

SEATAACK

HISTORY

- Houses at Start: 65
- Occupied Houses Deemed Uninhabitable: 4
- Population at Start: 208
- Percentage of Land Undeveloped: 59%
- Work Completed:
Housing, Water, Sewer, Streets, Drainage
- Improvement Costs: \$2.8 Million
- Revitalization Completion: 1995

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Background

LOCATION: Located in the Oceanfront study area. Seataack is bordered by the Oceana Naval Air Station to the west, the resort beach area to the east, on the north by Route 44 Virginia Beach toll road and on the south by General Booth Boulevard.

POPULATION: 879 persons

COMPOSITION: 98% minority

ZONING: Seataack is composed of numerous zoning designations. In the north, adjacent to the toll road to Southern Boulevard is primarily commercial, business and multi-family. East of Birdneck Road to Owl's Creek, the zoning is for medium density, R-5 and R-6. The primary zoning west of Birdneck is I-1.

REZONING: There have been about 30 rezoning applications submitted in the last five years. The majority were successful rezonings to A-1 and A-2.

LAND USE: Seataack is 41% developed residential (by parcel) including single family and multi-family use. 49% remains undeveloped land, 6% is commercial, 2% city-owned, 1% transient, and 1% federal owned.

ADJACENT USE & ZONING: Seataack community is adjacent to residential development along its eastern border and southwestern border, including five new subdivisions: Seabridge Square, Lands End, Lands End condominiums, Cameron A. Marsh, and Salt Marsh Point. North along the toll road is commercial and multi-family. Seataack is bordered on the west by the Oceana Naval Air Station I-1 and to the southeast by Camp Pendleton.

UTILITIES: The community of Seataack does have water and sewer lines installed. Road improvements are scheduled in phases. Phase 1 along Southern Boulevard, north to Virginia Beach Boulevard, has street improvements in place.

HOUSING: 48% of existing housing in Seataack is considered feasible for rehabilitation, according to the Virginia Beach property rehabilitation standards. 35% is infeasible, 2% is vacant infeasible, 6% is rehabilitated and 9% is new.

EDUCATION: The Seataack community is located within the school zones of Alanton, Seataack, Cooke, Trantwood and Kingston Elementary, Lynnhaven and Virginia Beach Junior High, and First Colonial High School.

TRANSPORTATION: T.R.T. serves Virginia Beach Boulevard.

SPECULATION:	Land Use:	Residential	35%	Absentee
		Commercial	83%	Absentee
		Vacant	73%	Absentee
		Transient	64%	Absentee

Zoning:	30% of parcels zoned R-5	37%	Absentee
	20% of parcels zoned R-6	36%	Absentee
	1% of parcels zoned R-8	67%	Absentee
	12% of parcels zoned C-1	75%	Absentee
	3% of parcels zoned I-1	59%	Absentee
	3% of parcels zoned B-2	69%	Absentee
	31% of parcels zoned A-1	80%	Absentee
		A-2 100%	Absentee

Note: Absentee ownership excludes city, state and federal.

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Community Development Land Use Issues

1. Seataack has experienced increasing traffic flows along Birdneck Road as well as Virginia Beach Boulevard over the past three years. This increased traffic flow is impacting land use and will create pressure to change some existing land uses.
2. As industrial development in the South continues to grow, Birdneck Road will be travelled even more and plans have been made to widen Birdneck Road using Community Development funds.
3. Seataack is highly impacted by the presence of the Navy and the Air Installations Compatible Use Zone area (AICUZ). The Navy owns either property in fee simple or the easements over approximately 310 acres of contiguous property within the Seataack area impacted by AICUZ.
4. Development within the AICUZ area is basically restricted to industrial, manufacturing and agricultural, due to the Level 3 No Accident Potential High Noise Impact designation (where noise is at a high intensity and frequency).
5. The development of a 26-acre industrial park along Birdneck Road, coupled with the large amount of industrially zoned land in the area and the Navy AICUZ area, threatens the continued development of additional residential land uses in Seataack.
6. Should the rail passenger service from Norfolk to Virginia Beach become a reality, the Pavilion area could become a major transit station. The impact on parking, traffic and noise levels of the area could be significant and have a detrimental effect on the existing community.
7. Seataack is a community with good potential for speculation, as 73% of the undeveloped parcels are owned by absentee owners.
8. Some areas of Seataack have private roads that are in poor condition making access, as well as drainage, a serious problem.

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Community Development Land Use Recommendations

OVERALL

- A. Seataack is a diverse community of varying land uses and zoning. No one land use or zoning pattern should predominate the future.
- B. The AICUZ zone will restrict further residential development in the Seataack area and new residential development should not be allowed in this AICUZ zone.
- C. Future development in the Seataack area should be small in scale, replacing existing structures, and in keeping with the existing community, not that character of the resort area.

SPECIFIC

1. The boundary lines should be limited only to the existing residential areas for Community Development funding (see map).
2. All industrial zoned land should be excluded from this Community Development neighborhood (see map).
3. The B-2 commercial zone along Virginia Beach Boulevard should not be allowed to expand down Birdneck Road past the existing B-2 area.
4. The existing B-2 zone along Birdneck Road should be redrawn to allow a portion of it to become A-2.
5. Conditional use permits for non residential and special exceptions should not be given in this neighborhood.
6. The upgrading of Birdneck Road should not be completed with Community Development funds.
7. Industrial development in the area and adjacent should be well buffered and fenced from all residential development.
8. No new borrow pits should be allowed in or adjacent to the community.

9. A separate, detailed study of this area should be undertaken to facilitate the development of an overall neighborhood plan of the community of Seatack. It will be necessary to examine the transportation system of the area (both vehicular and rail commuter) to project both potential growth and potential problems. Also the emerging commercial corridor of Virginia Beach Boulevard should be analyzed to establish boundaries and the location of transition and buffer zones. An extensive land use study, including the existing and historic Seatack community as well as the prospective community, should be completed and with that, a detailed mapping project delineating boundaries, zoning, land use and the AICUZ area should be included to aid residents as well as developers in understanding the Seatack community.

10. Future industrial development and traffic in the Seatack area should not use Birdneck Road as the principal and only access road and alternative industrial access routes to industrially zoned property in the Seatack areas should be developed.

11. The boundary of the overall Seatack community and the boundary of that part of Seatack which is in the Community Development Program are not the same.