

COMMUNITY IMPACT STATEMENT

FOR

EXPANSION OF

ROCKWELL'S MINI-STORAGE FACILITY

*Charles Town District, Tax Map 1,
Parcel 17.6, Parcel 17.7 and part of Parcel 17.3
Jefferson County, West Virginia*

REVISED PER PLANNING DEPARTMENT COMMENTS
AND ENDORSED BY STAFF FOR DISTRIBUTION TO THE
PLANNING COMMISSION

**APPENDICES ARE AVAILABLE FOR REVIEW AT THE
DEPARTMENT OF PLANNING, ZONING AND ENGINEERING.**

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COMMUNITY IMPACT STATEMENT

ROCKWELL'S MINI-STORAGE FACILITY CHARLES TOWN DISTRICT, JEFFERSON COUNTY, WEST VIRGINIA

CONFORMANCE WITH REQUIREMENTS OF SUBDIVISION ORDINANCE

The Subdivision Ordinance defines a CIS as “A written report prepared by a subdivider describing the scope and feasibility of his proposed subdivision. The CIS also describes the physical, social and economic impacts a proposed subdivision may bring to the County and to the immediate area.”

This CIS is submitted to the Jefferson County Department of Planning, Zoning and Engineering, and the Jefferson County Planning and Zoning Commission to satisfy the requirements of Article 7 of the Subdivision Ordinance and advance the project to the site plan process.

METHODOLOGY EMPLOYED IN PREPARING THIS CIS

In October, 2001, the Jefferson County Department of Planning, Zoning and Engineering published a policy statement entitled “Minimum Standards For A Community Impact Statement (CIS) for Staff Review to the Jefferson County Department of Planning, Zoning and Engineering”. This document has been used by the Department to review CIS documents for completeness. This CIS has been prepared in accordance with those standards. The “Standards” also state that the requirements set forth in that policy paper are based on the average proposal, and that when a proposed development involves unique potential impacts, those elements of the CIS should be expanded and the impacts addressed. This project does not involve unique elements, and as such this CIS does not address extenuating conditions or circumstances in detail.

It is our belief that this CIS is complete in accordance with Article 7 of the Subdivision Ordinance, and the DPZE policy document regarding materials required for inclusion in a CIS. The applicant respectfully requests that the Planning Department and the Planning and Zoning Commission determine this CIS to be complete, thereby moving this project to the site plan stage of development review.

Subdivision Ordinance, Article 7, Section 7.1(a):

1. Name, address and telephone number of owner/developer:

Rockwell's Mini-Storage, Inc.
Donald L. Rockwell, Agent
138 Shiloh Acres
Charles Town, WV 25414
Telephone: 304-263-6683

Subject Property Address:
140 Philip Avenue
Charles Town, WV 25414

2. Name, address and telephone number of consultant/contact person:

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3. Tract size, shape, location and zoning:

The subject project involves all of two parcels and part of a third described as follows:

- Parcel 17.6, Tax Map 1, Charles Town District - all of 0.94 acres
- Parcel 17.7, Tax Map 1, Charles Town District - all of 3.91 acres
- Parcel 17.3, Tax Map 1, Charles Town Dist. - 2.68 ac. of an 8.475 ac. site.

Parcel 17.6 - This property is 0.94 acres, and is located between the existing mini-storage facility and the frontage road (War Admiral Boulevard). It formerly consisted of 3.61 acres before the State obtained 2.67 acres of this parcel for the reconstruction and improvement of WV Route 9. This parcel is roughly rectangular in shape, and has approximately 300 feet of frontage on War Admiral Boulevard. The zoning of this property is "Rural".

Parcel 17.7 - This property is 3.61 acres, located to the west of Parcel 17.6 and is improved with the existing business which is described in more detail later in this report. No land was taken from this parcel by the State for the reconstruction of WV Route 9. The property is rectangular in shape. The zoning of this property is "Rural".

