

A G E N D A
ISLE OF WIGHT COUNTY PLANNING COMMISSION
July 26, 2022

1. CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

2. ROLL CALL/DETERMINATION OF A QUORUM

BRIAN CARROLL, CHAIRMAN

BOBBY BOWSER, VICE-CHAIRMAN

CYNTHIA TAYLOR

JAMES FORD

THOMAS DUERIG

JENNIFER S. BOYKIN

GEORGE RAWLS

THOMAS J. DISTEFANO

3. ACTION ON REQUESTS TO WITHDRAW OR TABLE PENDING AGENDA ITEMS

4. APPROVAL OF AGENDA

5. CONSENT AGENDA

A. JUNE 28, 2022 REGULAR MEETING MINUTES

B. JULY 21, 2022 ACTION LIST BOARD OF SUPERVISORS

6. CITIZENS' COMMENTS

7. PUBLIC HEARINGS

A. ROYAL FARMS CONVENIENCE STORE AND GASOLINE STATION CUP REQUEST

Application of Royal Farms, applicant, and James River Crossings, Inc., property owner, for a conditional use permit (CUP-11-21) for a Royal Farms convenience store and gas station on 5.11 acres located on the east side of Carrollton Boulevard (Rte. 17) on property with tax map number 34-01-070E. The property is in the Conditional – General Commercial zoning district.

8. OLD BUSINESS

9. NEW BUSINESS

A. KESSLER SUBDIVISION ORDINANCE WAIVER REQUEST

The application of Bill and Sandra Kessler, owners, for a waiver to Section 3.2.4.A.4 and Section 5.9.1.C of the Subdivision Ordinance. The purpose of the application is to seek a waiver to allow a family member transfer from tax map parcel 59-01-017C on a private easement that serves two existing lots.

B. AUVIL SUBDIVISION ORDINANCE WAIVER REQUEST

The application of Sheila Auvil, owner, for a waiver to Section 3.2.4.A.4 and Section 5.9.1.C of the Subdivision Ordinance. The purpose of the application is to seek a waiver to allow a family member transfer from tax map parcel 03-03-001 on a private driveway not built to public standards which serves more than two lots.

C. COUNTY ATTORNEY'S REPORT

D. PLANNING DIRECTOR'S REPORT

10. CLOSED MEETING

11. ADJOURNMENT

PLANNING REPORT

ATTACHMENTS:

Description	Type	Upload Date
JUNE 28, 2022 REGULAR MEETING MINUTES	Cover Memo	7/20/2022

**MINUTES OF THE MEETING OF THE ISLE OF WIGHT COUNTY
PLANNING COMMISSION HELD ON THE TWENTY-EIGHTH DAY OF
JUNE IN THE YEAR TWO THOUSAND AND TWENTY-TWO**

CALL TO ORDER

Brian Carroll, Chairman, called the Isle of Wight County Planning Commission meeting to order at 6:00 PM on June 28, 2022, in the Board of Supervisors Room at the Isle of Wight County Courthouse, Isle of Wight, Virginia.

INVOCATION

Commissioner Duerig delivered the invocation.

PLEDGE OF ALLEGIANCE

Chairman Carroll invited everyone present to join in the Pledge of Allegiance.

ROLL CALL/DETERMINATION OF A QUORUM

PRESENT

Brian Carroll, Chairman
Bobby Bowser, Vice-Chairman
James Ford
Thomas Duerig
George Rawls
Thomas Distefano

A quorum was determined.

ABSENT

Cynthia Taylor
Jennifer S. Boykin

ALSO IN ATTENDANCE

Robert W. Jones, Jr., County Attorney
Amy Ring, Community Development Director
Jeryl Phillips, Assistant Director of Planning and Zoning
Trenton Blowe, Planner
Jamie Oliver, Transportation Manager
Amanda Landrus, Secretary

ACTION ON REQUESTS TO WITHDRAW OR TABLE PENDING AGENDA ITEMS

Chairman Carroll asked if there were any requests to table or withdrawal agenda items. Amy Ring, Community Development Director, stated there were no requests.

APPROVAL OF AGENDA

Chairman Carroll called for a vote to approve the agenda. Commissioner Bowser made a motion to approve the agenda. Commissioner Duerig seconded the motion. Chairman Carroll asked for all in favor to signify by saying aye. The motion passed unanimously.

APPROVAL OF CONSENT AGENDA

Chairman Carroll called for a vote to approve the consent agenda. Commissioner Bowser made a motion to approve the consent agenda. Commissioner Duerig seconded the motion. Chairman Carroll asked for all in favor to signify by saying aye. The motion passed unanimously.

CITIZENS' COMMENTS

Chairman Carroll opened the floor for any citizen comments. There being no comments, Chairman Carroll closed citizen comments.

PUBLIC HEARINGS

Chairman Carroll called for the public hearing on the following application:

Application of Anthony Landes and Derek Joyner, applicants, and Vincent Carollo, property owner, for a conditional use permit (CUP-9-21) to establish a private club, specifically a sports club, on property located at 14353 Benns Church Boulevard (Rte. 10) with tax parcel number 32-01-093. The property is in the Conditional-Suburban Residential zoning district.

Trenton Blowe, Planner, gave an overview by giving the following PowerPoint presentation.



Smithfield Sportsplex Conditional Use Permit CUP-09-21

PLANNING COMMISSION MEETING
JUNE 28, 2022

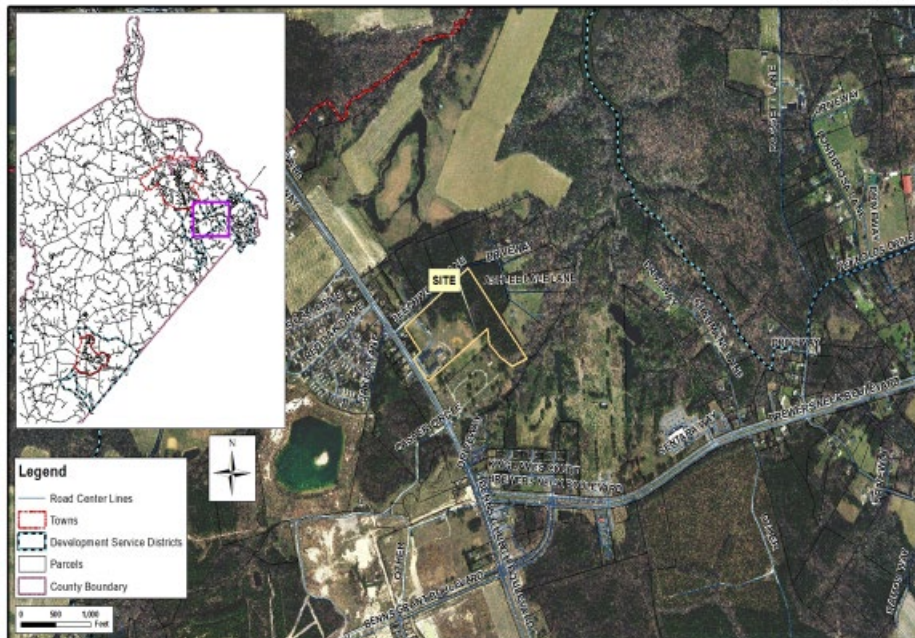
DESCRIPTION

- ▶ Location: 14353 Benns Church Blvd.
- ▶ Parcel: 32-01-093
- ▶ Zoning: Conditional Suburban Residential (C-SR)
- ▶ Election District: D1
- ▶ Purpose: To allow for a Club in an existing building on site. The proposal is specifically for a private youth sports training facility.

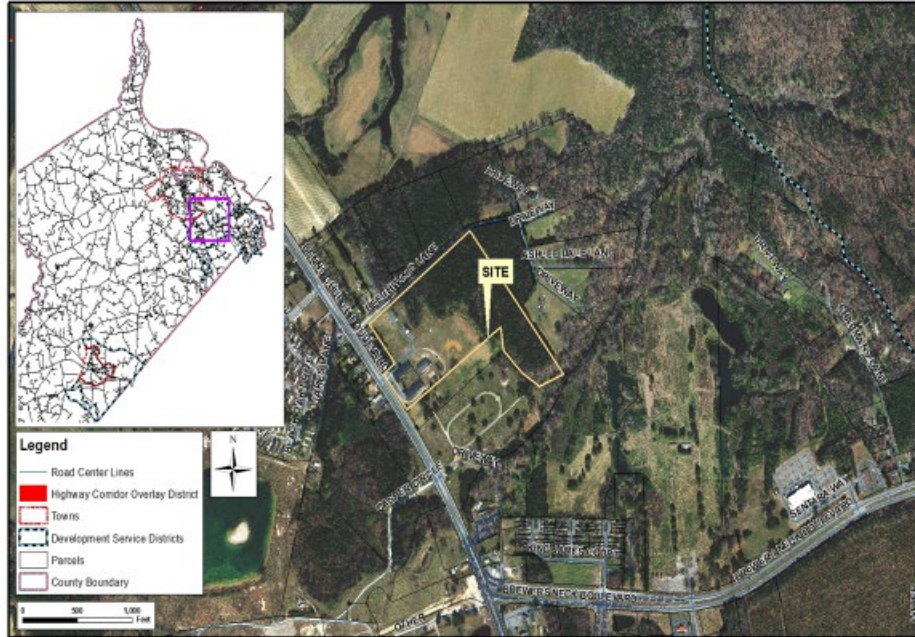
BACKGROUND

- ▶ Property is approximately 25 acres
- ▶ Former school facility built in 1970, 1972 and 1980
- ▶ School closed in 2007
- ▶ SR zoning district requires a CUP for a club
- ▶ Proposed club will utilize the existing gymnasium building and baseball field on the site. The proposed hours are to run opposite the previously approved child care center.

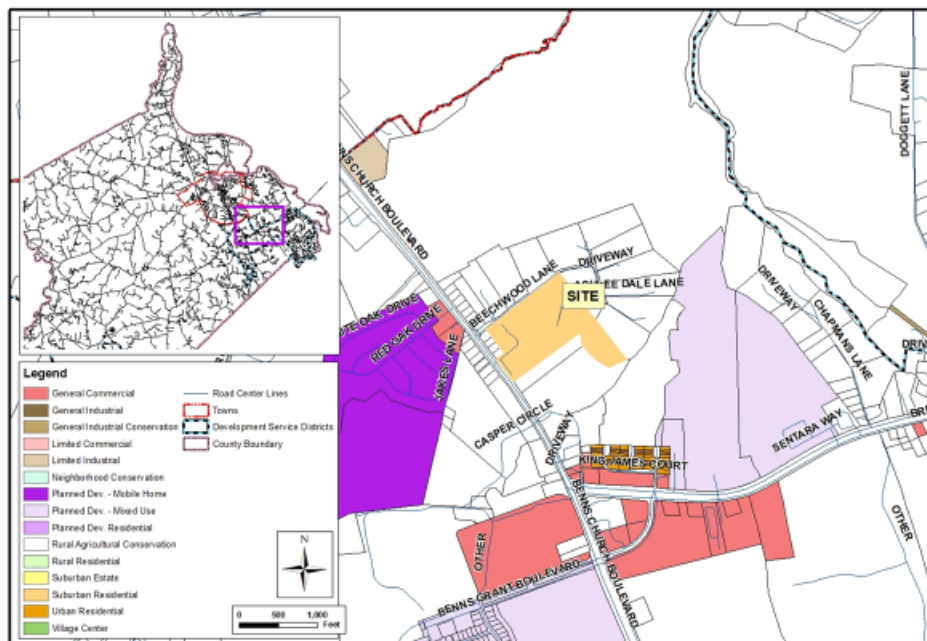
CUP-09-21 Conditional Use Permit - Location Map



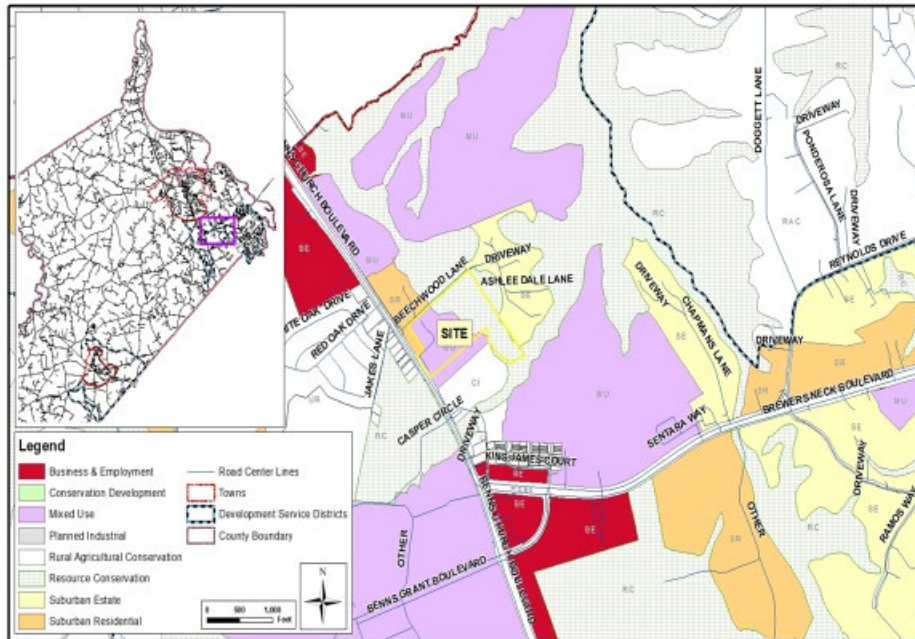
CUP-09-21 Conditional Use Permit - Location Closeup



CUP-09-21 Conditional Use Permit- Zoning Map



CUP-09-21 Conditional Use Permit - Land Use Map



THE EXISTING GYMNASIUM FROM BENNS CHURCH BLVD.



THE EXISTING GYMNASIUM AND BASEBALL FIELD

COMPREHENSIVE PLAN REVIEW

Appropriate nonresidential use types in future recommended SR designated areas include schools, churches, libraries, and similar uses which are supportive of the residential use and enhance development in close proximity.

AGENCY REVIEW

- ▶ General Services, Economic Development, Sheriff's Office, Emergency Services, and the County Attorney - No concerns
- ▶ Health Department - If the CUP is approved, the applicant will have to provide projected usage information and an engineer's certification letter
- ▶ Virginia Department of Transportation - Installation of 200' storage x 200' taper lane is not recommended at this time. It is noted that any further development or additional uses will trigger the need in the future.

