection Area  
Biosolid Applications  
Conservation Easement

Prepared by King & Queen County GIS Department  
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P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: DEQ, National Wetlands Inventory, King and Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS

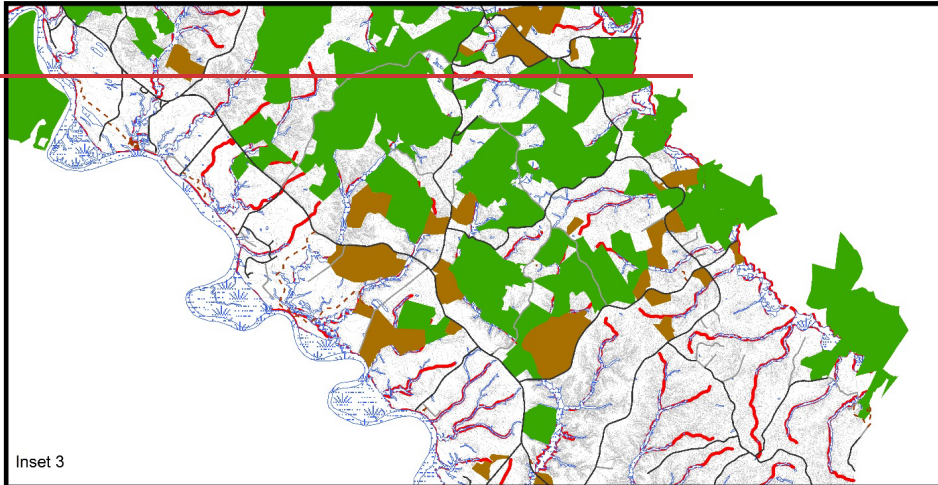






# King & Queen County, Virginia

## Site Impairment Areas | Map 24c



5' Contours  
Wetlands  
Resource Protection Area  
Biosolid Applications  
Conservation Easement

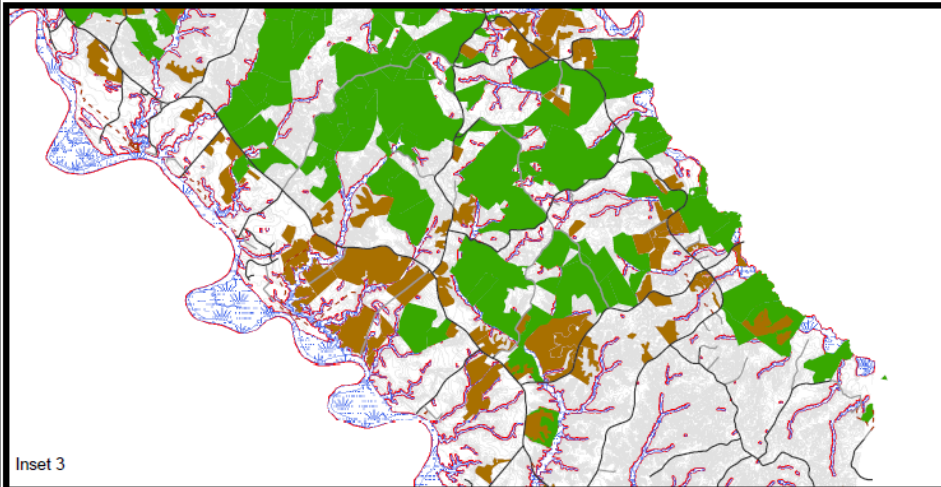
Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: Synagro, Agriland, Agriservices, King and National Wetlands Inventory, Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS



# King & Queen County, Virginia

## Site Impairment Areas | Map 24c

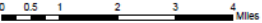



Inset 3

5' Contours  
Wetlands  
Resource Protection Area  
Biosolid Applications  
Conservation Easement

Prepared by King & Queen County GIS Department  
242 Allen Circle, Suite L  
P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

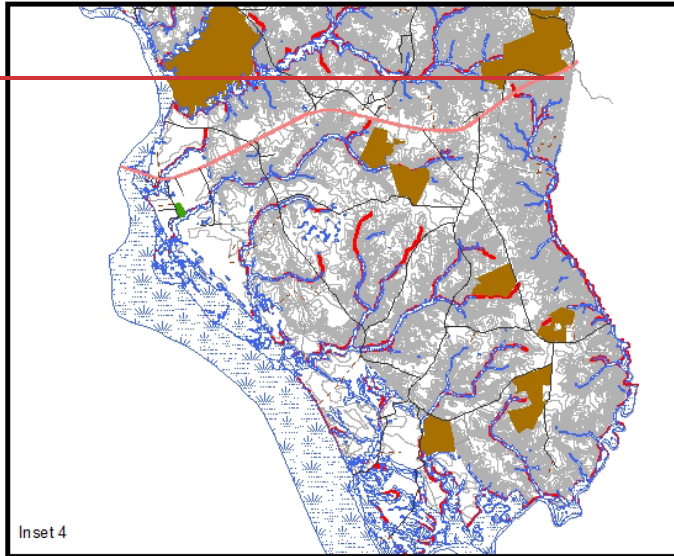
\*Data Source: DEQ, National Wetlands Inventory, King and Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS





# King & Queen County, Virginia

## Site Impairment Areas | Map 24d



5' Contours

Wetlands

Resource Protection Area

Biosolid Applications

Conservation Easement

Prepared by King & Queen County GIS Department  
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King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: Synagro, Agriland, Agriservices, King and National Wetlands Inventory, Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS

0 0.45 0.9 1.8 2.7 3.6 Miles

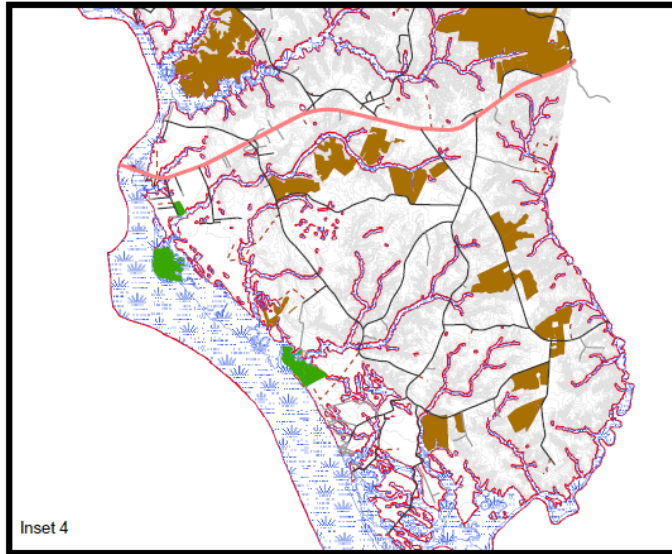






# King & Queen County, Virginia


## Site Impairment Areas | Map 24d



5' Contours  
Wetlands  
Resource Protection Area  
Biosolid Applications  
Conservation Easement