Parcel 17.3 - This property is 8.475 acres, and is irregularly shaped, being located to the south and west of the mini-storage facility. The 2.68 acre area located to the west of the mini-storage facility and within 50 feet of

the existing southern lot line is proposed to be used for the expansion of the business. The 5.8 acre portion to the south would be a residue for which there are no plans at this time and is not part of this Community Impact Statement. This tract has approximately 425 feet of frontage on War Admiral Boulevard and is located in the Rural Zoning District.

Total Area Proposed for Development - The area that is proposed for the expanded use totals 7.23 acres, plus the 5.8 acre residue of Parcel 17.7.

Conditional Use Permit Requirement - The existing mini-storage facility was approved through the conditional use permit process. The applicant currently has a conditional use permit application approved by the Zoning Board of Appeals for the expansion of this facility which would result in the construction of an office building, additional mini-storage units, and parking for moving trucks used as part of the applicant's moving and storage business. Properties proposed for development in the Rural District for uses other than those permitted in the Rural District are subject to review and approval through the conditional use permit (CUP) process. Per recent amendments to the Ordinance, commercial uses proposed with direct access to a frontage road along an arterial road are not subject to the LESA points system.

4. **Project design and layout:**

The applicant operates an existing mini-storage and moving company business on Parcel 17.7. An office trailer has been added to the site without CUP approval. The Planning Commission has extended the courtesy of allowing the trailer to remain in place for specified periods of time while this application works its way through the development review process.

The applicant proposes to construct a 25'x75' two-story office building on existing Parcel 17.6, located just to the east of the existing storm water detention pond. Sixteen (16) parking spaces would be located to the front of the building. A flag pole would be located adjacent to the office building and a sign advertising the business would be located between the parking lot and the entrance drive (marked as "Philip Avenue"). Water supply for the facility will be via an existing well located 25 feet onto the residue of Parcel 17.3. Sewer service would be provided via an existing drain field located along the northern side lot line of the existing storage facility.

The applicant also proposes to construct three 75 foot long extensions to the three mini-storage buildings located to the rear of the existing facility. They would vary in width to match existing buildings. A new mini-storage

building, measuring approximately 150 feet by 74 feet, would be located to the rear of the three additions to existing units. Parking spaces for several tractor-trailer sized moving vans and storage of RVs and other vehicles would be located to the rear of the site, which will be enclosed with security fence. Landscaping would be provided in accordance with the requirements of County Ordinances. Per the request of staff, opaque fencing will be used to screen the use from adjoining properties. The trash dumpster will be screened in accordance with County Ordinances. The office trailer would be removed when the office building is ready for occupancy unless otherwise directed.

This site fronts the new WV 9 frontage road (War Admiral Boulevard) Vehicular access to this complex from War Admiral Boulevard is and would continue to be via "Philip Avenue" which is an entry driveway that serves only the existing mini-storage facility. War Admiral Boulevard and the driveway entrance to this facility are constructed to the satisfaction and standards of the WV Department of Highways.

5. Number, approximate size and location of proposed lots/building sites:

This CIS is for the use of all of two, and part of a third existing parcel for the expansion of an existing mini-storage business to include more storage capacity, an office building and parking for moving vans, as described in Section 4 above. No lots are proposed and the applicant proposes to merge Parcels 17.6, 17.7 and the portion of Parcel 17.3 that will be used for this facility into a single parcel, and erase existing internal lot lines. The business site would expand from 3.61 acres to 7.23 acres. No additional right of way dedication is necessary for the completion of the improvements to WV Route 9. The existing storm water management facility will be improved to accommodate additional runoff generated by the proposed development, with an area to the south of the new storage building reserved for additional stormwater management, if necessary.

6. Topography:

The topography of the site is mostly flat. Parcel 17.7 (the existing storage facility) is flat, with a storm water retention pond along the east edge of the parcel. The rest of Parcel 17.6 is flat and grassy. The area of Parcel 17.3 part of this proposal is sloped slightly up from the facility and wooded.