The Planning Commission and Board of Supervisors shall

consider the following criteria before the granting a CUP:

1. Will not be detrimental to or endanger the public health, safety, and general welfare;
2. Will not be injurious to the use and enjoyment of other nearby property for permitted uses, nor substantially impair the use of other property within the immediate proximity;
3. Adequate utilities, water, sewer or septic system, access roads, storm drainage, and/or other necessary public facilities and improvements will be provided;
4. Ingress and egress so designed as to minimize traffic congestion on the public streets;
5. Does not conflict with the goals and objectives of the Isle of Wight County Comprehensive Plan;
6. Shall conform to all other applicable regulations of the zoning district classification in which it is located and to the special requirements established for the specific use; and
7. Will not result in a multiplicity or saturation of similar uses in the same general neighborhood of the proposed use

Board may impose additional conditions or limitations on CUPs. Such conditions may include, but are not limited to:

1. Number of persons working on the site & proposed hours of operation;
2. Conditions, for roads, sidewalks, parking facilities, vehicle access, and peak periods of traffic,
3. Orderly growth of the community and the fiscal impact on the County;
4. Effect of odors, dust, gas, smoke, fumes, vibration, glare, and noise;
5. Impacts to public facilities and the ability of the County or persons to supply public services;
6. Consistency with acceptable engineering and planning practices;
7. Location of structures in the vicinity of schools, houses of worship, theaters, hospitals, and similar places of public use;
8. Consistency of the proposal with County ordinances and plans;
9. Environmental impacts and opportunities for recreation and open space; and
10. Preservation of cultural and historic resource landmarks.

STAFF ANALYSIS

Strengths:

- ▶ Application proposes the reuse of an existing building.
- ▶ The project is a use not commonly seen in the county and will serve a recreation need

Weaknesses:

None identified.

STAFF RECOMMENDATION

Staff recommends approval of the application with the following conditions:

- 1) The private club will be limited to the use of the former gymnasium building and adjacent ball field.
- 2) No more than 25 people at any one training session.
- 3) Hours of operation of 5:30 PM to 9 PM Monday through Friday, by appointment only 9:00 AM to 1:00 PM on Saturday, and closed Sunday.
- 4) The club must be private.
- 5) Club membership may not exceed 100 members.
- 6) Any expansion of the use or additional uses on the property will require a turn lane analysis and the installation of any recommended improvements.

Chairman Carroll opened the public hearing and invited the applicant to speak.

Derek Joyner, 15765 Breezy Hill Lane, Smithfield, and Nick Hess, 223 S. Church Street, Smithfield, stated they wanted to provide a location for the youth of the community to train for baseball, soccer, softball, and gymnastics as well as have use of the field for practices.

There being no public comments, Chairman Carroll closed the public hearing and called for conversation from the Planning Commission.

Commissioner Distefano asked for clarification on the capacity for the training sessions, if the twenty-five was participants only or total and if training sessions could run concurrently.

Trenton Blowe stated that the parking is based on maximum occupancy and without major improvements, the facility would not be able to allow for the extra parking. Mr. Blowe stated the training sessions would run separately.

Commissioner Rawls asked about the parking for the daycare center.

Trenton Blowe stated the daycare and the sports complex have alternate schedules.

Commissioner Bowser asked what the membership consists of.

Nike Hess stated the beginner session is one to two days a week, and the advanced sessions are five days a week. Mr. Hess added there is one membership per family.

Commissioner Distefano asked if the County is trying to regulate the amount traffic and cars with the twenty-five-person limit, and if the county could put the regulation on the number of cars versus the occupancy.

Trenton Blowe stated the reason for the condition was the County's ordinance addressing parking by maximum occupancy.

Amy Ring added that this limit was placed to prevent the applicant from having to do additional improvements for parking as well as VDOT's requirement for a turn lane. No limit on participants and membership may trigger the need for these improvements.

Commissioner Rawls asked what the current number of parking spaces are there now.

Nick Hess stated there are 36 total parking spaces.

Chairman Carroll stated he expects this business to grow and shares the concern with the limit on the occupancy.

Ms. Ring stated that increasing the occupancy would require VDOT review.

Commissioner Ford asked how these requirements are regulated.

Ms. Ring stated it is on an honors system unless there is a complaint, and then staff would investigate.

Commissioner Ford believes this would be a benefit to the community but is concerned with how it will be regulated and just left to the honor system.

Derek Joyner stated a baseball training session would have ten to twelve participants and gymnastics would have ten, totaling twenty-two total participants. Mr. Joyner added that the parents typically drop their kids off and return to pick up which creates no issues as far as parking.

Commissioner Distefano asked if the wording of the condition could be changed to state twenty-five participants instead of the current twenty-five people.

Commissioner Distefano made the motion to recommend approval of the Conditional Use Permit to the Board of Supervisors with the recommendations of staff to include the modification of condition number two to state twenty-five participants instead of twenty-five people.

Commissioner Ford seconded the motion, which was adopted with Commissioners Bowser, Distefano, Duerig, Ford, Rawls and Carroll voting in favor of the motion, and no Commissioners voting against the motion (6-0).

Motion was carried and will go to the Board of Supervisors on July 21, 2022.

Chairman Carroll called for the public hearing on the following application:

Application of Curtis Contracting, Inc., applicant, and Whitley-Hawkins Holdings, LLC, property owner, for approval of conditional use permit (CUP-6-21) to expand an existing resource extraction use, specifically a sand borrow pit, on eleven acres located at 32083 Airport Drive on properties with tax map numbers 68-01-001 and 68-02-002. The property is in the Rural Agricultural Conservation zoning district.

Jeryl Phillips, Assistant Director of Planning and Zoning, gave an overview by giving the following PowerPoint presentation.

Whitley Hawkins Borrow Pit Expansion Conditional Use Permit (CUP-6-21) Request



Planning Commission Regular Meeting
June 28, 2022

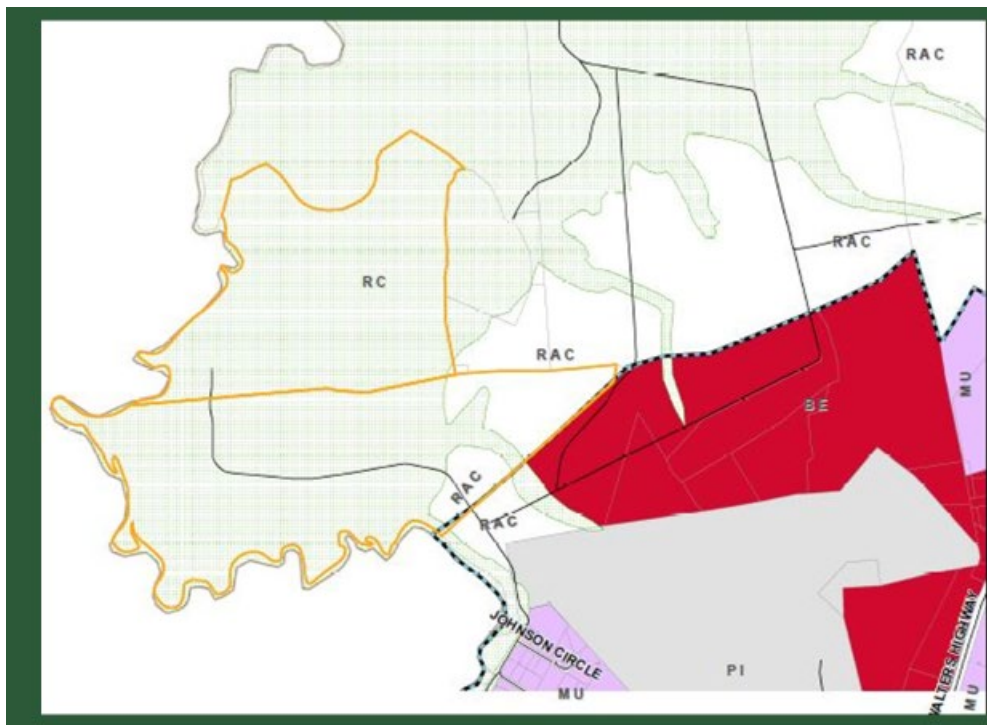
SITE DESCRIPTION

Tax Map ID#:	68-01-001 and 68-02-002
Location :	32083 Airport Drive
Current Zoning :	Rural Agricultural Conservation (RAC)
Election District:	D5
Proposed Use:	To allow an 11 acre expansion of an existing sand borrow pit

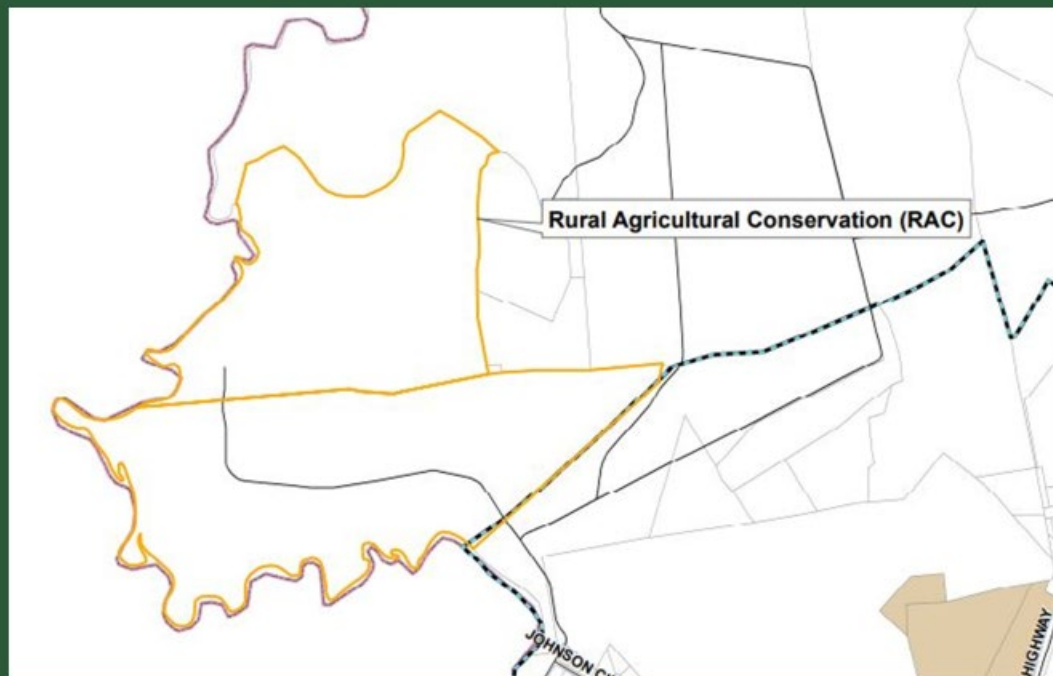




SITE
LOCATION



FUTURE
RECOMMENDED
LAND USE MAP

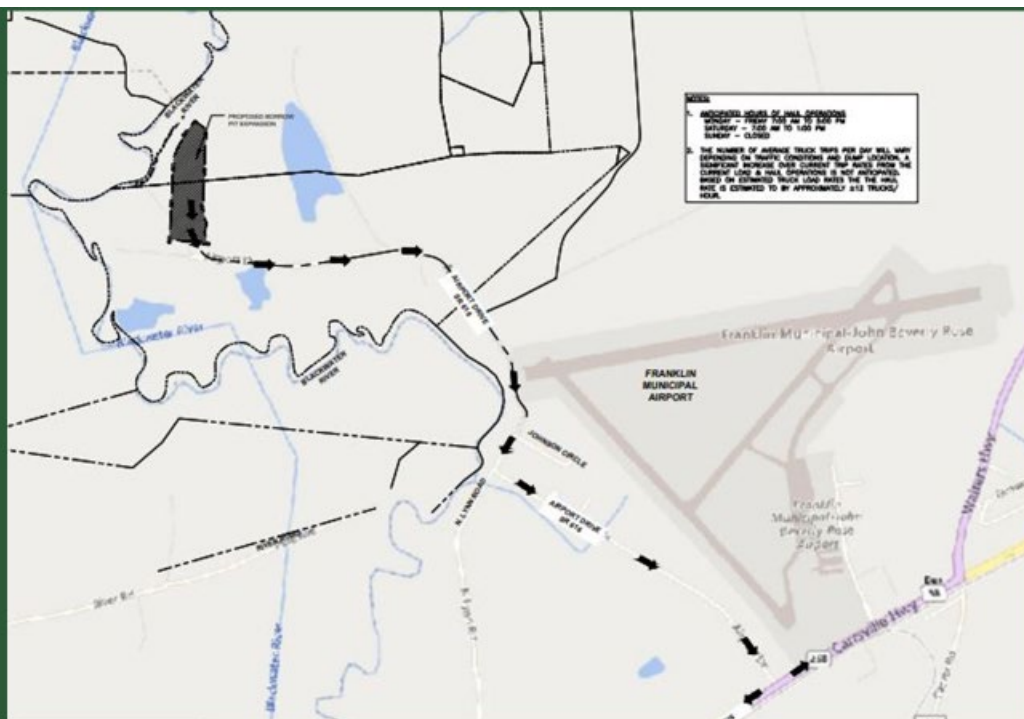
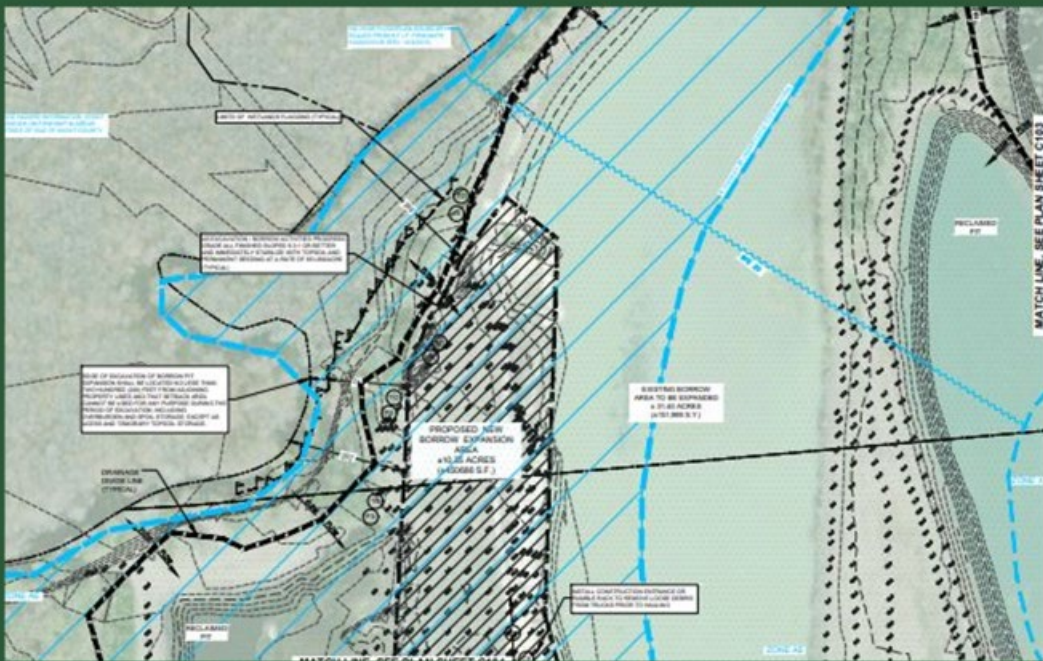


ZONING MAP

BACKGROUND

- Original sand borrow pit approved in 1975
- Proposal includes an 11 acre expansion of a previously reclaimed, 31 acre borrow pit that extends across both properties
- Floodplain variance granted in 2004. No new structures or improvements in the floodplain proposed.
- No disturbances to jurisdictional wetlands are proposed or anticipated.
- Same, existing haul route to be used along Airport Drive to Carrsville Highway (Rte. 58)







DEPARTMENTAL & AGENCY REVIEW

Staff distributed the application documents to the following departments and agencies for review and comment:

- Emergency Services - No concerns noted with CUP.
- Economic Development - No concerns noted with CUP.
- General Services - No concerns noted with CUP.
- Environmental Planner – Concerns addressed.
- Transportation Project Manager - No concerns noted with CUP.
- VDOT - No concerns noted with CUP.
- Sheriff's Office - No concerns noted with CUP.
- County Attorney - No concerns noted with CUP.