Prepared by King & Queen County GIS Department  
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P.O. Box 177  
King & Queen C.H., VA 23085  
(804) 785-5975

\*Data Source: DEQ, National Wetlands Inventory, King and Queen County GIS, VA Department of Conservation and Recreation, data derived from VA DEMs and USGS



0 0.45 0.9 1.8 2.7 3.6 Miles



## Chapter 7: Public Services and Infrastructure

### Government Administration



King and Queen County operates under a traditional form of county government. Under this structure, an elected Board of Supervisors acts as a legislative committee and appoints a County Administrator to act as a full time executive officer directly responsible to the Board of Supervisors to execute county functions under the direction and guidance of the Board.

In addition, the County is also served by elected Constitutional Officers. These Offices consist of the Treasurer, Commissioner of the Revenue, Sheriff, Commonwealth's Attorney, and the Clerk of Circuit Court.



### Emergency Management and Public Safety

Emergency Services within the county are provided through a combination career and volunteer delivery system. The Department of Emergency Services consists of several functional areas:

Fire Suppression services are provided 24 hours-a-day to the residents and visitors of King and Queen County through combination staffing and all-volunteer equipped fire departments.

Emergency Medical Services provides 24 hours-a-day, basic and advanced life support emergency medical services to the residents and visitors of King and Queen County through a combination career and volunteer staffed EMS delivery system.

Emergency communications are provided 24 hours-a-day by King and Queen County through a modern, state of the art 9-1-1 communications dispatch center and the middle peninsulas first P25 compliant radio communications system.

Emergency Management provides preparedness, response and recovery services to the residents of King and Queen County by writing and maintaining the Emergency Operations Plan, managing the County's emergency operations center, and by coordinating post disaster recovery and mitigation activities. Emergency Management also provides emergency planning in such areas as special needs, continuity of operations and emergency operations. Emergency management staff members are available to give presentations on emergency preparedness to your homeowner's association, civic group, business or faith community.

The County's Emergency Service Zones are shown on Map 25 on the next page.



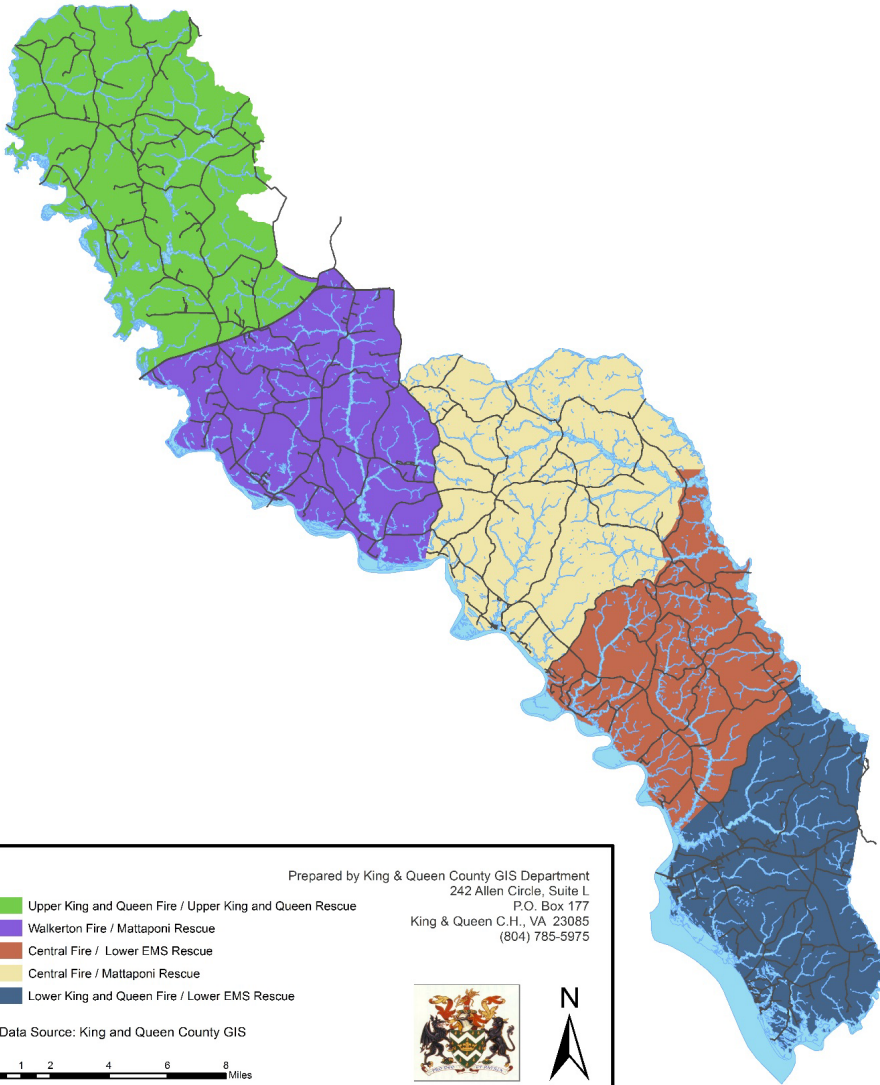
### Electric Service

King and Queen County is served by two electric company providers. Rappahannock Electrical Coop and Dominion Energy. The distribution services are shown in Map 27 in this Chapter, and in Appendix F.



# King & Queen County, Virginia

## Emergency Service Zones | Map 25



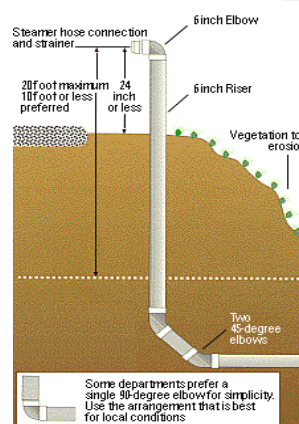


## Dry Hydrants

Dry hydrants are located throughout the County and displayed in a map further below in this Chapter. Dry hydrants are non-pressurized pipe systems permanently installed in lakes, streams and ponds that can provide a suction supply of water to fire engines and tanks. These are especially important in rural localities where there is commonly a lack of water mains and pressurized hydrants.