The top of a small knoll in the rear of the site is the high point on the site, which is approximately 582 feet above sea level. The lowest point on the

property appears to be in the front area between the frontage road and the storm water management facility, which would be at approximately 575 feet above sea level.

7. Soil and Drainage Characteristics:

The following soil types occur on this property:

1. HgC Hagerstown & Frederick Very Rocky Silt Loams - 6 -12% slopes.
2. DgC Duffield Silt Loams - 6 -12% slopes.
3. DgB Duffield Silt Loams - 2 - 6% slopes.

The U.S. Department of Agriculture soils map and text describing the characteristics of each of these soil types can be found in an appendix at the back of this report.

8. Existing natural or man-made features including vegetative cover, water bodies, quarries and rock outcroppings:

Parcel 17.7 - This parcel is improved with the existing mini-storage facility. The improvements consist of six mini-storage warehouse buildings enclosed with a six-foot tall chainlink fence topped with barbed wire. Several commercial vehicles are stored within the compound. A portable vehicle fueling tank is located between the two northernmost buildings. The office trailer sits partially on this property, at the terminus of Philip Avenue. The storm water management pond for this facility is located along the front (eastern) property line.

Parcel 17.3 - This parcel is unimproved, except for the location of the access road (Philip Avenue) along the northern side lot line, and most of the office trailer which straddles the property line. The well that would serve the facility is located on this property, 25 feet from the side lot line. The land is mostly maintained in grass, but the area to the rear of the mini-storage business is wooded.

Parcel 17.6 - This parcel is grass covered and unimproved.

There are no ponds, bogs, officially delineated sinkholes per USDA data, wetlands or dumping areas located on this property.

9. General location and description of existing structures:

There are seven existing structures on this site:

1. A 48'x12' office trailer, which will be removed from the site. The trailer is located at the terminus of Philip Avenue, straddling the property line that divides Parcels 17.7 and 17.3.
2. Six mini-storage warehouse buildings, centrally located and evenly spaced on Parcel 17.7. These buildings are arranged three wide and two deep. The front three buildings are about 150 feet long and vary from 15 to 35 feet wide. The rear three buildings are also about 150 feet long, and vary from 10 to 40 feet wide. The compound around the buildings is paved, and parking occurs in this area, but no parking spaces are marked.

There are no other existing structures on the property, no ruins and no known human burial sites.

10. **General location and description of existing easements and rights-of-way:**

The West Virginia Department of Highways recently obtained a large percentage of Parcel 17.6 for the improvement of WV Route 9 which is currently under construction. A 50 foot wide right of way is located on the northern edge of Parcel 17.3, which provides access to the existing mini-storage business on Parcel 17.7. Otherwise, there are no existing easements or rights of way on the subject property.

11. **Existing covenants and restrictions:**

There are restrictions mentioned in the deed which can be found in an appendix to this report.

12. **Approximate size, location and purpose of areas to be dedicated:**

There are no areas proposed for dedication. Large amounts of land have been obtained by the State to improve WV Route 9. The storm water management area will be within the developed site.

13. **Intended improvements:**

The proposed complex consists of the following improvements:

1. Improvement of the existing storm water management to address Ordinance requirements for the improvements proposed with the expansion of this facility.
2. Two-story, 25'x75' office building.
3. Parking lot in front of the office building to accommodate 16 vehicles. The Zoning Ordinance requires a minimum of one space

per 300 square feet of office area. Therefore, the Zoning Ordinance will require thirteen (13) parking spaces for this building.