CRITERIA FOR CUP CONSIDERATION (Section 1-1017)

1. Will not be detrimental to or endanger the public health, safety, and general welfare;
2. Will not be injurious to the use and enjoyment of other nearby property nor substantially impair the use of other property within the immediate proximity;
3. Adequate utilities, water, sewer or septic system, access roads, storm drainage and/or other necessary public facilities and improvements will be provided;
4. Adequate measures will be taken for ingress and egress/traffic control;
5. Not contrary to the goals and objectives of the Comprehensive Plan;
6. Will conform to ordinance regulations; and
7. Will not result in a multiplicity or saturation of similar uses in the same general neighborhood of the proposed use.



ADDITIONAL CONSIDERATIONS FOR BOARD

1. Number of persons working on the site & proposed hours of operation;
2. Conditions, for roads, sidewalks, parking facilities, vehicle access, and peak periods of traffic,
3. Orderly growth of the community and the fiscal impact on the County;
4. Effect of odors, dust, gas, smoke, fumes, vibration, glare, and noise;
5. Impacts to public facilities and the ability of the County or persons to supply public services;
6. Consistency with acceptable engineering and planning practices;
7. Location of structures in the vicinity of schools, houses of worship, theaters, hospitals, and similar places of public use;
8. Consistency of the proposal with County ordinances and plans;
9. Environmental impacts and opportunities for recreation and open space; and
10. Preservation of cultural and historic resource landmarks.



Local Roots,
Global Reach

STAFF ANALYSIS

Strengths:

- Borrow pit will be located away from waterways and runoff is directed back toward the interior of the pit and away from streams and rivers which is consistent with the policies of the Comprehensive Plan that aim to protect sensitive environmental features from the effects of development.
- Proposed mining area is located away from adjoining buildings and uses. Volume of truck traffic expected on Airport Drive is consistent with what residents have experienced from past operations, according to County records from past CUP approvals.
- Proposed commercial mining activity is anticipated to confer a positive economic benefit from additional tax revenue.
- Forests along the edges of the property will be maintained to protect the Blackwater River, streams, and wetland areas.

Weaknesses:

- Existing aboveground storage tanks represent a potential environmental risk to ground and surface water in the event of spills or leaks.



Local Roots,
Global Reach

RECOMMENDATION

Based on the strengths of the application, staff recommends approval of the conditional use permit subject to the following conditions:

1. The conditional use permit shall be for a maximum of 11 acres as depicted in the Erosion and Sediment Control Plan dated April 27, 2022.
2. The applicant shall register the aboveground storage tanks (ASTs) located on the property with DEQ as required by the Virginia Facility and Aboveground Storage Tank Regulations (9VAC25-91-10 et seq). Evidence of such registration shall be provided to the Zoning Administrator prior to issuance of the zoning permit.
3. The applicant shall comply in all respects with the Environmental Protection Agency Spill Prevention, Control, and Countermeasure Rule in accordance with Section 311(j)(1)(C) of the federal Clean Water Act, as amended by the Oil Pollution Act of 1990, to include development, maintenance, and implementation of an oil spill prevention plan. Evidence of the plan shall be provided to the Zoning Administrator prior to issuance of the zoning permit for the project.
4. Operations associated with the conditional use shall be conducted between 7:00 A.M. and 5:30 P.M., Monday through Friday. If work is to be conducted on Saturdays, operations shall be limited to these same hours. No operations shall occur on Sundays.

RECOMMENDATION CONTINUED

5. The applicant shall monitor and control the access road for dust in accordance with the methods described in the approved Operations and Reclamation Plan dated April 26, 2022. The entrance gate to the access road shall kept locked at all times when not in use.
6. The applicant shall submit a Phase 1 Cultural Resources Survey for staff review at the time of site plan submittal and resource limits identified and marked on the site during pit operations.



Chairman Carroll opened the public hearing and invited the applicant to speak.

William Riddick, legal representation for applicant, stated purpose for this application is for sand, particularly for the highway project and VDOT repair work. Mr. Riddick added with the increase in fuel prices it is important to have raw material near where the work is being done at.

William Riddick stated this site has been used since 1945. Mr. Riddick addressed the concern of the fuel tanks, and stated they do not belong to the applicant, and he intends to remove them and replace them with tanks that meet current code. Mr. Riddick asked if the option to remove those fuel tanks can be added to the conditions.

There being no public comments, Chairman Carroll closed the public hearing and called for conversation from the Planning Commission.

Commissioner Rawls asked about the location of the cemetery in relation to the location of the borrow pit expansion.

Amy Ring stated the pit is to the north of where the cemetery is located. Ms. Ring added there has never been a formal delineation for the cemetery, and the limits are not identified and to be safe, it is required to have those limits marked so that equipment operators know where those limits are.

Commissioner Rawls also shared his concern with family members having access to the cemetery.

Andy Curtis owner of Curtis Contracting, PO Box 769, West Point, VA 23181, stated the gate to the property will always be locked when not being operated, and someone can call if access is needed during non-working hours.

Commissioner Rawls asked if there could be a sign placed by the gate with the information on who to call.

Andy Curtis said he would be happy to install a sign.

Commissioner Deurig made the motion to recommend approval of the Conditional Use Permit the Board of Supervisors with the recommendations of staff to include installation of the sign at the gate. Commissioner Ford seconded the motion, which was adopted with Commissioners Bowser, Distefano, Duerig, Ford, Rawls, and Carroll voting in favor of the motion, an no Commissioners voting against the motion (6-0).

Motion was carried and will go to the Board of Supervisors on July 21, 2022.

Chairman Carroll called for the public hearing on the following application:

Application of Remus Brustur of Frontier Development, applicant, and the William G. Yeoman, III, Trust, property owner, for a conditional use permit (CUP-8-21) for a Wawa convenience store and gas station on 5.69 acres located on the southwest corner of Turner Drive (Rte. 644) and Benns Church Boulevard (Rte. 10) on property with tax map number 32-01-007.

Amy Ring, Community Development Director, gave an overview by giving the following PowerPoint presentation.

Wawa Convenience Store & Gasoline Station Conditional Use Permit (CUP8-21) Request



Planning Commission Regular Meeting
June 28, 2022

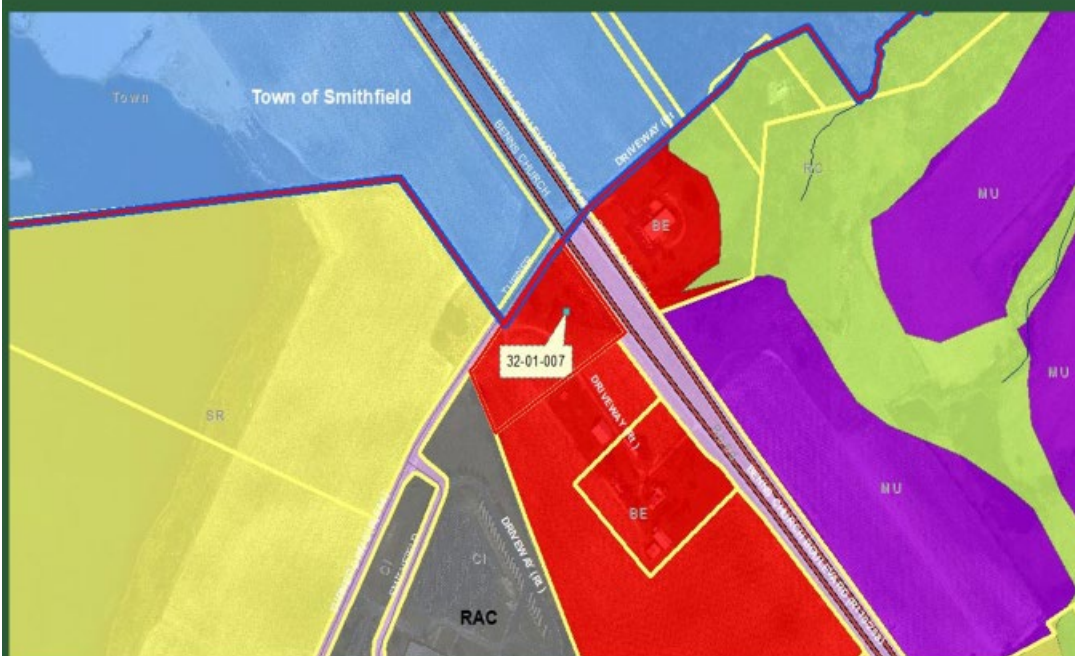
SITE DESCRIPTION

Tax Map ID#:	32-01-007
Location :	Southwest corner of the intersection between Bennis Church Boulevard (Rte. 10) & Turner Drive (Rte.644)
Current Zoning :	Rural Agricultural Conservation (RAC)
Election District:	D3
Proposed Use:	To allow a 6,049 SF convenience store & 16 fuel pump gasoline station with an approximately 15 foot tall canopy.