Dry hydrants are tested once a year and backflushed as part of training exercises.

The location of the dry hydrants located throughout the County is included in Map 28.



## Communication Towers and Broadband Internet

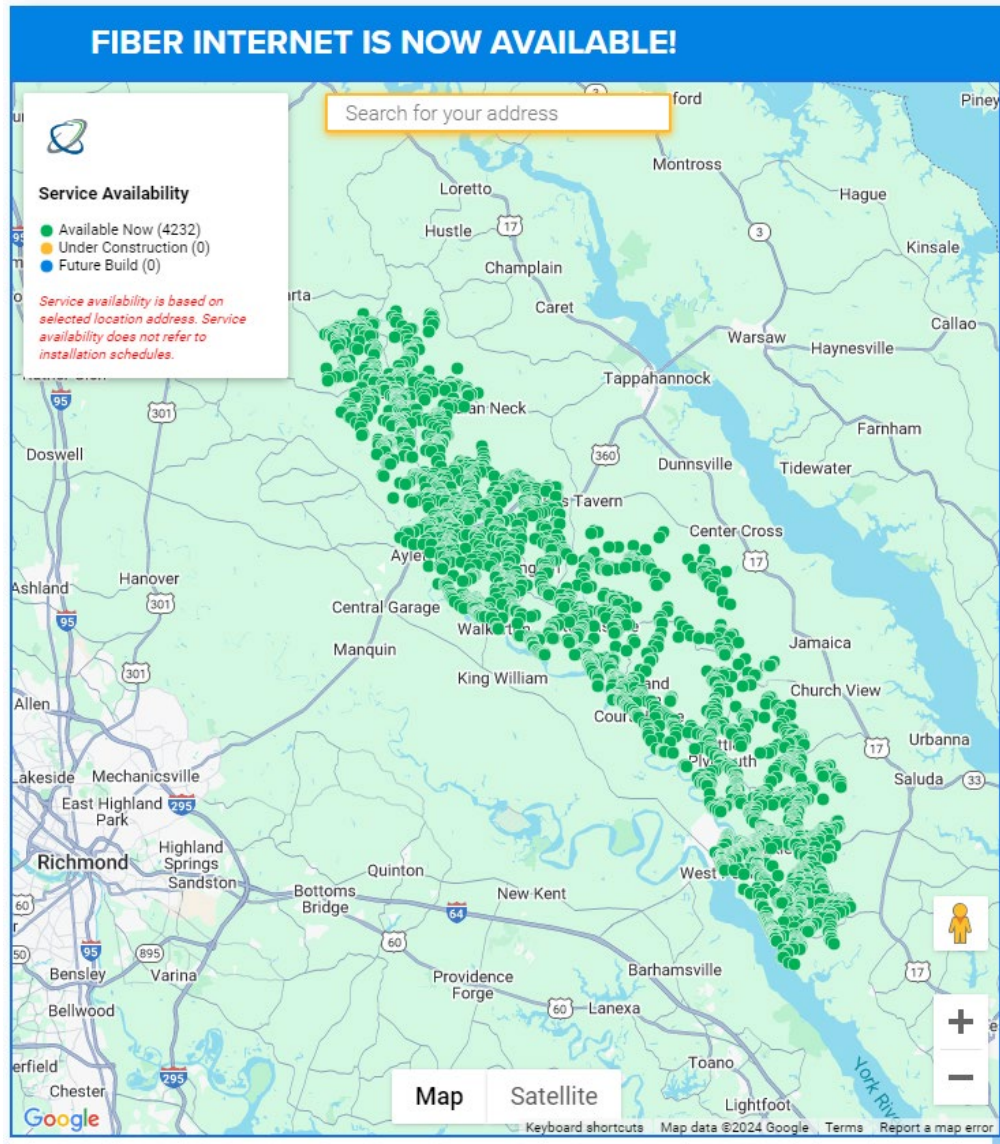
The location of the communication towers located throughout the County is included in Map 26.

In 2019, RiverStreet Networks collaborated with King and Queen County for an ambitious fiber build project to bring advanced broadband network services to residential and business customers. Demonstrating a commitment to utilizing cutting-edge technology, RiverStreet has deployed state-of-the-art platforms in the infrastructure, ensuring a seamless and high-performance internet experience for all users.

The King and Queen County Fiber-to-the-Home (FTTH) Project represented a substantial endeavor, positioning King and Queen County as the first county in Virginia to undergo a comprehensive fiber build. This initiative guarantees that every resident in the county now has access to fiber internet comparable to that of major cities. Covering approximately 575 route miles and connecting 4,236 locations, the project incurred a total cost slightly exceeding \$22 million.

Funding for the project included \$14.6 million from grants, \$3.8 million from the county, \$5.8 million from DHCD/VATI, and \$5 million from FCC CAF II Auction Funding. Over 30% of homes and businesses subscribe and enjoy enhanced internet speeds.

The King and Queen County FTTH Project was completed in February 2023.



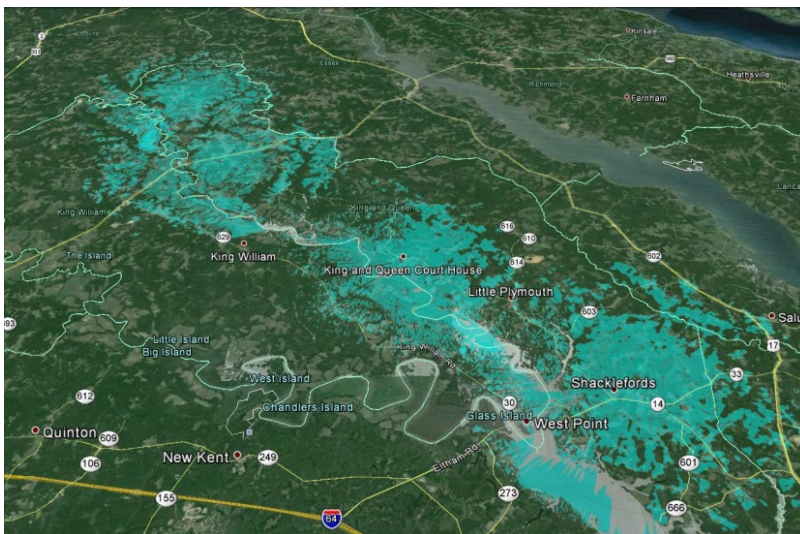




### Communication Towers and Broadband Internet

Broadband has been a topic of discussion on the Middle Peninsula for several years. The Middle Peninsula Broadband Authority was established in 2010 to find a solution to the region's lack of high-speed Internet availability. After years with no progress, King and Queen County decided to move forward with its own broadband initiative. In 2012, the County established the King and Queen County Wireless Services Authority and partnering with Gamewood Technology Group to provide wireless broadband coverage. King and Queen's network was incorporated into the design and "rides upon" the public safety communications linear microwave backhaul to distribute broadband the length of the County. The program, available online at KQVA.net, utilized four existing tower sites, which allow 70-75 percent coverage throughout the county.