4. Removal of the existing office trailer.
5. Landscaping in accordance with current Zoning Ordinance requirements, and security fencing surrounding the use area. Opaque fencing would be used to screen the use.
6. Additions to three existing mini-storage warehouse buildings to provide more warehouse space. The additions, cumulatively, total 5,625 square feet.
7. A new mini-storage building of approximately 11,100 square feet.
8. A general vehicle parking area for approximately eight moving vans and space for the storage of recreational vehicles and other vehicles for a fee.
9. Extension of Philip Avenue to provide access to the rear of the facility.
10. Business sign near the front of the site.
11. Flag pole next to the office building.

14. **Intended land uses:**

The intended use of this tract is for an expanded mini-storage business with a limited amount of associated truck parking and a 3,750 square foot office building. There are no plans at this time for the proposed 5.8 acre residue area of Parcel 17.3.

15. **Intended earthwork:**

The only earthwork that is proposed for this development is minor grading sufficient to adjust the storm water management facility to meet the storm needs of the proposed development, grading of the rear area to lower portions of that area a few feet to the same level as the existing developed area and minor grading in preparation for the office building and associated parking. Approximately 3.2 acres of the 7.6 acre site would be impacted by this site plan, however some of this area, such as landscaping buffers, areas around the parking lot and building and the storm water management pond will be seeded and landscaped.

16. **Proposed covenants and restrictions:**

The developer does not intend to place covenants and restrictions on the property.

17. Tentative schedule:

The developer proposes to move forward with this project as quickly as possible. Upon approval of this CIS, a site plan (to be approved by the Planning Commission) and building permits will be required. A reasonable estimate of the time it will take to navigate the remaining two steps of this process would be approximately 6 months. Therefore, the applicant estimates that ground will be broken for this project around June, 2007.

18. Market surveys and feasibility studies:

This project is a site plan for the expansion of an existing successful mini-storage facility and parking for an existing moving and storage company. The existing successful nature of this business is sufficient to demonstrate that the proposed development will be successful. The applicant used to maintain a waiting list for space in this facility, but has discontinued this practice and rents on a “first come, first served” basis.

The office space being planned is a small space (less than 4,000 square foot) which can be absorbed into the local market.

19. Anticipated construction costs:

The developer anticipates that the construction of the facilities as shown on the site plan will cost approximately \$300,000.

20. Anticipated funding sources:

Construction costs will be funded through commercial business loans. No government funding is anticipated to be used in the development of this project.

Subdivision Ordinance, Article 7, Section 7.1(b):

1. **Earthwork: Will project strip entire site? Will blasting be extensive? Will the project be a borrow or a waste job? Will drainage be affected? Will terrain be altered?**

As a percent of the three parcels, earthwork will be minimal, and will be approximately half of the proposed expanded business site. Clearing and grading will be necessary only to the degree necessary to adjust the storm water management facility to accommodate anticipated needs, and construct the proposed improvements. The disturbed area associated with the site plan for this project is about half of the total project area. Earthwork is expected to be balanced. Blasting is not anticipated, but the developer reserves the right to blast if necessary to set the foundation of the buildings and clear rock that may be incurred when constructing the driveways. Use of air hammers will be the first course of action if rock removal is necessary. Given the size and location of the property and distance to surrounding homes, blasting, if it is necessary, will have no impact on surrounding lands or owners. Drainage will not be affected and storm water management will be installed in accordance with the requirements of County Ordinances.

Clearing and grading will be kept to the absolute minimum necessary to retrofit the storm water management facility and construct the two new buildings, three building and associated driveways and parking. Given the gently sloping terrain of this area, no unusual circumstances or conditions are anticipated.

2. **Conversion of farm land to urban uses:**

The property has not been used for agricultural purposes within the last three years. In theory, the 0.94 acre Parcel 17.6 and the 2.68 acre portion of Parcel 17.3 that are proposed for development could be farmed. As such, the completion of this project will result in the conversion of 3.62 acres of potential agricultural use land to urban use. However, practically speaking, a property less than an acre in area and adjacent to a major highway is not likely to ever be used economically for meaningful continuation of the agriculture industry in the County.