SITE
LOCATION



FUTURE
RECOMMENDED
LAND USE MAP



ZONING
MAP



East
View
from
Site
Towards
Rte. 10



South
View
from
Site



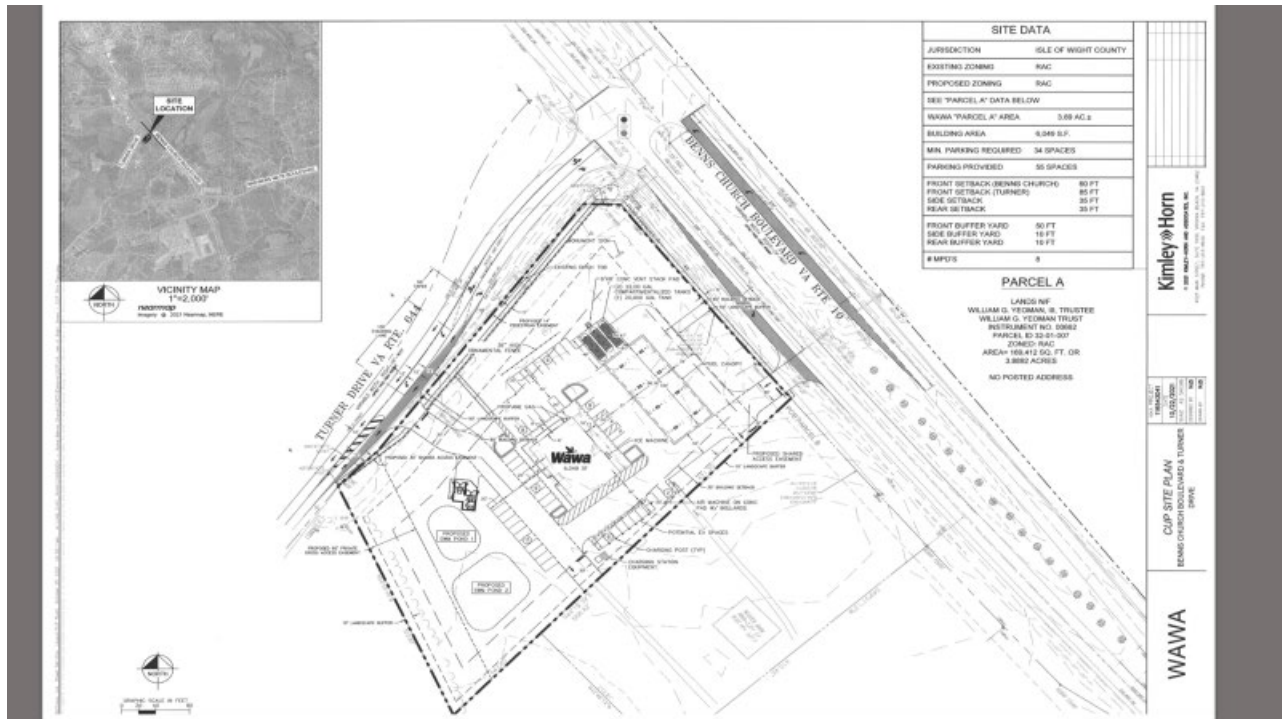
West
View
from
Site
Towards
SHS

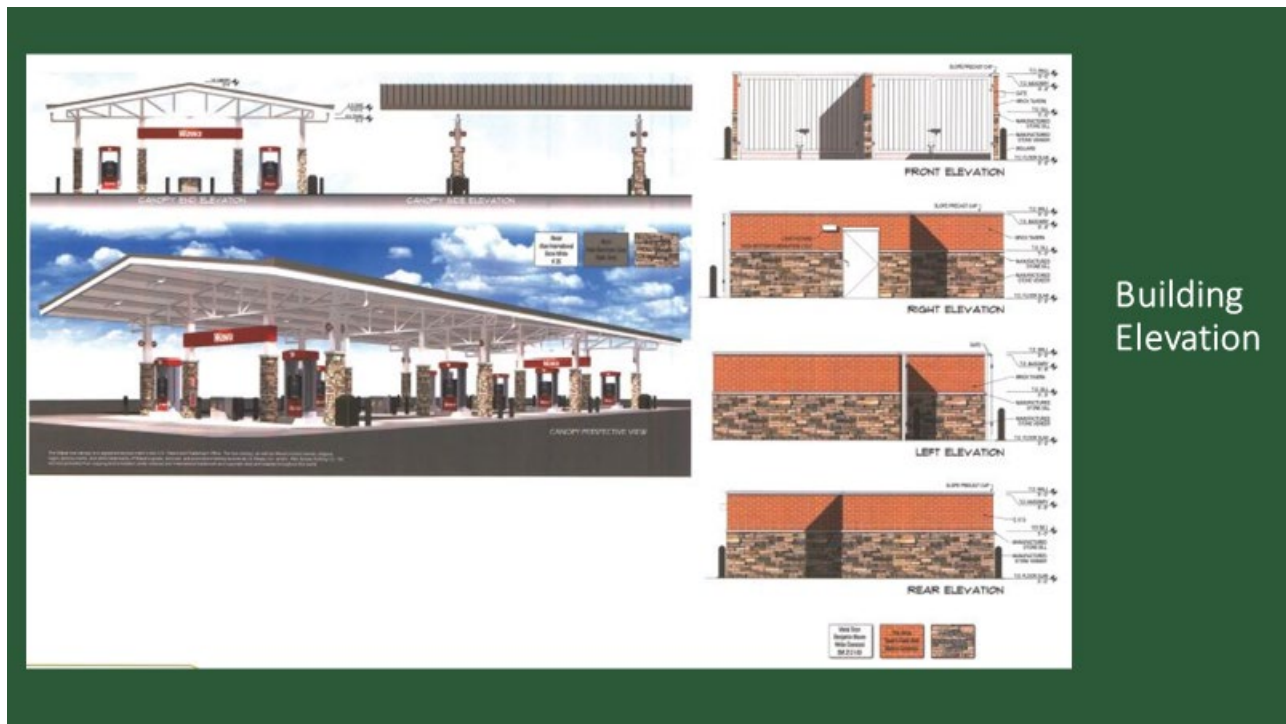


North
View
from
Site
Towards
Turner
Drive

BACKGROUND

- Past and current use is agricultural use.
- No existing structures or environmentally sensitive features on the site.





DEPARTMENTAL & AGENCY REVIEW

No outstanding concerns for the project:

- Utility Services
- Emergency Services
- Isle of Wight County Museum
- Economic Development

Outstanding Concerns (VDOT, Transportation Manager, Smithfield):

- Concern with additional delays and continued service level deterioration of the intersection - right-turn movement from Turner Drive (level B to level D).
- Safety concerns with the "DO NOT BLOCK THE BOX" area due to limited visibility for vehicles exiting the site and reliance on public safety resources for successful implementation.
- Concern with service level deterioration of the intersection with traffic generated by a potential new school adjacent to the high school.
- Driveway should be reconfigured into site at the rear of the property to avoid parking areas.



CRITERIA FOR CUP CONSIDERATION (Section 1-1017)

1. Will not be detrimental to or endanger the public health, safety, and general welfare;
2. Will not be injurious to the use and enjoyment of other nearby property nor substantially impair the use of other property within the immediate proximity;
3. Adequate utilities, water, sewer or septic system, access roads, storm drainage and/or other necessary public facilities and improvements will be provided;
4. Adequate measures will be taken for ingress and egress/traffic control;
5. Not contrary to the goals and objectives of the Comprehensive Plan;
6. Will conform to ordinance regulations; and
7. Will not result in a multiplicity or saturation of similar uses in the same general neighborhood of the proposed use.



ADDITIONAL CONSIDERATIONS FOR BOARD

1. Number of persons working on the site & proposed hours of operation;
2. Conditions, for roads, sidewalks, parking facilities, vehicle access, and peak periods of traffic,
3. Orderly growth of the community and the fiscal impact on the County;
4. Effect of odors, dust, gas, smoke, fumes, vibration, glare, and noise;
5. Impacts to public facilities and the ability of the County or persons to supply public services;
6. Consistency with acceptable engineering and planning practices;
7. Location of structures in the vicinity of schools, houses of worship, theaters, hospitals, and similar places of public use;
8. Consistency of the proposal with County ordinances and plans;
9. Environmental impacts and opportunities for recreation and open space; and
10. Preservation of cultural and historic resource landmarks.



STAFF ANALYSIS

Strengths:

- The proposed uses are generally consistent with the County's future recommended land use plan;
- The proposed uses will generate additional employment opportunities and tax revenues necessary to fund future public services and facilities; and
- The proposed business will provide additional local retail and services to community members.

Weaknesses:

- The proposed use will contribute to the degradation of service of the intersection with Benns Church Boulevard and Turner Drive, to include increased wait times and safety concerns for left hand turns from the site onto Turner Drive.



RECOMMENDATION

Based on the strengths of the application, staff recommends approval with the following conditions in order to help mitigate safety concerns and delays at the intersection of Benns Church Boulevard and Turner Drive.

1. In lieu of the "DO NOT BLOCK THE BOX" improvements, submit an alternative intersection design for the Turner Drive site entrance with enhanced safety and greater functionality to reduce delays and drain on law enforcement resources, such as a single-lane roundabout, to the County and VDOT for review and approval at site plan submittal.
2. The property shall provide a shared entrance with the adjacent property onto Benn's Church Boulevard.
3. Provide a cross-access easement along the rear property line that meets VDOT standards for a future public cross parcel access road.
4. The proposed connection across the rear of the property from the Turner Drive entrance shall be designed to have sufficient throat distance from the intersection of Entrance 2 with Turner Drive to be submitted at site plan review.
5. The proposed multipurpose trail along the frontage with Benn's Church Boulevard shall meet the County's minimum trail specifications at the time of site plan submittal.
6. The proposed public sidewalk along Turner Drive shall meet VDOT minimum specifications at the time of site plan submittal.
7. With the exception of the signal timing optimization and coordination, the applicant shall be responsible for the design and construction of the all other recommended improvements not listed here provided in the project TIA received in Community Development on June 16, 2022. In addition to the signal changes proposed, the applicant shall install an ADA accessible curb ramp as part of the sidewalk and trail improvements and a pedestrian push button signal for their side of the intersection to provide pedestrian safety.

Chairman Carroll opened the public hearing and invited the applicant to speak.

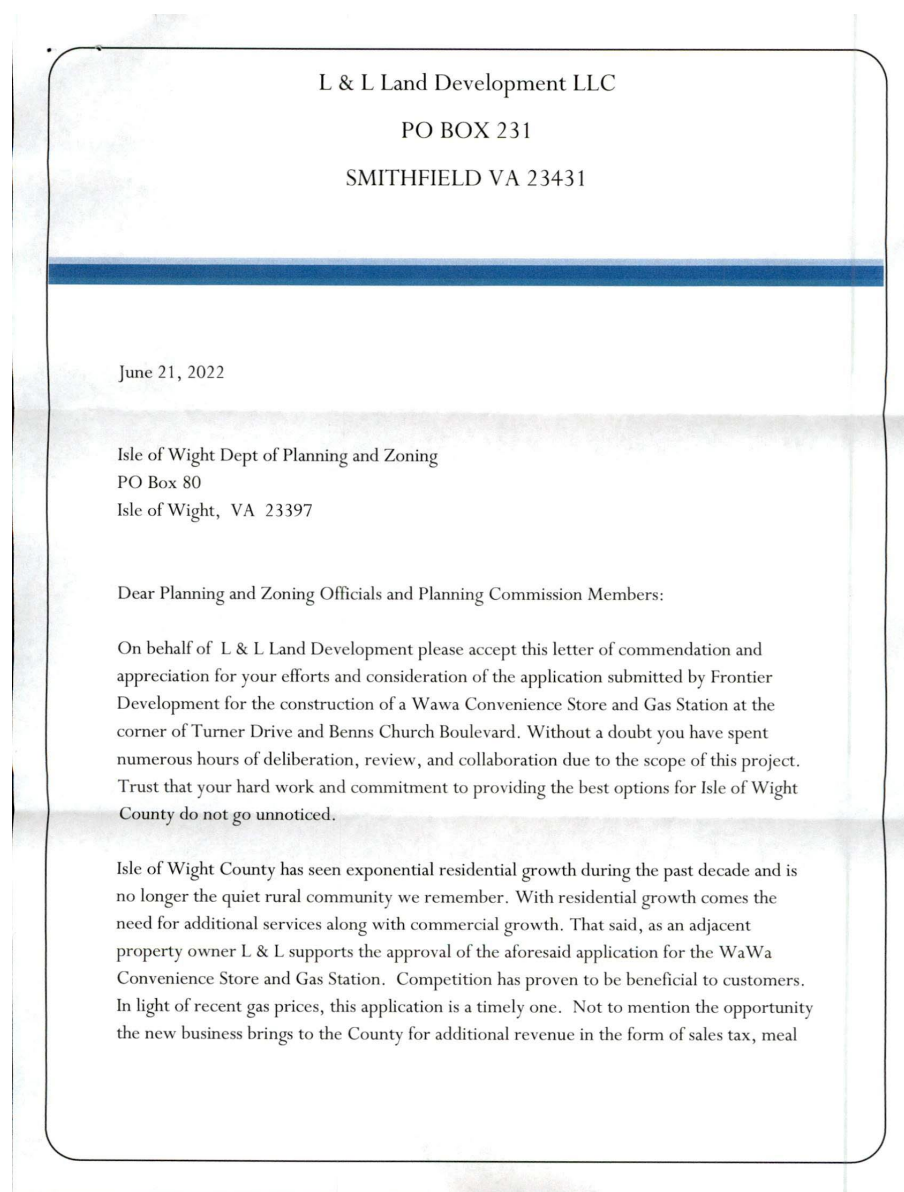
Robert Thornton, representative with Thalhimer real estate company in Virginia Beach for the Yeoman property as well as Wawa, spoke in favor of the project.

There being no public comments, Chairman Carroll closed the public hearing and called for conversation from the Planning Commission.

Commissioner Distefano asked if the applicant agree with the recommendations from staff.

Ms. Ring stated the applicant wants to pursue the “do not block the box” traffic management tool, however that requires public resources that may not always be available. Ms. Ring also stated that the applicant does not want to share an entrance with the adjacent property owner, however this is a condition the County feels appropriate to ensure safe ingress and egress.

Chairman Carroll stated the following letter was received in support of this application from an adjoining property owner.



tax, etc. Employment opportunities will be introduced along with diversified inventory and service options offered by the Convenience Store and Gas Station.

In closing let me reiterate that your efforts are applauded as you consider providing this option Isle of Wight County residents. Thank you for your service.

Respectfully,



L & L Land Development, LLC

L & L Land Development LLC

2

Commissioner Duerig asked if the Route 10 left turn lane is being extended.

Ms. Ring stated the recommendation is to extend that lane. Ms. Ring added the County currently has a grant application for this road improvement, however if Wawa is constructed before this improvement happens, the applicant will be the responsible party to install it.

Jamie Oliver, County Transportation Manager, stated the County currently has an approved smart scale grant application to install the extended turn lane in fiscal year 2028, however if the Wawa is developed now then the County would require these improvements to be installed at the time of development.

Chairman Carroll asked if there are other improvements Wawa is installing.

Jamie Oliver stated there are several improvements required in the TIA including improvements on Turner Drive to readjust turn lanes and a solution for the “do not block the box” since this will be a full access intersection.

Commissioner Distefano asked for clarification on the June 16th letter that stated the applicant is considering an alternate intersection traffic control roundabout.

Ms. Ring stated that the applicant has not submitted anything for review, so she is unsure where they are at in developing an alternative.

Mr. Thornton stated their traffic engineer is working on a roundabout and is currently in the study mode.

Commissioner Distefano asked for a timeline for the study.

Mr. Thornton stated it is in the pipeline.

Commissioner Ford stated his concern with future development in this area with the traffic.

Ms. Ring stated this was staff’s concern as this area continues to build out. Ms. Ring added there is a possibility of adding alternative access to the rear of the Smithfield High School to take some pressure off of Turner Drive.

Commissioner Ford stated he supports this application and understands the need but believes all parties need to be involved to determine the best solution.

Commissioner Bowser asked what the timeline is for Wawa.

Mr. Thornton stated construction could possibly begin late fall.

Commissioner Distefano explanation of the utility services adjacent to the intersection and the importance of getting it right the first time because it would be cost prohibited to go back and amend it.

Ms. Ring stated because of the utilities adjacent to Turner Drive and the limited amount of Right of Way space, the functional capacity of this intersection is maxed out in terms of being able to add lanes.

Ms. Oliver added that Turner Drive cannot be widened unless all utilities on both sides are moved which is cost prohibitive.

Commissioner Distefano asked if the roundabout would require any utility relocation.

Jamie Oliver stated that's what their engineer would be verifying. Ms. Oliver added that she and VDOT have done some preliminary research and with the roundabout being further back, it allows for more room because of the location of the utilities as well as different property owners. She also stated a single lane roundabout takes less right away than adding full width lanes. Ms. Oliver stated she believes this is a viable option but cannot say for certain until the engineering is done.

Commissioner Distefano asked if the secondary school entrance would be needed if the roundabout is installed.

Jamie Oliver said she believes it is important and will act as a service road to connect the parcels without traffic having to be on Route 10.

Commissioner Duerig asked if the BMP's are allowed to go on the property line and if they are movable.

Amy Ring stated where the BMP is placed now is at optimal site for drainage, but an engineer could modify that. Ms. Ring added that the ordinance states BMPs are not recommended in the buffer yards but does not prohibit it.

Commissioner Distefano suggested the Planning Commission table the application until the roundabout study comes back.

