

# BURTON STATION

## Background

LOCATION: Located in the Bayside study area, Burton Station is bordered on the north by Virginia Beach Airport Industrial Park, west by the City of Norfolk, south by Lake Wright Golf Course and east by a borrow pit, trailer park and Baker Road.

POPULATION: 326 persons

COMPOSITION: 94% minority

ZONING: Burton Station is zoned R-8, moderate density, along Burton Station Road and east of Tim Road. O-1 and B-2 designations are along Burton Station Road adjacent to Northampton Boulevard and the remaining areas are zoned I-1.

REZONING: In the past five years there have been nine rezoning applications made. The majority have occurred on Burton Station Road just off of Northampton Boulevard from I-1 and I-2 to R-8, B-2 and O-1. Located in the middle of Burton Station is a large tract of undeveloped land owned by the city and rezoned to R-8 from I-1.

LAND USE: Burton Station has 46% developed (by parcel) land used for single family residential. 52% is undeveloped and 1% is commercial/industrial, 1% city-owned.

ADJACENT USE & ZONING: Burton Station is primarily surrounded by I-1 zoning and development such as the Norfolk Airport Industrial Park. Along Northampton Boulevard exist commercial and business (B-2) with hotel designation and development (H-1) and a golf course to the southeast.

UTILITIES: There are no water and sewer lines present in Burton Station. Also, no major street improvement, namely surface treatment in 1984.

HOUSING: 52% of the existing housing in Burton Station is considered infeasible for rehabilitation by the guidelines established in the City of Virginia Beach property rehabilitation standards; 43% is feasible.

EDUCATION: Burton Station Community is located within the Bayside Elementary, Junior High and High School zones.

TRANSPORTATION: T.R.T. serves Independence Boulevard, Shore Drive.

SPECULATION:	Land Use:	Vacant	78%	Absentee
		Residential	25%	Absentee
Zoning:	38% of parcel zoned R-8	36%	Absentee	
	3% of parcel zoned O-1	40%	Absentee	
	57% of parcel zoned I-1	66%	Absentee	
	2% of parcel zoned B-2	33%	Absentee	

Note: Absentee ownership excludes city, state and federal.

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## Community Development Land Use

### Issues

1. The Burton Station community has two active railroads passing through it. This mode of transportation makes the area attractive for industrial development which is also compatible with existing zoning.
2. While Burton Station residents supported the Federal Aviation Association in implementing the Federal 150 Plan (studying noise levels in areas adjacent to airports) the general consensus of the community was that the noise was not a major problem.
3. Burton Station Road will be impacted greatly, as the Norfolk International Airport and General Aviation area continue to grow. Presently it is the sole access to the area via Virginia Beach. The continued use of the road as the principal means of access to the main terminal and General Aviation area will have a deleterious effect on residential uses.
4. The corridor along Burton Station Road will be an attractive area for development of airport-related services such as travel agencies and car rentals which are not compatible with existing zoning.
5. The Virginia Beach Airport Industrial Authority owns approximately 20 acres of undeveloped land along Burton Station Road. According to the Authority, this property was purchased on the open market to prevent further residential development. Their intention is to exchange these properties for an area along the western border, zoned I-1 and located within the clear zone.
6. Northampton Boulevard has experienced an increasing amount of traffic as it is the major access to Oceanfront, Lynnhaven and the Eastern Shore. Improvements are not currently scheduled. Any improvements will have an impact on Burton Station.
7. Drainage problems in the community are serious, as there are no public improvements.
8. Given the land owned by various governmental agencies and the need to relocate dwellings and households, no coordinated program or means to accomplish relocations, renovations and improvements exists.

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## Community Development Land Use Recommendations

### OVERALL

Burton Station is a community severely impacted by surrounding airport, commercial and industrial development. It should remain moderately dense single family residential(R-8).

### SPECIFIC

1. The boundary lines of the neighborhood should be changed to exclude all the undeveloped land zoned I-1 (see map).
2. All remaining industrial zoned land along the railroad should be rezoned to AG-1 to eliminate future potential industrial traffic along Burton Station Road.
3. All land zoned B-2 should be required to develop a 25 foot planting buffer between the commercial uses and residential uses.
4. All land zoned O-1 should be required to develop a 25 foot planting buffer between office and residential uses, except where divided by a street.
5. Future land uses in the area of Burton Station should be compatible with the residential density in Burton Station.
6. All borrow pits and spoils areas in and adjacent to Burton Station should be filled with select material and cleaned of debris.
7. No new development should be allowed in the approach zone of runway 32 of the Norfolk International Airport.
8. No rail sidings should be allowed on the south side of the southern most rail line running through the Burton Station area.
9. The City should establish a planting buffer of at least 50 feet between Burton Station and the Virginia Beach Airport Industrial Park.
10. Burton Station Road will serve as the principal entrance to the General Aviation area of the Norfolk International Airport. Any plans for the improvement of the community or this road should include provisions which prohibit the heavy volume of traffic to and from the General Aviation area or the Virginia Beach Airport Industrial Park.

11. Storm drainage from the Burton Station community flows into Lake Wright, a public reservoir. No development should be allowed which might affect this public water supply.

12. The widening of Northampton Boulevard should not be cause for approving an expansion of the B-2 zoning district.

13. The widening of Northampton Boulevard may cause residential use along the road to be inappropriate. If this is so, an expansion of the O-1 office district would be appropriate providing that an adequate fence and planting buffer separated any office area from any residential area.

14. The physical and numerical size of the community demands that either a loop road transportation system be used or that there be at least two entrances with major collector streets. Burton Station Road improvements should be paid through city funds and not the Capital Improvement program of the Department of Housing and Community Development.

15. All non-conforming lots should not be allowed to develop further without additional land to bring these lots into conformance, if possible.

16. The implementation of physical improvements should be delayed until further study has been made regarding the general plan for the Burton Station Community Development Target neighborhood.

17. A separate, detailed study of this area should be undertaken, given the circumstances of this neighborhood. The Norfolk Port and Industrial Authority plays a vital role in studying and formulating a plan for the Burton Station area as it owns approximately 20 acres of undeveloped land within the neighborhood boundaries. Also the Norfolk International Airport, itself, is an important factor as it is in the process of updating its general plan. Any further action taken in Burton Station should be based on this plan and the potential growth of the airport area. The Department of Housing and Community should join in the planning and updating of this airport as it greatly impacts the Burton Station Community Development Target area.