3. **Wildlife populations and DNR endangered species check:**

The usual wildlife found in the area can be found on this tract, including deer, racoon, skunk, woodchuck, rabbit, squirrel, chipmunk, snakes, fox, etc. Also the standard variety of birds found in this area would be observed, including robins, cardinals, hawks, owls, sparrows, crows, blue

jays and similar species. See appendix at the back of this report for the Endangered species list check response letter from Barbara Sargent of the West Virginia Department of the Environment. The Division of Natural Resources has identified no rare, threatened or endangered species on this site and the applicant does not propose further study of the issue.

4. Groundwater and surface water resource: Number of reported water contamination problems within 1,000 feet, major surface water sensitive areas, i.e. wetlands, marshes, and existing ponds within one mile of the site. Describe the storm water management concept:

The Jefferson County Health Department has no record of any contaminated wells within 1,000 feet of the subject property. A confirmatory letter from the County Health Officer is included in this report. There are eight wetlands within one mile of the subject property, described as follows:

- | | | |
|---------|--------|---|
| a. & b. | POWZh | 1 mile northwest of site, west of Bardane |
| c. | PEM5A | 0.5 mile north-northeast of site, along CSX line |
| d. | POWZh | 0.8 mile northeast of site, along CSX rail line |
| e. | PEM5E | 1 mile northeast of site, along CSX rail line |
| f. | PEM5A | 0.3 mile east of WV 9 |
| g. | PEM5C | 0.6 mile southeast of site, along the Norfolk Southern rail line |
| h. | PEM5Ad | 0.7 mile southeast of site, along the Norfolk Southern rail line. |

Mapping of the location of these wetlands in relation to the subject property is included with this report.

A review of mapping and air photography for this area shows that there does not appear to be any farm ponds within a mile of this site. Developing the subject property in accordance with appropriate County Ordinances regarding storm water management will result in no impact on these resources.

5. Compatibility of the project with the surrounding area in the terms of land use and visual appearance.

Property to the south: The property to the south is the residue of Parcel 17.3, owned by the applicant, and is unimproved. This Parcel is zoned Rural. *Property to the west:* Parcel 17 is also zoned Rural and is 26+ acres in size. It is improved with a dwelling.

Property to the north: Parcel 17.0, located to the north, is 7.52 acres in area and is improved with a dwelling located on a hill overlooking this site. This neighboring residence is located in the I-C (Industrial - Commercial) Zoning District, and as such is a nonconforming use. This means that industrial and commercial uses, via the Zoning Ordinance, are the codified preferred land use for this parcel. The dwelling, if proposed today, would not be permitted by the current provisions of the Zoning Ordinance. The house is located about 200-250 feet from the proposed office building, and the proposed mini-storage additions and truck parking will be located over 300 feet from the dwelling. Distance alone should effectively buffer the use from the nonconforming dwelling.

Properties to the East: The area across WV 9 from the subject property is also zoned IC, and are improved with a community center and several nonconforming dwellings. Topography and the vast expanse of right of way consumed by the improvements to WV 9 very effectively separate the proposed use from these properties to the east.

Conclusion: Given that the facility is located on a frontage road along an arterial highway, adjacent to the applicant's residue land, and adjacent to an IC zoned property and a large Rural zoned property with significant setbacks, the proposed development is appropriately located and consistent with the character of its surroundings. Adding additional warehouse space, a small office building and the parking of a limited number of moving vans will not impact the character of the area. Since the Zoning Ordinance, by definition, regulates the compatibility of land uses, and since the Zoning Board of Appeals has approved a conditional use permit for this use following procedures set forth in the Ordinance, this use should, in deference to the letter, purpose and intent of the Zoning Ordinance, be viewed as compatible with the area in which it is proposed.