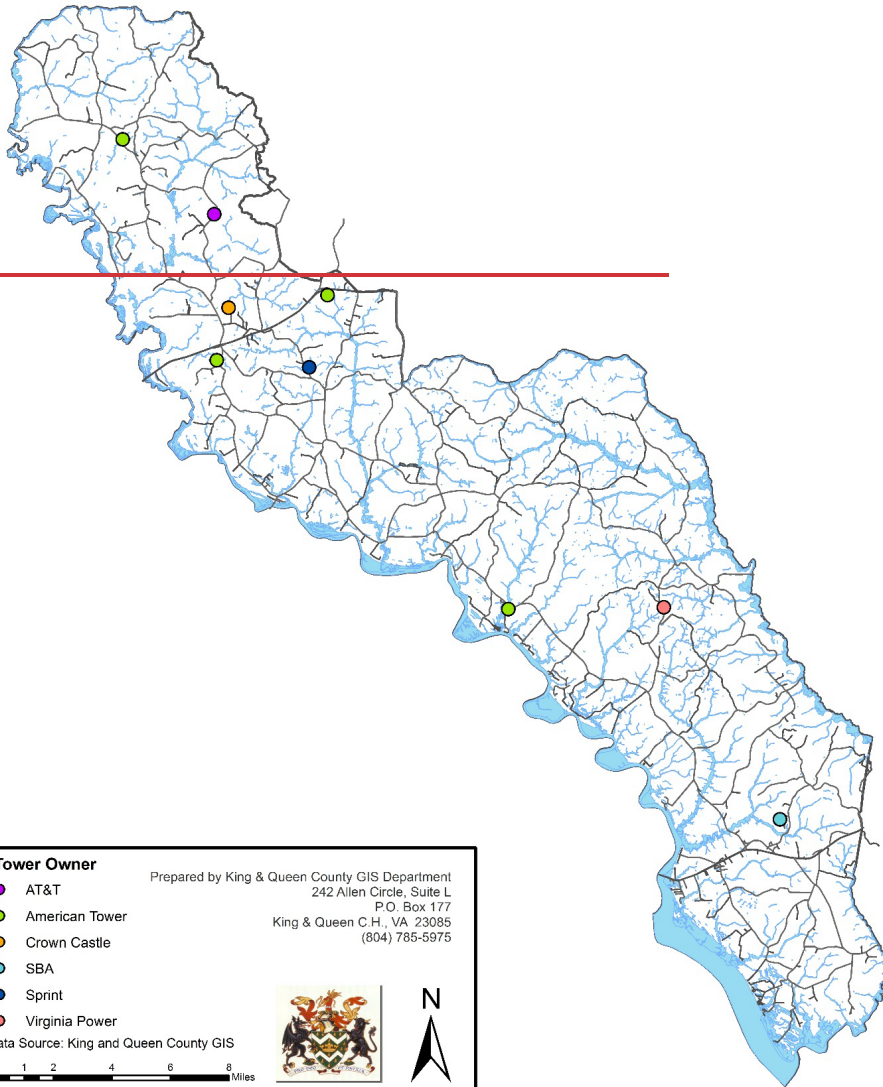
*Coverage Map from KQVA.net – Delete image below*