Commissioner Duerig stated if the Planning Commission approves this application with the recommendations and restrictions that staff recommended this cannot move forward until they work out the issues.

Commissioner Distefano shared his concern if the roundabout study comes back and is not feasible then what happens.

Robert Jones stated the Board of Supervisors then makes the decision.

Commissioner Bowser made the motion to recommend approval of the Conditional Use Permit the Board of Supervisors with the recommendations of staff. Commissioner Ford seconded the motion, which was adopted with Commissioners Bowser, Distefano, Duerig, Ford, Rawls, and Carroll voting in favor of the motion, and no Commissioners voting against the motion (6-0).

Motion was carried and will go to the Board of Supervisors on July 21, 2022.

Chairman Carroll called for the public hearing on the following application:

Application of Gerald W. Peade, property owner, for an amendment to conditional zoning (ZA-2-22) to add motor vehicle repair service (major) and garden center uses to conditional zoning uses on a 1.25-acre parcel, located at 12728 Courthouse Highway on property with tax map number 21-01-026C. The property is zoned Conditional - General Commercial (C-GC) and no change in zoning classification is proposed.

Jeryl Phillips, Assistant Director of Planning and Zoning, gave an overview by giving the following PowerPoint presentation.

Gerald W. Peade Request for Amendment to Conditional Zoning

Planning Commission Regular Meeting
June 28, 2022



SITE DESCRIPTION

Tax Map ID#:	21-01-026C
Location :	12728 Courthouse Highway (Rte. 258)
Current Zoning :	Conditional – General Commercial (C-GC) and Route 258 Highway Corridor Overlay District (HCOD)
Election District:	D3 (formerly Hardy)
Request:	Amendment to conditional zoning to add major motor vehicle repair services and a garden center (retail sales of bulk mulch and topsoil only) to conditional zoning uses on 1.25 acres, previously limited to minor motor vehicle repair service use only. No change in zoning designation proposed.



BACKGROUND

- Property rezoned from A-2, Agricultural General Commercial to Conditional B-1, Conditional Business General in February 1988 for Smithfield Glass & Mirror (minor motor vehicle repair service) only
- Business closed, vacant building (office and vehicle repair garage)
- Any other uses require amendment to prior conditional zoning approval
- Prospective tenant interest to re-occupy existing building for minor motor vehicle repair services, and add a garden center for retail sales of bulk mulch and topsoil only, within enclosed storage/loading area behind the building
- Applicant wants flexibility to offer major motor vehicle repair services in future, should a tenant desire such
- Proposed uses are permitted by-right in GC zoning district, subject to compliance with supplementary use regulations





ZONING DISTRICT MAP



FUTURE LAND USE MAP



SITE VIEW LOOKING WEST FROM ACROSS COURTHOUSE HIGHWAY (Rt. 258)



VIEW
NORTH FROM
SITE



VIEW EAST
FROM SITE
LOOKING
ACROSS
COURTHOUSE
HIGHWAY (Rt.
258)

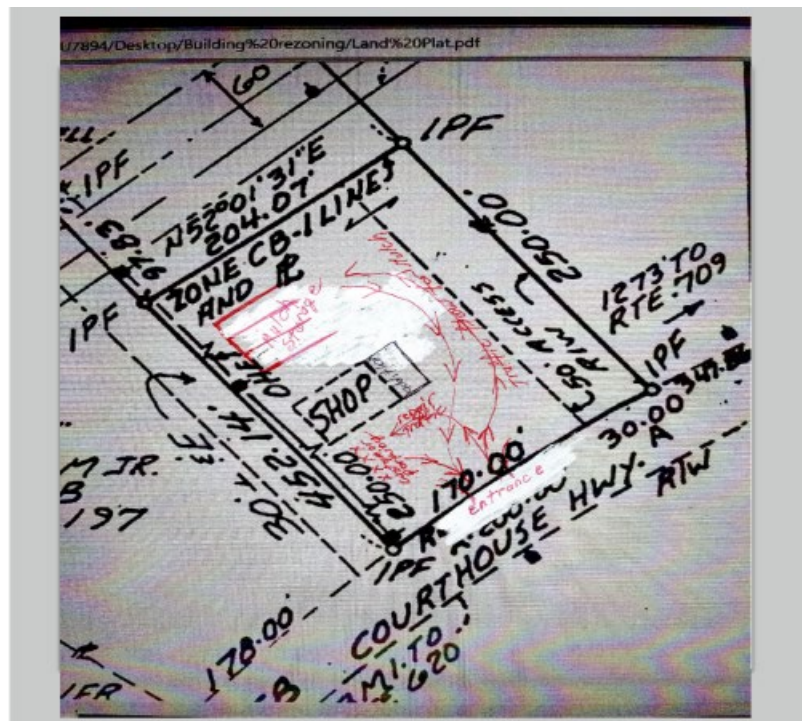


VIEW SOUTH
FROM SITE
LOOKING
ACROSS
PRIVATE
ROAD



VIEW
REAR OF SITE
FACING
NORTH AND
WEST

- Proffered uses: Continue prior-approved minor motor vehicle repair service use, new uses limited to major motor vehicle repair service and garden center (retail bulk mulch and top soil sales only)
- Add garden center sales enclosure to rear of existing building
- No outdoor/overnight storage of vehicles is proposed but would be enclosed/screened if needed in future
- Site serviced by private well and on-site septic
- Site access from existing commercial driveway on Courthouse Highway (Rt. 258)
- Existing gravel customer parking area



COMPREHENSIVE PLAN CONSISTENCY

- Future recommended land use designation for this property is Rural Agricultural Conservation (RAC) under the adopted Comprehensive Plan.
- Appropriate uses for RAC land use designation include agriculture, horticulture, forest lands, and scattered or small clusters of low-density residential uses. Other uses such as resource extraction and utility-scale solar facilities are also permitted when appropriately sited.
- Property was developed as commercial use following conditional rezoning approval in 1988 to Conditional B-1, Conditional – General Business. Part of small cluster of businesses located along this section of Courthouse Highway.
- While C-GC zoning is not generally consistent with RAC land use, motor vehicle service repair service (minor and major) and garden center uses are by-right uses in the GC zoning district with supplementary use regulations.
- Therefore, could be considered generally compatible with existing zoning district and could be compatible with rural areas with implementation of HCO design criteria for any new structures
- Proposed uses will minimally alter the site/building layout and will have minimal impact on adjacent property with regard to traffic, noise, and impacts to existing character of the surrounding area.



DEPARTMENT AND AGENCY REVIEW

Staff distributed the application to the following departments for review and comment:

- Economic Development - Supports the application, allowing for a new or existing business or businesses to occupy a vacant commercial building on a major roadway. Helps to create or retain jobs in the community. Visual barrier for outside storage would help protect the visual aesthetic of the highway for other businesses and residents.
- Utilities/Stormwater: No public water or sanitary sewer present on site. All stormwater management requirements will be address at Site Plan review.
- Health Department: Based on information/study provided, the existing septic and well system design is adequate for the proposed use.
- Public Works/Transportation: No turn lane warrants are met for ingress/egress. There will likely be an increase in vehicle trailers and commercial-sized vehicles. Internal stacking at ingress/egress points needs to be considered for onsite as part of an internal circulation plan without causing unanticipated off-site congestion along US Route 258.



DEPARTMENT AND AGENCY REVIEW (cont'd.)

- Planning & Zoning/Environmental – Site is located in the Chesapeake Bay Preservation Area's Resource Management Area (RMA). All new development and redevelopment that exceeds 2,500 square feet of land disturbance subject to Plan of Development Review including site plan approval.
- Virginia Department of Transportation: There appear to be no additional impacts to the State-maintained right-of-way with this amendment to zoning.
- Historic Review: Although moderate probability for archaeological resources, consultation with staff for developed site revealed no further concern.
- Emergency Services: No concerns at this time.
- City Attorney: Voluntary proffers acceptable and no further comment.



STAFF ANALYSIS

Strengths:

- The application enables reuse of an existing vacant commercial building and site with new commercial uses limited to those in conditions voluntarily proffered.

Weaknesses:

- Since this site was previously developed, reuse and development of the property for the proposed uses, as conditioned, will require compliance with current regulations.



RECOMMENDATION

Based on the strengths of the application, staff recommends approval of this amendment to existing conditional zoning with the proffered conditions.

Chairman Carroll opened the public hearing and invited the applicant to speak.

Gerald Peade, 4733 Courthouse Road, Prince George VA, stated he was available for questions.

There being no public comments, Chairman Carroll closed the public hearing and called for discussion from the Planning Commission.

Commissioner Bowser asked how much mulch was going to be kept in the rear of the property.

Kevin Jones, future tenant, stated about one-hundred yards of mulch in each different color, about three to four hundred yards of material on site at a time. Mr. Jones added that a tractor trailer load comes in with about seventy-five yards of mulch at a time.

Commissioner Bowser asked if this will be in the rear of the building.

Kevin Jones stated it would be in concrete bins in the back of the building.

Commissioner Ford stated he has a concern with the type of traffic this would bring and asked if there were any plans for improvements for the ingress and egress of the property.

Commissioner Bowser stated this was the reason to his questions about the amount stored on site and doesn't believe the lower amount would cause any problems.

Gerald Peade stated that Smithfield Glass has been in business since 1989 and has had three tractor trailer deliveries of glass each week and that this site is not new to tractor trailer truck deliveries.

Commissioner Bowser made the motion to recommend approval of the Amendment to Conditional Zoning the Board of Supervisors with the recommendations of staff. Commissioner Distefano seconded the motion, which was adopted with Commissioners Bowser, Distefano, Duerig, Ford, Rawls, and Carroll voting in favor of the motion, and no Commissioners voting against the motion (6-0).

Motion was carried and will go to the Board of Supervisors on July 21, 2022.

OLD BUSINESS

Chairman Carroll called for the item on Old Business.

Application of Carrollton Ventures, LLC, property owner, for a change in conditional zoning to allow 120,000 square feet of mini-warehouses, also known as self-storage units, and outdoor motor vehicle storage on 8.08 acres located at 15411 Carrollton Blvd. (Rte. 17) on property with tax parcel numbers 34-01-108 and 34-01-108B

Amy Ring stated this item was continued on the May 24th regular meeting and asked the applicant and staff to provide additional market information about the need for additional self-storage and outdoor storage in the Carrollton area. Ms. Ring added market studies typically are done on a three-mile area around the proposed facility. The three mile radius area around this project includes only two self-storage facilities. Ms. Ring also added that based on the general population for the Carrollton area in the Census, the average is 9.08 square feet of inside self-storage space per person which is higher than the average for the US and Virginia. Ms. Ring also added that Ms. Walkup did some additional research and found only one facility in this radius had one vacancy. Ms. Ring stated the applicant did submit a revised concept plan to show the cross access easement and revised their proffer statement to state they will provide the cross access.

Commissioner Distefano asked what the factor is that is the causes for the higher demand for storage space.

Beverley Walkup, the applicant's representative, stated she thinks the housing density, the smaller lot sizes, and ordinances not allowing commercial vehicles parked on residential property are factors.

Commissioner Distefano stated his previous concerns have been addressed but does believe this use is at saturation for this area.

Commissioner Duerig made the motion to recommend approval of the Amendment to Conditional Zoning to the Board of Supervisors with the recommendations of staff. Commissioner Bowser seconded the motion, which was adopted with Commissioners Bowser, Distefano, Duerig, Ford, Rawls, and Carroll voting in favor of the motion, and no Commissioners voting against the motion (6-0).

Motion was carried and will go to the Board of Supervisors on July 21, 2022.

NEW BUSINESS

Amy Ring confirmed there were no New Business items.

COUNTY ATTORNEY'S REPORT

Bobby Jones confirmed there was no items for the County Attorney's Report.

CLOSED MEETING

Chairman Carroll confirmed there were no items to discuss in closed meeting.

ADJOURNMENT

There being no further information to discuss, Chairman Carroll adjourned the meeting at 7:50 PM.

Adopted this _____ day of _____, 2022.

Chairman, Isle of Wight County Planning Commission

Attest: _____
Secretary

PLANNING REPORT

ATTACHMENTS:

Description	Type	Upload Date
JULY 21, 2022 ACTION LIST BOARD OF SUPERVISORS	Cover Memo	7/22/2022

Action List
Board of Supervisors
July 21, 2022

WORK SESSION

Supervisor McCarty moved to direct County staff to connect with school staff and schedule a joint work session between the Board and the School Board to discuss in closed meeting school safety and security and other issues. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Keaton/Robertson

The Board was requested to advise the County Administrator and Acting School Superintendent about any issues they would like to discuss prior to the meeting taking place.

Assignment: Keaton

REGULAR MEETING

1. APPROVAL OF THE AGENDA: Supervisor McCarty moved that the agenda be adopted as amended with Items (C) and (D) under the Consent Agenda and the Fair Committee report under the County Administrator's report being moved following the County Attorney's report. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

2. CLOSED MEETING: There was no action taken following the closed meeting.

3. CITIZENS' COMMENTS

Herb DeGroft of Mill Swamp Road (Carrsville District) expressed concerns with the School Board's transition appropriation to the former School Superintendent.