6. **Impact on sensitive natural areas such as sink holes, water recharge areas, stream and river banks, hillsides, forests, wetlands, and water bodies will be described. A sink hole inventory check will be requested and obtained from the local office of the Natural Resource Conservation Service. The applicant will describe the condition of the channel and banks of streams on the property or within 500 feet of discharge point from property.**

There are no USDA identified sinkholes on or in the immediate vicinity of the building site. As such, this development will have no impact on sinkholes. The nearest sinkhole is approximately 800 feet to the southwest on a nearby property. The next closest sinkhole is approximately 900 feet to the east northeast, across WV 9 and along WV

20 (Shenandoah Junction Road). These sinkholes and others in the region are plotted on an air photo provided by the US Department of Agriculture, NRCS and included with this report.

There are no streams on or in the immediate vicinity of the subject property, and no streams will not be impacted. According to the wetlands map, there are no streams on or within 500 feet of the property. See Section 5 earlier in this report for description of wetlands in the area. The nearest wetland is about 0.3 mile east of WV 9. All runoff will be contained in accordance with accepted standards and as such, will not affect wetlands in the region.

7. Demand for Educational Facilities.

This project does not create any dwelling units. As such it will not generate demand for school facilities, nor will it contribute to the School Impact Fee program.

8. Traffic.

According to the West Virginia Department of Highways, the following traffic volumes occurred on WV Route 9 leading to the subject property during their triennial counts in 2005:

South of Kearneysville:	18,500 ADT
On Bypass, north of Ranson, South of WV 114 (Old WV 9):	17,600 ADT

Daily number of trips to be produced by this development. According to the Institute of Transportation Engineers (ITE), Trip Generation Manual, Seventh Edition, the average rate of trips generated by an office building is 11 weekday trips per 1,000 square feet of gross floor area, and a mini-storage facility generates 2.5 trips per 1,000 square feet of gross floor area. Given the proposed office building and expansion of the existing mini-storage facility, the average daily traffic generation is projected to increase by 84trips to a total of 155 average daily trips, based on the following:

28,125 s.f. existing storage x 2.5 trips/1,000 s.f. = 71 trips per day.
3,750 s.f. office x 11 trips/1,000 s.f. = 42 trips per day
16,725 s.f. storage x 2.5 trips/1,000 s.f. = 42 trips per day.

While these numbers are provided as ITE standards, the applicant has not observed this level of traffic at this site, and does not anticipate that additional trips generated by the proposed expansion to increase at this level. The surveys used to develop this ITE standard range from 1.21 to

4.36 average daily trips per 1,000 square feet, and the owner's observations seem to relate that this particular facility's generation of traffic would fall on the low end of the range. Also, the office will mostly be used for the applicant's moving company, which generates very little traffic. Based on current usage, the applicant believes the number of trips per day will increase by only about 10 trips.

Based on these figures, the Subdivision Ordinance does not require updated peak hour counts or traffic studies.

Nearest Key Intersection. A "key intersection" is defined in the Ordinance as "any intersection with a primary or secondary highway as classified on Map 2 of the Comprehensive Plan. Based on this definition, the nearest key intersection is the intersection of WV 9 and WV 20 (Shenandoah Junction Road), which is less than a quarter mile north of the subject property.

Highway Problem Areas within one mile of the subject property. There are no identified highway problem areas within one mile of this site, per Map 3 of the Comprehensive Plan. The nearest highway problem area is the segment of WV 9 from Currie Road south, which is approximately 1.5 miles south of this site. This segment is identified on the Comprehensive Plan map as having a high accident rate. Given the massive nature of the improvements to Route 9 in the area of this property, any highway problems in this corridor in this area will be addressed with the completion of the improved highway.

9. Demographic Impact.

Since no dwelling units are proposed, this project will not create demographic impacts.