# King & Queen County, Virginia

## Communication Tower Locations | Map 26

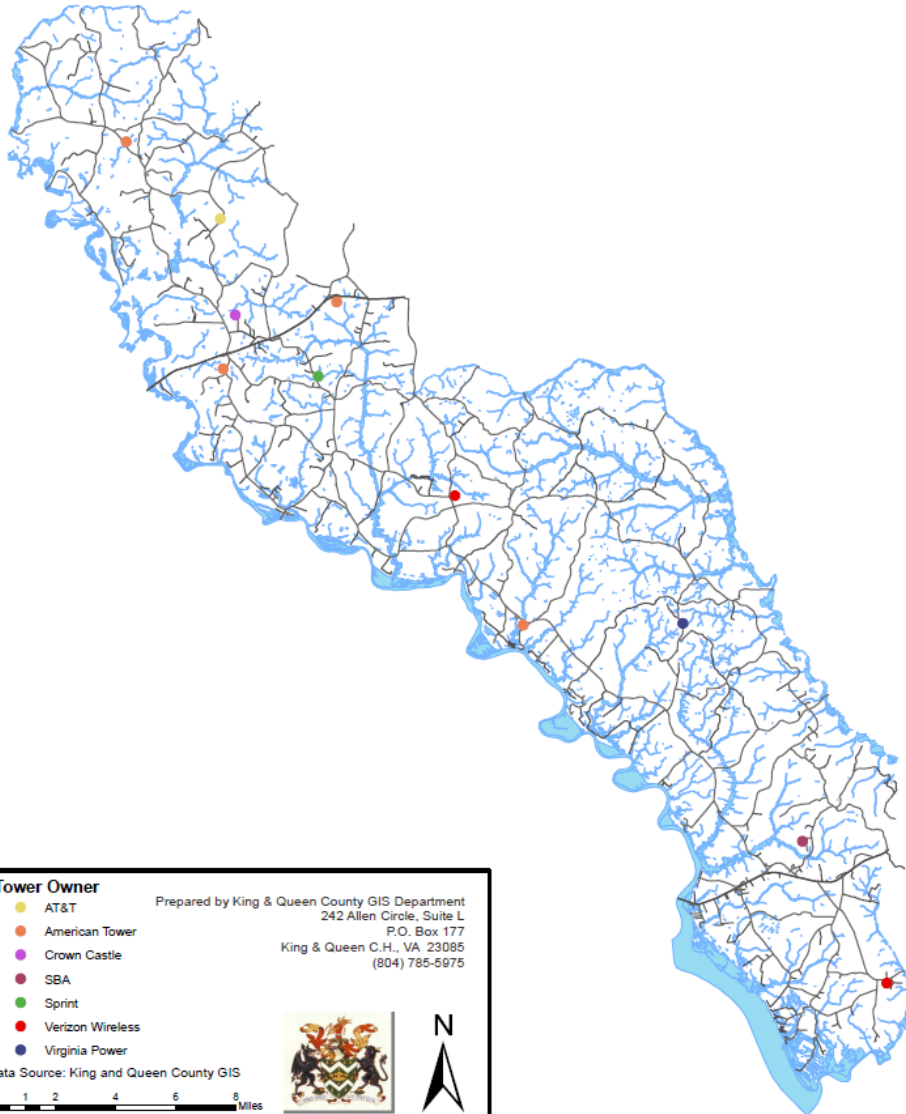






# King & Queen County, Virginia

## Communication Tower Locations | Map 26

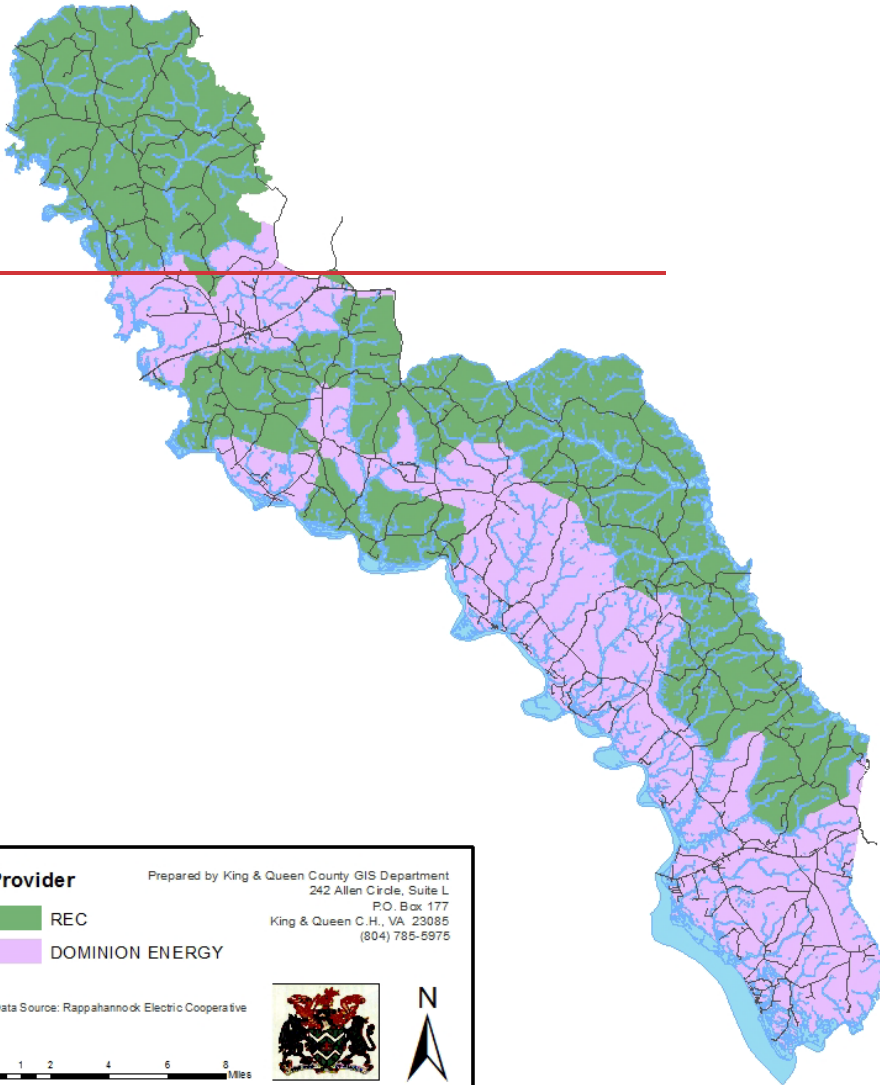






# King & Queen County, Virginia

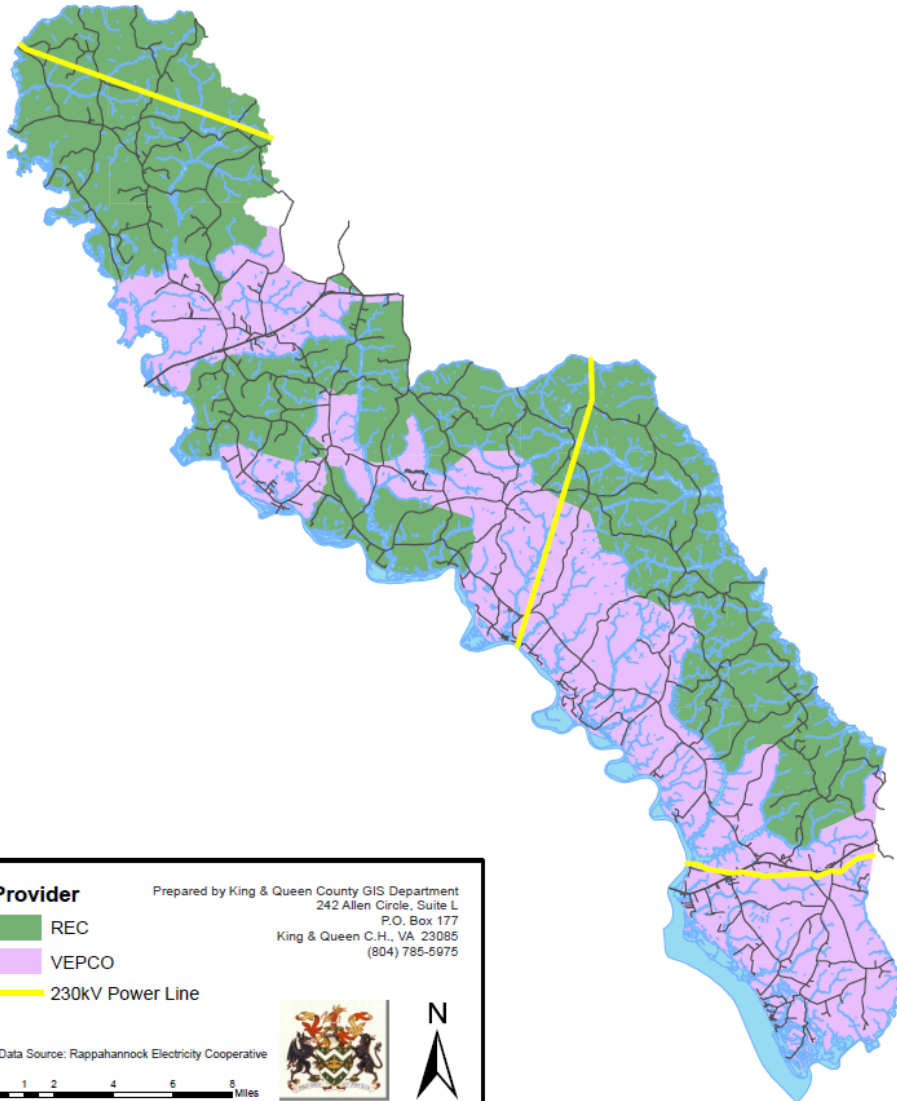
## Electric Service Providers | Map 27





# King & Queen County, Virginia