4. CONSENT AGENDA

A. Resolution to Amend the FY2022-23 Grant Fund Budget and Appropriate Funding Received as an Animal Control Donation (\$17,756)

- B. Resolution to Amend the FY2022-23 Operating Budget and Appropriate Funding for Repair of County Property from Insurance Proceeds (\$1,769)
- C. Resolution to Amend the FY2022-23 Operating Budget and Appropriate Funds for Improvements to Wrenn's Mill Refuse and Recycling Center
- D. Amendment to an Agriculture and Forestry Industries Development Fund Performance Agreement with M&M Milling
- E. Heritage Park ATV Training Park and Trails – Project Agreement
- F. Resolution of Support for Projects to be Submitted for Smart Scale Evaluation and Funding through the Virginia Department of Transportation (US Route 17 (Carrollton Blvd) Right Turn Lane Extension at State Route 669 (Smiths Neck Road); US Route 17 (Carrollton Blvd) and State Route 661 (Sugar Hill Road) Intersection Improvements; US Route 460 Windsor Blvd (EASTERN) Safety Improvements Ennis Mill Road to Lovers Lane; US Route 460 Windsor Blvd (WESTERN) Safety Improvements Cut Thru Road to Stave Mill Road)

Resolution of Support for Projects to be Submitted for Smart Scale Evaluation and Funding through the Virginia Department of Transportation (Windsor to Suffolk Commuter Bus Service providing a new Suffolk Transit commuter route through the Shirley T. Holland Intermodal Park and the Town of Windsor)

G. Minutes

- . May 19, 2022 Regular Meeting Minutes
- . June 2, 2022 Work Session Minutes

Supervisor McCarty moved that the Consent Agenda be adopted as amended under the Approval of the Agenda with Items (C) and (D) under the Consent Agenda and the Fair Committee report under the County Administrator's report being moved following the County Attorney's report. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

5. REGIONAL AND INTER-GOVERNMENTAL REPORTS: No reports were offered.

6. APPOINTMENTS

- A. Chamber of Commerce: Supervisor McCarty moved that Donald Robertson be reappointed as the ex-officio member on the Chamber of Commerce. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Storm

- B. Western Tidewater Water Authority: Supervisor McCarty moved that Richard Grice be reappointed to serve on the Western Tidewater Water Authority. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Storm

- C. Western Tidewater Water Authority: Supervisor McCarty moved that Joel Acree be reappointed to serve on the Western Tidewater Water Authority. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Storm

7. COUNTY ATTORNEY'S REPORT: No report was offered.

8. NEW BUSINESS

- A. Resolution to Amend the FY2022-23 Budget and Appropriate funding from Unexpended FY2021-2022 Schools' Funds (\$613,345): Supervisor McCarty moved that action on the Resolution be tabled to the Board's August 18, 2022 meeting. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment:

- B. Resolution to Commit FY2021-22 Unassigned Fund Balance to Cover Unusual Costs for Apparatus Repairs for Smithfield Volunteer Fire Department (\$13,250): Supervisor McCarty moved to table pending additional information. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Resolution to Amend the FY2022-23 Operating Budget and Appropriate Committed Fund Balance for Smithfield Volunteer Fire Department (\$13,250): Supervisor McCarty moved to table pending additional information. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

- C. County Fair: Michelle Billups, Vice-Chairman of the County Fair provided an update on the County Fair.

9. PUBLIC HEARINGS

- A. Application of Anthony Landes and Derek Joyner, applicants, and Vincent Carollo, property owner, for a Conditional Use Permit to Establish a Sports Club on Property located at 14353 Benns Church Boulevard: Supervisor McCarty moved that the Conditional Use Permit be approved with the amendment changing “people” to “participants”. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Ring

- B. Application of Curtis Contracting, Inc., Applicant and Whitley-Hawkins Holdings, LLC, property owner, for approval of a Conditional Use Permit to Expand an Existing Sand Borrow Pit on eleven acres Located at 32083 Airport Drive: Supervisor McCarty moved that the application be approved with the conditions proposed by the Planning Commission and regarding Conditions #2 and #3 that the applicant shall comply with all inspections and register the storage tanks or remove the storage tanks prior to the issuance of the Zoning permit. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Ring

- C. Application of Gerald W. Peade, Property Owner, for an Amendment to Conditional Zoning to Add Motor Vehicle Repair Service (Major) and Garden Center Uses to Conditional Zoning Uses on a 1.25-acre parcel located at 12728 Courthouse Highway: Chairman Jefferson moved that the application be approved. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Ring

- D. Application of Carrollton Ventures, LLC, property owner, for a change in Conditional Zoning to allow 120,000 square feet of self-storage units and outdoor motor vehicle storage on 8.08 acres located at 15411 Carrollton Boulevard: Supervisor McCarty moved that the application be approved. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Ring

- E. Application of Remus Brustur of Frontier Development, applicant and the William G. Yeoman, III, trust, property owner, for a Conditional Use Permit for a Wawa Convenience Store and gas station pm 5.69 acres located on the southwest corner of Turner Drive and Benns Church Boulevard: Supervisor McCarty moved that the application be tabled until the Board's regular August 18, 2022 meeting based on the applicant's recommendation. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Ring

- F. Resolution to Request Establishment of No Through Trucks on Old Mill Road West from the intersection of Old Mill Road West and Old Mill Road for 0.18 miles to the intersection of Old Mill Road West and Old Suffolk Road: Supervisor McCarty moved that the Resolution be adopted. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Oliver

10. COUNTY ADMINISTRATOR'S REPORT

- A. The FY2022-23 budget book was presented by the Chief Financial Officer Humphries.
- B. The 2023 legislative priorities was presented by Assistant County Administrator Robertson.
- C. Matters for the Board's information were brought to the Board's attention.

11. OLD BUSINESS: There was no old business offered for discussion.

12. NEW BUSINESS: Resolution in Support of the Virginia American Revolution 250 Commission: Supervisor McCarty moved that the Resolution be adopted. The motion was adopted unanimously (5-0) with Supervisors Jefferson, McCarty, Grice, Rosie and Acree voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Robertson

PLANNING REPORT

APPLICATION:

Application of Royal Farms, applicant, and James River Crossings, Inc., property owner, for a conditional use permit (CUP-11-21) for a Royal Farms convenience store and gas station on 5.11 acres located on the east side of Carrollton Boulevard (Rte. 17) on property with tax map number 34-01-070E. The property is in the Conditional – General Commercial zoning district.

ELECTION DISTRICT:

D2

LOCATION:

The project site is located on the northeast corner of the intersection between Carrollton Boulevard (Rte. 17) and the new Spadea Way on a property with tax map number 34-01-070E. The property is bounded by Carrollton Boulevard to the west, by Spadea Way to the south, and the remainder of the currently vacant, commercial property of the Crossings master planned community on the north and east side of the site.

BACKGROUND:

The project site's past uses include forestry and agriculture and is currently vacant. There are no existing structures or environmentally sensitive features on the site. The site is part of the Crossings master planned community which includes a mix of commercial uses and residential use types.

The Crossings development received its initial approval in 2002 and has undergone several revisions to its conditional zoning in the twenty years since this date. The proposed gas station, convenience store, and car wash will be located on one of the planned commercial outparcels fronting on Route 17 and Spadea Way.

DESCRIPTION:

The applicant proposes to use the site for a Royal Farms convenience store,

gasoline station, and car wash. The convenience store will be 5,154 square feet and the gasoline station will have twelve fuel pumps with an approximately fifteen foot canopy. In addition, there will also be a detached 1,248 square foot drive-through car wash. Elevations of the proposed buildings are attached for your information.

The site will be served by two entrances on Lori Ann Way, a private driveway, which will provide full access to Spadea Way. The traffic projected to be generated by these new uses is 3,542 average daily trips. The majority of traffic visiting the site in both the morning and evening peak hours will be from people visiting the site on their way to or from elsewhere. This is known as "pass by" traffic which is from cars already on the road on their way to or from another destination. Based on the Traffic Impact Analysis, it is not expected that the additional traffic will generate a need for additional road improvements beyond that already constructed as well as proffered future improvements with new planned development.

The proposed car wash located along the northern property line is oriented so that the bay door faces Carrollton Boulevard. The applicant proposes to mitigate any negative visual impacts from Route 17 by installing additional landscaping in front of the western-facing bay door in order to screen it from view.

A concept plan submitted as part of the application is attached for your review and information. The concept plan is for general illustrative purposes only, and a full site plan will be required for a full, formal review for compliance with County ordinances prior to construction.

COMPREHENSIVE LAND USE PLAN:

The property is designated for future recommended Mixed Use on the adopted Future Recommend Land Use Plan. The property is part of a master planned commercial and residential development known as the Crossings which is consistent with the recommended future use in the County's Comprehensive Plan.

The proposed uses of convenience store, gasoline station and car wash are defined as a commercial uses type in the Zoning Ordinance and can be considered generally consistent with the recommended future land use designation.

ORDINANCE REVIEW:

Both the proposed convenience store and gasoline station require approval of a conditional use permit in the General Commercial (GC) zoning district. The proposed car wash is a permitted use. The Zoning Ordinance also includes supplemental use regulations for the convenience store and gas station uses in Article V.

The property lies both in the Chesapeake Bay Preservation Area Overlay district as well as the Newport Development Service Overlay (NDSO) district. The property does not contain any wetlands or stream features. Due to the project's size and no existing resource protection area features on site, a water quality impact analysis is not required.

The project will be required to meet all nonresidential design criteria in the NDSO district regulations, proffered design conditions, and supplemental use regulations for convenience stores and gas stations at site plan review.

Section 1-1017 of the Zoning Ordinance provides the following criteria for review of a conditional use permit application that the Planning Commission and Board of Supervisors shall consider before granting the permit:

1. That the establishment, maintenance, and operation of the conditional use will not be detrimental to or endanger the public health, safety, and general welfare;
2. That the conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially impair the use of other property within the immediate proximity;
3. That adequate utilities, water, sewer or septic system, access roads, storm drainage and/or other necessary public facilities and improvements have been or will be provided;
4. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion on the public streets;
5. That the proposed conditional use is not contrary to the goals and objectives of the Isle of Wight County Comprehensive Plan;
6. That the conditional use shall, in all other respects, conform to the applicable regulations of the zoning district classification in which it is located and to the special requirements established for the specific use; and
7. That the use(s) at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood of the proposed use.

In addition to the standards and other guidelines set forth in the Zoning Ordinance, the Board may impose reasonable conditions or limitations on any approval, including the posting of performance guarantees. Such conditions may include, but are not necessarily limited to:

1. The number of persons living or working in the immediate area and the proposed hours of operation, as may applicable;
2. Traffic conditions, including facilities for pedestrians, such as sidewalks and parking facilities; the access of vehicles to roads; peak periods of traffic; and proposed roads, but only if construction of such roads will commence within the reasonably foreseeable future;
3. The orderly growth of the neighborhood and community and the fiscal impact on the County;
4. The effect of odors, dust, gas, smoke, fumes, vibration, glare, and noise upon the use of surrounding properties;
5. Facilities for police, fire protection, sewerage, water, trash and garbage collection and disposal, and the ability of the County or persons to supply such services;
6. The degree to which the development is consistent with generally accepted engineering and planning principles and practices;
7. The structures in the vicinity such as schools, houses of worship, theaters, hospitals, and similar places of public use;
8. The purposes set forth in this ordinance, the County's Comprehensive Plan, and related studies for land use, roads, parks, schools, sewers, water, population, recreation, and the like;
9. The environmental impact, the effect on sensitive natural features, and opportunities for recreation and open space; and
10. The preservation of cultural and historic resources or landmarks.

In addition to obtaining approval for a conditional use permit, the applicant will be required to submit a preliminary site plan that meets all Ordinance requirements and obtain any necessary state permits prior to establishing the use.

AGENCY REVIEW:

Upon receipt of the application, staff distributed it to the following departments and outside agencies for their review and comment.

- Emergency Services - No concerns noted.
- Economic Development - No concerns noted.

- Utility Services - No concerns noted.
- Environmental Planner - No concerns noted.
- Transportation Project Manager - No concerns noted.
- VDOT - All previous comments have been satisfactorily addressed.
- Sheriff's Office - No concerns noted.
- County Attorney - No concerns noted with the application.

STAFF CONCLUSIONS:

Based on an analysis of the project, staff identified the following strengths and weaknesses for the proposed uses:

Strengths:

1. The proposed uses are generally consistent with the County's future recommended land use plan;
2. The proposed uses will generate additional employment opportunities and tax revenues necessary to fund future public services and facilities; and
3. The proposed business will provide additional local retail and services to community members.

Weaknesses:

1. The proposed car wash located along the northern property line is oriented so that the bay door faces Route 17, however, negative visual impacts may be mitigated by installing additional landscaping in front of the western-facing bay door in order to screen it from view.

Staff's analysis of the project finds the criteria for granting the conditional use permit are met. Negative visual impacts from the open bay door of the car wash facing Route 17 may be mitigated by installing additional landscaping in front of the western-facing bay door in order to screen it from view.

STAFF RECOMMENDATION:

Based on the strengths of the application, staff recommends approval with the condition that the open bay doors of the car wash facing Route 17 be screened from view with landscaping in general conformance with the preliminary landscape concept plan dated June 29, 2022 and as approved by the Zoning Administrator.

ATTACHMENTS:

Description	Type	Upload Date
Royal Farms Convenience Store and Gas Station CUP application	Backup Material	7/20/2022
Royal Farms Elevations	Backup Material	7/20/2022
Royal Farms Concept Plan 07-05-22	Backup Material	7/20/2022
Royal Farms Landscape Concept 062922	Backup Material	7/20/2022
Royal Farms rev TIA memo 070622	Backup Material	7/20/2022
VDOT Royal Farms CUP approval letter	Backup Material	7/20/2022
Property Location Map	Backup Material	7/20/2022
Zoning Map	Backup Material	7/20/2022
Future Recommended Land Use Map	Backup Material	7/20/2022
Planning Commission Resolution	Backup Material	7/20/2022



BARLOW & RIDDICK, PC
ATTORNEYS AND COUNSELORS AT LAW

William H. Riddick, III
wriddick@brlawva.com

December 14, 2021

Amy Ring
Director of Community Development
Isle of Wight County
Monument Circle
Isle of Wight, VA 23397

HAND DELIVERED

Re: Conditional Use Permit for Royal Farms

Dear Amy:

Attached hereto is the application for the Royal Farms convenience store to be located on a part of Parcel A of the Crossings at the intersection of Brewer's Neck Boulevard and Carrollton Boulevard. I have included the requisite number of copies and the application fee. If you need anything further please contact me. Please process this and schedule the public hearing as soon as possible. Thank you for your attention to this matter.

Yours very truly,

William H. Riddick, III

SUBMITTAL CHECKLIST FOR CONDITIONAL / SPECIAL USE PERMIT APPLICATIONS

In conjunction with Section 1-1017, *Conditional Uses*, and Section 1-1018, *Special Uses Permits for Uses Not Provided For*, of the Isle of Wight County Zoning Ordinance, as amended, the following information shall be submitted for a Conditional / Special Use Permit Application. Please note that it is the applicant's responsibility to ensure that the application is in compliance with all Federal, State and County regulations.