10. Health and Emergency Services.

The nearest emergency medical unit is located at Independent Fire Company, located in Ranson. According to Edwin Smith, Operations Manager of the Jefferson County Ambulance Authority, on average, response time to this area is running at around 8 minutes. This is 4 minutes less than the national goal of 12 minutes for critical patients 80% of the time. The nearest concentration of personal physicians and medical services is in the Charles Town - Ranson area, with a variety of doctors and services. The nearest hospital is Jefferson Memorial Hospital, located 4.3 miles to the south. The President and CEO of West Virginia University Hospital - East has provided written assurances that Jefferson Memorial Hospital and City Hospital in Martinsburg will provide

medical care to the employees and patrons of this project. According to the Commercial Impact Fee Calculator available on the County's website, this project will be subject to an impact fee of \$7,332 for fire and EMS services.

11. **Fire Protection.**

The nearest fire station is the Independent Fire Department, located 4.3 miles from the subject property in Ranson. The back up response company to this site is Citizens' Fire Company, located on the Charles Town Bypass. According to the Commercial Impact Fee Calculator available on the County's website, this project will be subject to an impact fee of \$7,332 for fire and EMS services.

12. **Police Protection.**

The West Virginia State Police and the Jefferson County Sheriff's Department are the primary law enforcement agencies with jurisdiction in Jefferson County. The property is not in the immediate proximity to an incorporated municipality. Therefore, it is unlikely that a municipal police department will be a responding unit to this area, although municipal police are deputized and could respond if necessary. A letter confirming service has been received from the local WVSP barracks confirming service and is included in the appendices of this report.

The County has adopted an impact fee for capital improvements associated with law enforcement. Using the fee calculator provided on the County's website, the law enforcement impact fee for this development is estimated to be \$873. Calculations are provided in an appendix to this report. The Sheriff has identified a police substation at Uvilla as a desired use of such funds. Uvilla is located approximately 5 miles northeast of the subject property.

13. **Trash Removal.**

Trash removal for this property will be by private hauler under the same terms and circumstances as all other accounts in the County. See attached email correspondence with a representative of Waste Management stating that that firm anticipates no problems in continuing and expanding service to provide trash removal services to this project.

14. **Electric Power Service.**

Electric power is provided in Jefferson County by Allegheny Power Company.

15. **Telephone Service.**

Telephone service is provided by Frontier Communications.

16. **Water and Sewer Services.**

The proposed office building and expanded mini-storage facility will be served by an existing well that has been drilled and grouted in accordance with all applicable County standards and permits. A septic field has been installed on the subject property along the northern side lot line and this would be used for the expanded use.

17. **Relationship to the Comprehensive Plan.**

The development of this property for a commercial use is per an approved conditional use permit issued by the Zoning Board of Appeals. The Zoning Ordinance is adopted as an implementation of the Plan, and as such, uses consistent with the provisions of this Ordinance should be construed as consistent with the Plan.

The applicant has reviewed all the policies of the Comprehensive Plan, and the following policies appear to apply to this project:

Plan Policies - Page 8 - This Plan encourages economic development so that residents can live and work in the County.

Recommendation 3.18 - The County should continue to pursue new industrial and commercial development in order to diversify its economy, increase the tax base and thereby mitigate the problems of increasing residential growth, and provide quality employment opportunities to its workforce.

The Comprehensive Plan identified numerous highway problem areas along WV Route 9 between the Berkeley County line and Ranson. The current improvements being constructed in these areas will rectify these deficiencies. The proposed development is located on a brand new frontage road constructed parallel to the improved four-lane WV Route 9 (War Admiral Boulevard).

Significant tracts of land were procured by the State for the implementation of these improvements, including lands owned by the applicant. A goal of the Comprehensive Plan is to “advocate the maintenance and improvement of transportation systems so that people and goods can move safely and efficiently throughout the County”. This

project is located on a frontage road constructed to serve properties and businesses along expanded WV 9, and traffic will access WV 9 via an interchange at Bardane.

18. Housing Supply and Demand.

As a commercial development that is not creating dwelling units, this project will have no impact on the supply of or demand for housing in the County.