## Electricity Service Providers | Map 27

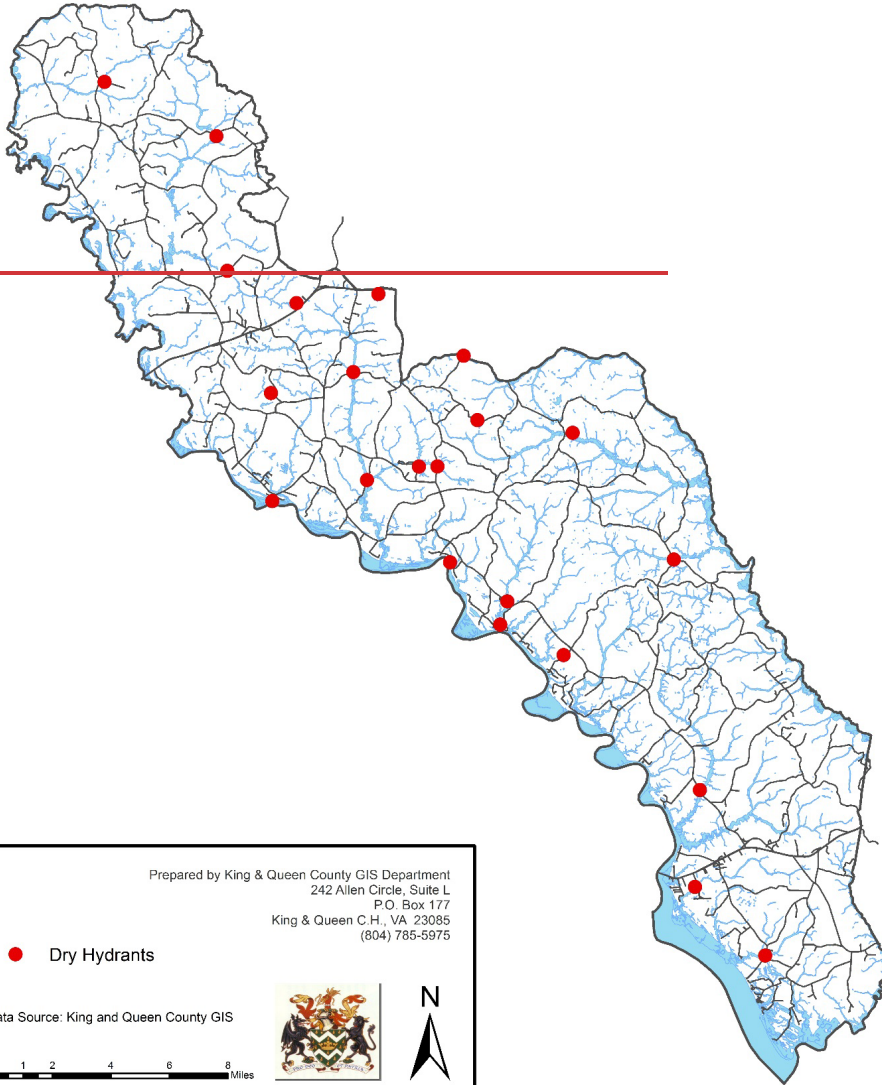


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# King & Queen County, Virginia

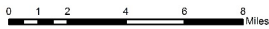
## Dry Hydrant Locations | Map 28



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● Dry Hydrants

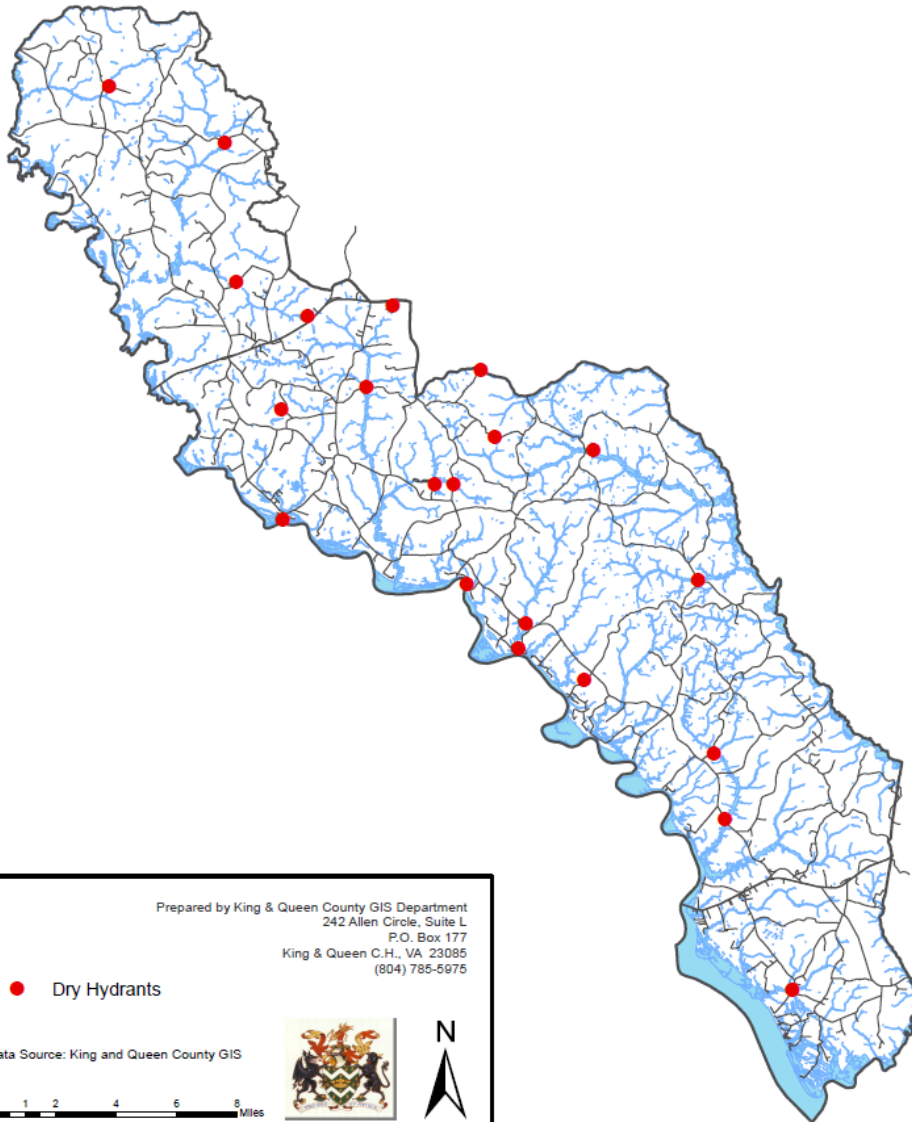
\*Data Source: King and Queen County GIS