No application for a Conditional / Special Use shall be certified as complete unless the following information is provided, **unless the Zoning Administrator reduces the number of required copies.**

- ☒ Ten (10) copies of the original, executed application and one (1) original executed application, **unless the Zoning Administrator reduces the number of required copies.** Both the applicant(s) and the property owner(s) must have their signature(s) notarized on page No. 3 of the application.
- ☒ The appropriate fees have been submitted with the application. Checks should be made payable to: Treasurer, Isle of Wight County.
- ☒ Ten (10) copies of a statement of the reasons for seeking such permit **unless the Zoning Administrator reduces the number of required copies.** and if applicable, a statement of conditions.
- ☒ Ten (10) of a narrative description of the property which shall include the Tax Parcel Identification Number **unless the Zoning Administrator reduces the number of required copies.**
- ☒ A concept plan of the property showing all existing and proposed physical improvements and such other information as is necessary to clearly indicate to the Planning Commission and Board of Supervisors that adequate provisions shall be made for compliance with all standards for that particular use and the extent of the property to be so used on a given parcel or parcels. Such document shall be drawn to scale and shall include the following information:
 - A vicinity map at a scale of no less than one (1) inch equals two thousand (2,000) feet
 - Title of drawing
 - Date of drawing
 - Existing wood line
 - North arrow
 - Scale bar
 - Current zoning of parcel(s) to be rezoned, including tax map number(s) and owner(s)
 - Current zoning of adjacent parcel(s), including tax map number(s) and owner(s)
 - Street names including route number and width(s) of the right-of-way(s)
 - Ten (10) full size copies, with one (1) reduced 11-inch X 17-inch copy shall be submitted

- Please note that additional information on the site layout may be requested by the Zoning Administrator during the review process to review the application and prepare the staff reports for the Planning Commission and Board of Supervisors more effectively.

- ☒ Ten (10) copies of such supplemental material as may be necessitated by the proposal itself or the district in which located or proposed to be located, and in accordance with Section 5-5000, *Supplementary Use Regulations*, of the Isle of Wight County Zoning Ordinance.
- ☒ A WQIA (Water Quality Impact Assessment) if located in the Chesapeake Bay Preservation Area. *ON FILE WITH DEVELOPMENT PLANS*
- ☒ All real estate taxes must be paid and current at the time of submittal; otherwise, the submittal will be refused at the counter. Proof of the most recent tax payment to the County must accompany the application.

I, the undersigned, certify that this application is complete, accurate and contains all required and requested information, documents and other submittals, and that all statements made herein are, to the best of my knowledge, true and correct. I further certify that I have exercised due diligence to obtain the most recent, complete and correct information available. I understand that any section not completed in its entirety may delay processing of this application and the date of the Planning Commission public hearing and that the submittal of a complete application does not guarantee the application will be placed on the next available Planning Commission agenda.

William H. R. D. J. H.

Printed or Typed Name

[Signature]

Signature

12-13-2021

Date

APPLICATION FOR CONDITIONAL / SPECIAL USE PERMIT

A. APPLICATION FOR (CHECK ALL THAT APPLY):

Proposed Use or Activity: convenience store with gasoline sales

Public Sewer ☒ Private Septic

C. **APPLICATION INFORMATION:**

Applicant(s) Name(s): Royal Farms
Address: 3611 Roland Avenue
City, State, Zip Code: Baltimore, MD 21211
Phone No.: 410-889-0200 Email: jsbainbridge@royalfarms.com Fax No.: ext. 158
Property Owner(s) Name(s): James River Crossings, Inc.
Address: 616 Village Drive, Ste 6
City, State, Zip Code: Virginia Beach, VA 23454
Phone No.: _____ Email: _____ Fax No.: _____

NOTICE: THE ATTACHED CHECKLIST MUST BE COMPLETED, CERTIFIED, AND SUBMITTED OR THE APPLICATION WILL BE CONSIDERED INCOMPLETE.

Remit Application to: Isle of Wight County Central Permitting, 17140 Monument Circle, Suite 100
P. O. Box 80, Isle of Wight, Virginia 23397

FOR OFFICE USE ONLY:

Complete Application Received On: _____ Fees Paid: _____
Tax Query: ☐ Current ☐ Delinquent Distribution Date: _____
Posted/Date to Post: _____

AGENCIES REFERRALS:

☐ Department of Conservation & Recreation	☐ Inspections
☐ Economic Development	☐ Sheriff's Office
☐ Emergency Services	☐ Town of Smithfield
☐ General Services	☐ Town of Windsor
☐ Environmental Planner	☐ VDOT
☐ Health Department	☐ Schools
☐ Transportation Manager	☐ Budget & Finance
☐ Commission of Revenue	☐ County Attorney
☐ Other _____	

Verified By: _____ Date: _____

**COUNTY OF ISLE OF WIGHT
DISCLOSURE OF REAL ESTATE HOLDINGS**

Applicant Royal Farms - store #448
Address 3611 Roland Avenue
City Baltimore, MD 21211 State MD Zip 21211

REAL ESTATE HOLDINGS TO BE AFFECTED

Location or Address	Description
Carrollton Blvd., Carrollton	Part of Parcel A, The Crossings
	Tax Map Parcel No. 34-01-070E

OTHER OWNERS OF AFFECTED REAL ESTATE

(Not Required for Corporation whose stock is traded on a national or local stock exchange or having more than 500 shareholders.)

Name of Individuals Corporation/Partnership Business Association	Address

Does any member of the Isle of Wight County Planning Commission or governing body have any interest in such property, either individually, by ownership of stock in a corporation owning such land, partnership, as the beneficiary of a trust, or the settlor of a revocable trust, or whether a member of the immediate household of any member of the Planning Commission or governing body has any such interest? ☐ Yes ☒ No

If yes, names of members:

I do solemnly swear that the foregoing statement(s) and attachments(s), if any, are complete, correct, and true.

Applicant: Jeff Bainbridge
Printed or Typed Name

Applicant:

Signature

Date:

11/30/21

~~County of Isle of Wight~~
~~County of Isle of Wight~~

State of Maryland

City/County of Carroll

Subscribed and sworn to before me Melanie L. Minehart

A Notary Public in and for the ~~County of Isle of Wight~~ State of Maryland

~~Notary~~, this 30th day of November, 2021.

Melanie L. Minehart
Notary Public

My Commission Expires 1/28/2024

MELANIE LYNN MINEHART
Notary Public
Carroll County, Maryland
My Commission Expires 1/28/2024

RE: Application for Special Use Permit
Parcel A, Property of James River Crossings, Inc.
Map no. 34-01-070E

STATEMENT OF REASONS FOR APPLICATION

The property which is the subject of this application is Parcel A being part of the Crossings subdivision in Newport Magisterial District. It is located at the intersection of Brewers Neck Boulevard and Carrollton Boulevard and is currently owned by James River Crossings Inc. The applicant and contract purchaser is Royal Farms. The applicant proposes the construction of a new convenience store with gasoline sales for which a Conditional Use Permit is required.

NARRATIVE.

The subject property is owned by James River Crossings, Inc. The property is located at the intersection of Brewers Neck Boulevard and Carrollton Boulevard in the Newport Magisterial District. The applicant and contract purchaser is Royal Farms which is a regional chain operator of convenience stores. The property is part of Tax Map No. is 34-01-070E. The parcel to be affected contains 3.11, more or less and is currently zoned Conditional General Commercial.

CERTIFICATION OF SOURCE OF TITLE
THE PROPERTY SHOWN ON THIS PLAT WAS CONVEYED FROM MARGIE PLANNERS ASSOCIATES, INC. TO JAMES RIVER CROSSINGS, INC. BY DEED DATED JANUARY 28, 2010 AND RECORDED IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT OF THE COUNTY OF WIGHT AS DOCUMENT NUMBER 15338.

OWNER'S CONSENT AND DEDICATION
THE SUBDIVISION OF PROPERTY SHOWN ON THIS PLAT IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNERS, PROPRIETORS AND/OR TRUSTEES.

JAMES RIVER CROSSINGS, INC.

PRINTED NAME: Jeffrey L. Verberter DATE: July 28, 2021
TITLE: Platist

CERTIFICATE OF ACKNOWLEDGMENT:

CITY/COUNTY OF: Norfolk
COMMONWEALTH OF VIRGINIA
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 28th DAY OF July, 2021 BY

Jeffrey L. Verberter
(NAME OF PERSON SEEKING ACKNOWLEDGMENT)

NOTARY PUBLIC

Jeffrey L. Verberter
(NAME OF PERSON SEEKING ACKNOWLEDGMENT)

NOTARY REGISTRATION NUMBER: 7134679

MY COMMISSION EXPIRES: 7/31/2024

TEVA, LLC, A VIRGINIA LIMITED LIABILITY COMPANY

C. Ross Moan
PRINTED NAME: C. Ross Moan DATE: 7/21/21
TITLE: Notary Public

CERTIFICATE OF ACKNOWLEDGMENT:

CITY/STATE OF: Chaparral
COMMONWEALTH OF VIRGINIA
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 28th DAY OF July, 2021 BY

C. Ross Moan
(NAME OF PERSON SEEKING ACKNOWLEDGMENT)

NOTARY REGISTRATION NUMBER: 7192213
MY COMMISSION EXPIRES: 2-28-2025

NOTARY PUBLIC

Jeffrey L. Verberter
(NAME OF PERSON SEEKING ACKNOWLEDGMENT)

SUBDIVISION CERTIFICATE

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS PLAT COMES INTO ACCORDANCE WITH THE REQUIREMENTS OF THE BOARD SUPERVISORS AND OF THE BOARD OF SUPERVISORS OF THE COUNTY OF WIGHT, VIRGINIA REGARDING THE PLATING OF SUBDIVISIONS WITHIN THE COUNTY.