19. Proximity and relationship to known historic features.

There are no standing historic structures on this property, no ruins, and no known or conjectured human burial sites on this property. There are no known structures on adjoining properties that are 50 years old or older that are in the proximity of the proposed project. There are no known properties on the National Register of Historic Places within 500 feet of this property, and as such, this development will not impact historic properties.

Gap View Farm, a dwelling listed on the National Register of Historic Places, is located approximately 0.5 miles to the south, on the east side of WV 9. The Peter Burr House, located on Edmund Road, is approximately 0.4 miles to the north of this site. Neither will be impacted by this development in any way.

This information was obtained via use of the Jefferson County Windshield Survey of historic properties.

20. Recreation.

A mini-storage facility does not generate a need for public or private recreational facilities, and none are proposed. Measured in a straight line, the subject property is approximately 2 miles west of Sam Michaels Park; a County-owned park with a mixture of improvements. Via road connections, the park is approximately a 3 mile drive from this property. The County plans to construct a multi-purpose activity building in this Park. Commercial development is not subject to the impact fee for parks.

21. Property Tax Evaluation.

The proposed improvements will result in an increase in property taxes collected by the County. Since most taxes go to support the public schools, and this project will not generate school students, this will result

in a positive net return to the County and the Public Schools. The 2005 taxes collected for these properties are as follows:

<u>Property</u>	<u>Assessment</u>	<u>Annual Taxes</u>
Parcel 17.7 (existing facility)	\$211,400	\$5,130.26
Parcel 17.6 (front)	\$27,100	\$657.66
Parcel 17.3 (rear and residue)	\$138,700	\$3,476.94

A guess of what the taxes that would be generated by the improved facility and remaining residue might be as follows:

<u>Property</u>	<u>Assessment</u>	<u>Annual Taxes</u>
Parcel 17.7, 17.6 and part of 17.3	\$425,000	\$9,800.00
Parcel 17.3 (residue)	\$100,000	\$2,500.00

22. **Anticipated Bank Deposits and Loans.**

The existing business uses local banks for its routine financial transactions, and will continue to do so. Financing of the construction will be via local commercial bank loans.

23. **Anticipated Local Spending (Construction, Retail, Services, etc.)**

The applicant plans to offer the project to competitive bid to the development community. Local contractors will be welcomed to bid on the project. Also, as an expanding business, it will generate revenue and tax dollars as more customers will be employing the warehousing services available on the site.

24. **Local Employment Implications.**

The projected employment of the business(es) that would occupy the proposed office building would be approximately 10 people. The expansion of the mini-storage facility will not result in increased staffing, however its construction may result in local construction employment in the completion of the facility.

25. **Expected Change in Property Values.**

The proposed development would improve the property value of the subject property, resulting in increased property taxes from the applicant by the County (See item #21, Property Tax Evaluation).

The developer anticipates that this project will have no impact on property values in the area. The properties across WV 9 are separated from this

site by distance and topographic changes associated with the new highway. The value in the adjacent property to the north is vested in its IC commercial zoning and location on an arterial highway. The land to the south is the applicant's residue, and its value would not be negatively affected by the construction of this project, and would likely qualify for a conditional use permit for commercial use anyway. The property would be buffered in accordance with the requirements of the Zoning Ordinance, which will help protect the property value of the property to the west. This development, constructed in accordance with applicable zoning, engineering and building code requirements along this portion of that large tract's property line, should not impact the value of that tract.

26. **Extraordinary Considerations.**

The CIS Guideline Policy produced by the Planning Department states that the guidelines are for the average proposal. If there are elements of the proposal that are beyond "average" consideration, discussion of those elements should expanded upon.

The only element of this development that could be described as having impacts that could be out of the ordinary is this development's location at a highway problem area. These issues are being addressed through the State's improvements to the WV Route 9 corridor and this issue has been sufficiently addressed elsewhere in this report.