# King & Queen County, Virginia

## Dry Hydrant Locations | Map 28



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## County Schools

King and Queen County has three fully accredited public schools serving approximately 837 children, including virtual students. The mission of the King and Queen County Schools is to provide a quality and individualized education while challenging each student to reach the highest level of achievement according to his or her unique abilities, talents, and aspirations. The County is dedicated to enabling all students to become effective, productive, and contributing citizens in our competitive global society.



### *King and Queen Elementary School*

~~King and Queen Elementary School is a fully accredited elementary school serving 308 children in grades preschool through seven. This school has received numerous grants and awards for the study of the Chesapeake Bay watershed, technology, and journalism. The school offers a complete~~

~~educational program in academics, the arts, and recreation. King and Queen Elementary School is a fully accredited elementary school serving 180 children in grades PK - 6th grade. This school has received numerous grants and awards for attendance, 21st Century after school, and co-teaching instruction recognition from the state. The school offers a complete educational program in academics, the arts, and recreation. This is a temporary location while a new school is being built.~~



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### *Lawson-Marriott Elementary School*

~~Lawson-Marriott Elementary School is a fully accredited elementary school serving 320 children in grades preschool through seven. The school was~~

~~selected as Distinguished Title I in 2005 for the continued outstanding academic performance of its children. The school offers a well-rounded educational program including academics, the arts, and recreation. Lawson-Marriott Elementary School is a fully accredited elementary school serving 181 children in grades PK(3) through sixth grade. This school has received numerous recognitions for instruction, 21st Century grant for after-school, and attendance. The school offers a well-rounded educational program including academics, the arts, and recreation.~~







### **Central High School**

Central High School is a fully-accredited high school serving 209 students in grades eight through twelve. Central High School is a comprehensive high school offering programs focused on college preparation, the arts, career and technical education, sports and extra-curricular activities. Small, but competitive, the school has received awards for its academic and athletic achievements. Central High School (CHS) is an accredited high school serving 290 students in grades seven through twelve. CHS is a comprehensive high school offering programs focused on college preparation, the arts, career and technical education, JROTC program, governor schools, technical school opportunities, advanced classes and extracurricular activities. Small, but competitive, the school has received awards for its academic and athletic achievements.

Map 29 on the following page displays the locations of King and Queen Elementary School, Lawson-Marriott Elementary School, and Central High School.





# King & Queen County, Virginia

## County School Locations | Map 29







# King & Queen County, Virginia

## County School Locations | Map 29





## Chapter 8: Plan Implementation



The adoption of this update to the Comprehensive Plan is not the end of the planning process. Planning is an ongoing process that is intended to periodically review changes that are occurring and the effects of those changes on the County.

In addition to this Plan, many other agencies have plans that must be considered and coordinated with this plan. Planning is not done in a vacuum and will be ineffective if done that way. There are a number of implementation measures available to local government. This chapter summarizes these measures and actions, which should be undertaken to help implement the Comprehensive Plan.

### Linking the Plan to the Future

The Comprehensive Plan is intended to capture a vision of the future of the County, but the key to its success is how well it is implemented by County officials. The Plan provides the basis for public and private initiatives which should be undertaken over time, but it will incumbent upon King and Queen's leadership to direct its implementation. The Plan will serve as a dynamic document designed to provide flexibility and adaptability to change in the coming years. As such, it should not gather dust on the bookshelf. The Plan provides general guidelines and recommendations for future growth with regard to its implementation of long range planning goals and objectives in day-to-day regulatory, management and service operations. The Plan also includes a section on capital improvement programming. The County staff, as well as elected and appointed decision-makers, are committed to the Plan so that key decisions will be evaluated based on their long-range impact upon County residents, landowners and businesses.

The Comprehensive Plan represents only "Step 1" in the County's growth management and economic development process. However, it is foundational to the success of future land use planning activities. In pursuit of the County's policy of "smart growth", land use implementation responsibilities must be intelligently shouldered by both the public and private sector.

From a Countywide perspective, the implementation process must be carefully orchestrated over an extended timeframe as development occurs. While the Comprehensive Plan serves as the framework around which relevant future land use decisions are based, its implementation must be directed by new growth management tools and initiatives (i.e. zoning, subdivision, and site plan regulations; erosion control standards; corridor design guidelines, capital improvements plans; etc.) that embody the technical aspects of the Plan's "vision" for the County.

The Comprehensive Plan, standing alone, is insufficient to implement "smart growth". Neither can the zoning and subdivision ordinances, standing alone, fully ensure that private development actions be created sensitively. Through mutual hard work, and in a cooperative pursuit of maintaining and enhancing the "Vision for King and Queen", developers and local officials need to become unique partners in this process of moving the County into the 21st century.

As King and Queen develops its prime land and seeks to conserve its sensitive environmental areas, the full effect of the Comprehensive Plan will be measured by the success or failure of any given site development project. The Plan's "vision" for future land use is going to ultimately be defined by the many discrete decisions (both public and private) which address the matters of location, density, scale, infrastructure, visual quality, and phasing of any particular land use application. Accordingly, the tools, techniques, and methods to be incorporated into future growth management efforts must focus on each individual aspect of the land development process.



### Capital Improvement Plan

*Continuously update the Capital Improvement Plan (CIP).*

King and Queen County has adopted a Capital Improvement Plan. Each year the process has been improved and the Capital Improvement Plan has become an important planning document. The Capital Improvement Plan should continue to be reviewed and updated annually with continuous efforts to improve the document and the process to update it. For a complete copy of the latest adopted Capital Improvement Plan, see Appendix L.

### Planning Commission and Board of Supervisors

*Establish periodic Comprehensive Plan review sessions between the Planning Commission and the Board of Supervisors.*

As previously noted, planning is an ongoing process. The Comprehensive Plan is not designed to be taken off of the shelf every five years, revised, and placed back on the shelf. The plan is the guide for everyday land use decisions. As a means of more consistently reviewing the Plan, the Board of Supervisors and the Planning Commission should periodically meet for the purpose of reviewing the Plan. This will ensure a continuous dialogue between the two bodies and provide a better means of evaluating the implementation of the Plan.

### Comprehensive Plan Amendments

*Establish policy on Comprehensive Plan amendments.*

The Board of Supervisors should establish a policy on amendments to the Comprehensive Plan. This policy should require development proposals, including public improvements that are inconsistent with the Comprehensive Plan to provide additional analysis above and beyond the standard development review. Such a policy would benefit the development community, citizens, staff and the Board of Supervisors by clearly identifying the process through which inconsistent development proposals will be evaluated.

### Zoning Ordinance Update

Zoning is the legal means by which State law allows the County to achieve its purposes of (1) promulgating the health, safety, and general welfare of King and Queen's citizens and (2) implementing the Comprehensive Plan. Within the zoning ordinance, the Board of Supervisors establishes zoning districts in order to classify, regulate, and restrict the location, use and geometry of buildings, structures, land, and water; to regulate and restrict the height and bulk of buildings; to regulate the area of yards and other open spaces around buildings; to regulate the intensity and density of land uses; and to regulate historic areas and major entrance corridors within the geographical territory of King and Queen County. It is ideal to continue to review and update the ordinance and its context so that it is "user friendly" and provides landowners and the County leaders with needed information to intelligently design, coordinate, submit, and review basic site plans and subdivision plats for the envisioned range of uses that King and Queen County will attract in the future.

### Analysis of Existing Zoning Districts



In conjunction with establishing the Future Land Use Map, the individual zoning districts as defined in the existing Zoning Ordinance were evaluated to assess their compatibility with the Comprehensive Plan. This evaluation of each zoning district focused on a range of characteristics essential to the land use program identified by the Plan, including (a) permitted uses, (b) conditional uses, (c) land use density and lot size, (d) yard and setback regulations, (e) landscape and open space regulations, (f) building heights and lot coverage criteria, (g) environmental design standards, and (h) relationship to other sections of the zoning ordinance.

Due to the age of the existing ordinance, its zoning districts were generally “out of touch”. Moreover, the zoning districts, in some instances, did not enable the landowner to realize the “highest and best use” for any given land development opportunity.

### Signs, Corridors, and Visual Quality in King and Queen County

Signs are vital to the economic vitality of any business which operates in the County. During the preparation of the Plan, both the Board of Supervisors and Planning Commission expressed much concern relative to improving the visual quality of King and Queen’s entrance corridors and, in particular, to the proliferation of undesirable signs throughout the County. County officials quickly reached a consensus that the vast majority highways, does not convey an image that is consistent with its vision for quality growth and development. Officials support the introduction of more creative and contemporary sign regulations into the newly revised zoning ordinance.

The updated Zoning Ordinance will incorporate a progressive approach towards the County’s regulation of signage. The enhancements to the sign ordinance have been created in a manner consistent with the community’s goals and objectives as expressed by members of the Board of Supervisors and Planning Commission during strategic planning work sessions held early in the ongoing Comprehensive Plan Update process. A well-crafted and properly administered sign ordinance will encourage new signage that will improve public safety, promote commerce, enhance property values, and promote attractive community development.

The County’s general objectives for the new sign regulations are as follows: (1) to regulate the size, location, height, and construction of all signs for public observance; (2) to protect the public health, safety, convenience and general welfare; (3) to facilitate the creation of a convenient, attractive, and harmonious community; (4) to protect property values; and (5) to enhance the visual quality of new land uses while fulfilling the economic development objectives of King and Queen County. All exterior signs are subject to these regulations.

The updated sign regulations are organized and designed to reduce the visual clutter caused by unattractive signs which overwhelm major portions of the County’s commercial corridors. Over time, the proposed sign regulations will reduce the number and size of signs on King and Queen’s commercial corridors. The ordinance prohibits signs which advertise anything other than the business on the property on which the sign is located. Placing reasonable limits on the height of signs will balance the goal of private businesses to attract customers with the County’s desire to promote attractive highway corridors in a manner that is consistent with current trends in signage in communities throughout Virginia. Further, the new sign regulations are intended to encourage signs which are of a scale that is in better proportion to the size of the building being identified.

### Subdivision Ordinance Update



The County's Subdivision Ordinance is primarily concerned with regulations related to the platting of lots, the layout of streets, the location of public spaces, and the construction of public improvements associated with the process of subdividing land. In addition, the ordinance contributes the foundation for the maintenance of clear and accurate land records. Subdivision ordinances typically respond to the need to protect the flood plains, wetlands and other sensitive environmental areas. These environmental issues and conservation matters are intricately associated with the Comprehensive Plan as well as its policies on the overall pattern of growth and the prospects of expenditures for public facilities.

The subdivision ordinance needs to incorporate greater detail on subdivision design particulars and geometric standards for both public and private streets, as well as factors relating to when and where other public improvements (such as sidewalks, bike trails and curb gutter) would be required.

### Implementation of Capital Improvements

The Comprehensive Plan recognizes that certain components necessary for its successful implementation are dependent on public sector actions which would be undertaken by the County. The capital-intensive projects or programs could involve public/private partnerships and address any number of possible long-range opportunities for King and Queen County.

King and Queen has established a capital improvements program as a part of its normal annual budgeting process. It is the County's intent that the Comprehensive Plan be consulted annually by the Board of Supervisors and the County Administrator in the development of the Capital Improvements Program. For the current copy of the approved Capital Improvement Plan, see Appendix L.

### Other Capital Improvements Plans and Program Activities

In addition to the CIP recommendation summarized above, there are other programs, projects and advanced planning efforts which have been recognized by the Comprehensive Plan. These include:

- *Update zoning, subdivision and site plan controls as needed to achieve compatibility with the recommendations contained in the Comprehensive Plan.*
- *Proactively enforce zoning regulations to protect the viability and value of neighborhoods and other properties within the County.*
- *Utilize existing regional and state agencies and boards to optimally market the image of King and Queen County.*