Jeffrey L. Verberter DATE: 7-27-2021
LIC. NO. 2306



FB: # CS 689 PG 73
DRAWN BY: CJS
CHK'D BY: JIV DATE: 7/27/2021

NOTES

1. THIS PLAT WAS PREPARED WITH THE BENEFIT OF A CURRENT TITLE REPORT PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. EVB-534, COMMITMENT DATE: SEPTEMBER 18, 2018 AT 8:00 AM.
2. THIS PROPERTY APPEARS TO FALL IN FLOOD ZONES "X" AND "A" (EL. 8') AS SHOWN ON PANEL 0159E OF THE FLOOD INSURANCE RATE MAPS FOR ISLE OF WIGHT COUNTY, VIRGINIA, COMMUNITY NO. 510932, DATED 12/02/15. FLOOD ZONE INFORMATION SHOWN HEREON IS NOT GUARANTEED AND WAS APPROXIMATELY SCALED FROM THE FLOOD INSURANCE RATE MAPS FOR THE CITY/COUNTY INDICATED. MSA, P.C. IS NOT A PARTY IN DETERMINING THE REQUIREMENTS FOR FLOOD INSURANCE ON THE PROPERTY SHOWN. FOR FURTHER INFORMATION AND TO CONFIRM THE FLOOD ZONE FOR THIS PROPERTY, CONTACT THE LOCAL COMMUNITY FLOOD OFFICIAL. FLOOD ZONE DETERMINATION IS BASED ON THE FLOOD INSURANCE RATE MAPS AND DOES NOT IMPLY THAT THIS PROPERTY WILL OR WILL NOT BE FREE FROM FLOODING OR DAMAGE.
3. NORTH MERIDIAN SHOWN HEREON IS BASED ON VIRGINIA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE NAD83/86.
4. THIS SURVEY DOES NOT ADDRESS THE EXISTENCE OR NONEXISTENCE OF WETLANDS, ENVIRONMENTAL HAZARDS, CEMETERIES OR ANY UNDERGROUND STRUCTURE NOT OBSERVED DURING THE COURSE OF THE SURVEY.
5. PROPERTY SHOWN HEREON IS ALL OF TAX MAP PARCEL NO. 34-01-070 AND 34-01-070D.
6. PROPERTY IS ZONED CONDITIONAL, GENERAL COMMERCIAL AND CONDITIONAL URBAN RESIDENTIAL.
7. ALL MONUMENTS AND LOT CORNERS SHALL BE SET IN ACCORDANCE WITH THE COUNTY ORDINANCE.
8. WETLANDS ARE PRESENT ON THE PROPERTY. THE WETLANDS WERE DEDICATED BY KERN ENVIRONMENTAL SERVICES CORP. AND FIELD LOCATED BY ASES CONSULTING ENGINEERS ON MARCH 18, 2004. APPROVED BY U.S. ARMY CORPS OF ENGINEERS, PERMIT DATED DECEMBER 17, 2001.
9. THIS PLAT IS BASED ON A TOPOGRAPHIC SURVEY PROVIDED TO ASES CONSULTING ENGINEERS BY THE OWNER IN 2002. SURVEY WAS PREPARED AS AN AERIAL SURVEY AND GROUND CHECKED BY ENGINEERING SERVICES INC. PRIOR TO 2002 ON BEHALF OF THE OWNER. THE BOUNDARY SURVEY AND A SUPPLEMENTAL TOPOGRAPHIC SURVEY OF THE TWO POUNDS PROVIDED BY MSA, P.C. IN JULY 2018.
10. CURRENT OWNER OF RECORD: JAMES RIVER CROSSINGS, INC., 616 WILDAVE DRIVE, SUITE G, VIRGINIA BEACH, VA 22454, TELEPHONE: (757) 425-8391.
11. VDOT SHALL HAVE NO RESPONSIBILITY FOR THE MAINTENANCE OF ANY STORMWATER MANAGEMENT FACILITY OR OUTFALL STRUCTURE LOCATED OUTSIDE OF THE MAINTAINED RIGHT OF WAY LIMITS. VDOT SHALL HAVE THE RIGHT TO ENTER ANY STORMWATER MANAGEMENT FACILITY OR OUTFALL STRUCTURE WITHIN THE MAINTAINED RIGHT OF WAY LIMITS TO PERFORM ANY CORRECTIVE MEASURES TO ELIMINATE CONDITIONS THAT MAY ADVERSELY AFFECT THE MAINTAINED RIGHT OF WAY LIMITS. ANY CORRECTIVE MEASURES SHALL BE THE RESPONSIBILITY OF THE OWNER. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ANY STORMWATER MANAGEMENT FACILITY OR OUTFALL STRUCTURE IN ORDER TO OBTAIN ACCESS TO, OR TO UNDERLIE SUCH CORRECTIVE MEASURES TO SUCH STORMWATER MANAGEMENT FACILITY OR OUTFALL STRUCTURE. THE OWNER AGREES TO INDEMNIFY AND HOLD VDOT HARMLESS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, LAWSUITS, LIABILITIES, LOSSES, DAMAGES AND PAYMENTS, INCLUDING ATTORNEY'S FEES, CLAIMED BY THE OWNER OR ANY THIRD PARTY AS A RESULT OF VDOT'S ACCESS TO FACILITIES OR STRUCTURES, OR CORRECTIVE MEASURES DESCRIBED ABOVE.
12. THE COUNTY OF USE OF WIGHT SHALL NOT BE RESPONSIBLE FOR THE MAINTENANCE OF DRAINAGE EASEMENTS, NOR ANY STRUCTURE THAT IS CONSTRUCTED WITHIN THEM FOR THE PURPOSES OF THIS DEVELOPMENT.
13. PUBLIC SERVICE NOTE: ALL SUBDIVISIONS LOCATED WITHIN A DEVELOPMENT SERVICE DISTRICT AND ALL SUBDIVISIONS THAT HAVE A PUBLIC SERVICE SERVICE PASSING ADJACENT TO THE SUBDIVISION, ALL SERVICE FACILITIES THAT ARE CONNECTED TO THE COUNTY'S PUBLIC SERVICE SERVICE SHALL BE DEDICATED TO THE COUNTY UPON COMPLETION AND AFTER PUBLIC UTILITIES/ENGINEERING HAVE APPROVED THE COMPLETED FACILITIES CONSTRUCTION AND VERIFIED PROPER OPERATION.
14. PUBLIC WATER NOTE: ANY LOT SHOWN ON THIS PLAT MUST BE SERVED BY PUBLIC WATER BEFORE ANY USE CAN BE MADE ON SUCH LOT. HOWEVER, NO SERVICE HAS BEEN EXTENDED TO SUCH LOTS AT THE TIME OF APPROVAL OF THE PLAT. NO ZONING PERMIT OR BUILDING PERMIT SHALL BE ISSUED FOR ANY LOT UNTIL PUBLIC WATER HAS BEEN EXTENDED TO SUCH LOT IN ACCORDANCE WITH THE MASTER WATER AND SEWER ORDINANCE. THE OWNER OF EACH LOT SHOWN ON THIS PLAT SHALL GRANT, WITHOUT COMPENSATION, SUCH REASONABLE EASEMENTS AS ARE NECESSARY TO PERMIT SUCH EXTENSION OF PUBLIC WATER TO ALL LOTS.
15. ALL PROPOSED UTILITIES WITHIN THE BOUNDARIES OF THIS SUBDIVISION SHALL BE BURIED BENEATH THE SURFACE OF THE GROUND.
16. THIS PROPERTY WAS REZONED BY THE ISLE OF WIGHT COUNTY BOARD OF SUPERVISORS TO CONDITIONAL, GENERAL COMMERCIAL (C-GC) AND CONDITIONAL URBAN RESIDENTIAL (C-UR) ON NOVEMBER 21, 2019. A COPY OF THE CONDITIONS ARE ON FILE IN THE VIRGINIA DEPARTMENT OF PLANNING AND ZONING.
17. THIS PROPERTY LIES WITHIN THE CHESAPEAKE BAY PRESERVATION AREA, OVERLAY DISTRICT AND THE NEWPORT DEVELOPMENT SERVICE OVERLAY DISTRICT.
18. ALL RIGHTS-OF-WAY SHOWN ON THIS PLAT SHALL BE DEDICATED TO USE OF WIGHT COUNTY FOR INCLUSION BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION FOR INCLUSION INTO THE STATE SECONDARY ROAD SYSTEM OF ISLE OF WIGHT COUNTY.
19. NOTHING IN EXCESS OF THIRTY INCHES IN HEIGHT SHALL BE CONSTRUCTED WITHIN, PLACED, PLANTED, OR PERMANENTLY PARKED IN A RIGHT TRIANGLE IN ADDITION, NO VEGETATIVE PLANTINGS WITHIN THE TRIANGLE SHALL BE PERMITTED TO GROW TO A HEIGHT OF GREATER THAN THIRTY INCHES.
20. NO ZONING PERMIT OR BUILDING PERMIT SHALL BE ISSUED FOR ANY LOT UNTIL PUBLIC WATER AND SEWER HAS BEEN EXTENDED TO SUCH LOT IN ACCORDANCE WITH THE MASTER WATER AND SEWER ORDINANCE. THE OWNER OF EACH LOT SHOWN ON THIS PLAT SHALL GRANT, WITHOUT COMPENSATION, SUCH REASONABLE EASEMENTS AS ARE NECESSARY TO PERMIT SUCH EXTENSION OF PUBLIC WATER TO ALL LOTS.
21. ALL LOTS SHOWN HEREON ARE REQUIRED TO USE DOOR-TO-DOOR SOLID WASTE REUSE COLLECTION BY THE DUTY AUTHORIZED AND FRANCHISED COLLECTORS/HANDLERS AS DETERMINED BY THE BOARD OF SUPERVISORS OF ISLE OF WIGHT COUNTY, VIRGINIA.
22. ALL AREAS LABELED OPEN SPACE AND NON-TIDAL WETLANDS TO BE PRESERVED FOR PERPETUITY.
23. ALL EASEMENTS ARE PRIVATELY HELD AND ARE FOR THE BENEFIT OF THE COUNTY AND VDOT, AND THE COUNTY SHALL NOT BE RESPONSIBLE FOR THE MAINTENANCE OF ANY FOR ANY SUCH EASEMENT OR STRUCTURE LOCATED THEREIN. ALL SUCH EASEMENTS ARE HEREBY CONVEYED TO THE PROPERTY OWNERS' ASSOCIATION FOR MAINTENANCE AND RESPONSIBILITY IN PERPETUITY UNLESS OTHERWISE NOTED.
24. DEVELOPABLE AREA FOR PARCEL A: 129,936 SF OR 2.933 AC. PARCEL A CONTAINS LESS THAN THIRTY (30) PERCENT OF THE PRESCRIBED MINIMUM LOT AREA COMPRISED OF ONE (1) OR MORE OF THE ENVIRONMENTALLY SENSITIVE AREAS REFERENCED IN THE NET DEVELOPABLE CALCULATIONS OF SECTION 5-4000 OF THE ZONING ORDINANCE.
25. THE 35 FOOT ACCESS EASEMENT IS A SERVICE DRIVE LOCATED ON PRIVATE PROPERTY ON TAX PARCEL 34-01-070 AND SHALL BE MAINTAINED BY THE PROPERTY OWNERS.
26. ALL ROADS EXCEPT FOR "SPADEA WAY" ARE SERVICE DRIVES AND ARE LOCATED ON PRIVATE PROPERTY.
27. TAX PARCEL 34-01-070 HAS A PROFFERED TEN FOOT INTERIOR SIDE YARD SETBACK.
28. "SPADEA WAY" IS A MINIMUM OF 50 FEET IN WIDTH AS REQUIRED BY VDOT.
29. LANDSCAPING BUFFERS ARE REQUIRED PER THE ZONING ORDINANCE.

CERTIFICATE OF APPROVAL

THIS SUBDIVISION PLAT HAS BEEN FOUND TO BE IN CONFORMANCE WITH THE ISLE OF WIGHT COUNTY SUBDIVISION ORDINANCE AND MUST BE RECORDED WITH THE OFFICE OF THE CLERK OF THE CIRCUIT COURT OF ISLE OF WIGHT COUNTY WITHIN SIX MONTHS OF THE DATE OF APPROVAL. IF THE PLAT IS NOT RECORDED WITHIN THE SIX MONTHS, THE PLAT MUST BE RESUBMITTED FOR APPROVAL.

NOT RESIDENT ENGINEER

DATE: 08/24/2021

Sam M. Poiry DATE: 8/24/2021

STATE OF VIRGINIA

COUNTY OF ISLE OF WIGHT

IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF ISLE OF WIGHT COUNTY, VIRGINIA ON THE 24th DAY OF August, 2021, THIS PLAT WAS PRESENTED AND ADMITTED TO-RECORD AS THE LAW DIRECTS, AS INSTRUMENT

21 000 6176

TESTE: Kathleen S. Torrence, Clerk of Circuit Court

BY: Kathleen S. Torrence, Clerk of Circuit Court

LEGEND

- IRON PIN FOUND - (RNF)
- IRON SET - (PNS)
- IRON FOUND - (NLF)
- NAIL SET - (NLS)
- DRILL HOLE SET - (DHS)
- CONC. STEEL PIN FOUND - (MONF)
- CONC. STEEL PIN SET - (MONS)

PLAT

OF

PARCEL A

FOR TAX MAP NUMBERS
34-01-070 AND 34-01-070D
(PLAT REF: 2-180-14)

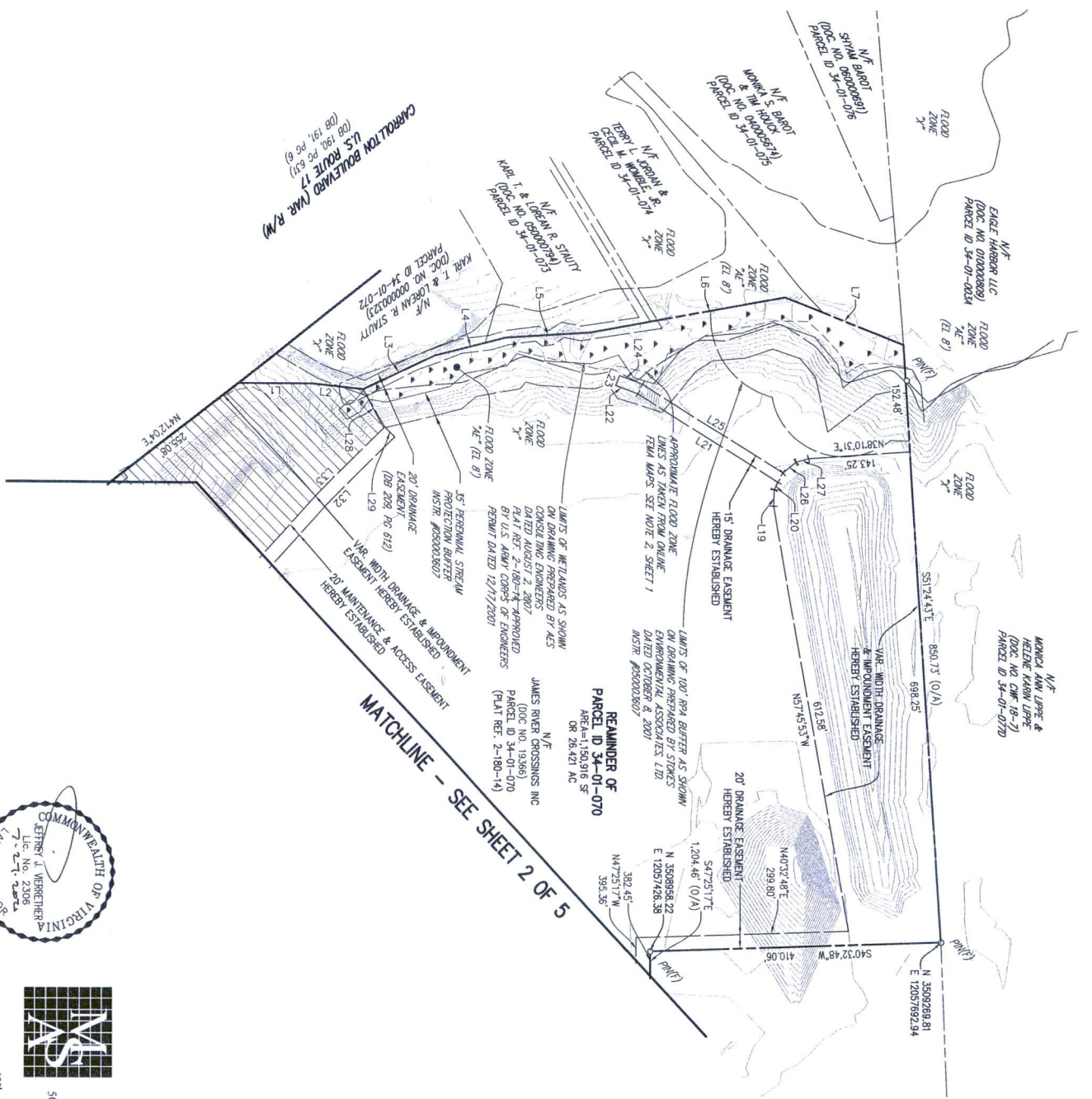
NEWPORT DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA
JULY 27, 2021

MSA, P.C.



Environmental Science • Surveying
Civil & Environmental Engineering
5032 Rouse Dr., Suite 200, Virginia Beach, VA 23462
757-490-9264 (Off)
www.msaonline.com

WISCONSIN STATE PLANE COORDINATE SYSTEM
SOUTH ZONE MOG87/88



- LEGEND
- IRON PIN FOUND - (PIN(F))
 - IRON PIN SET - (PIN(S))
 - NAIL FOUND - (NAIL(F))
 - NAIL SET - (NAIL(S))
 - DRILL HOLE FOUND - (DH(F))
 - DRILL HOLE SET - (DH(S))
 - CONC. STEEL PIN FOUND - (MON(F))
 - CONC. STEEL PIN SET - (MON(S))

NOTES

1. THE COUNTY OF USE OF WEIGHT SHALL NOT BE RESPONSIBLE FOR THE MAINTENANCE OF DRAINAGE EASEMENTS, NOR ANY STRUCTURE THAT IS CONSTRUCTED WITHIN THEM FOR THE PURPOSES OF THIS DEVELOPMENT.
2. ALL PRIVATE STREETS MUST BE CONSTRUCTED IN ACCORDANCE WITH VDOT STANDARDS PER SECTION 5.3.1(C) OF THE ORDINANCE.

Instrument # 2100061716
Recorded in the Clerk's Office of
Isle of Wight County, Virginia
August 26, 2021 at 2:55 PM
By: [Signature] Katherine R. Rouse, Clerk

PLAT
OF
PARCEL A
FOR TAX MAP NUMBERS
34-01-070 AND 34-01-070D
(PLAT REF. 2-180-14)
NEWPORT DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA
JULY 27, 2021



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SEE SHEET 1 OF 5 FOR NOTES AND CERTIFICATIONS
SEE SHEET 4 OF 5 FOR ADDITIONAL EASEMENT DETAILS
SEE SHEET 5 OF 5 FOR LINE AND CURVE TABLES

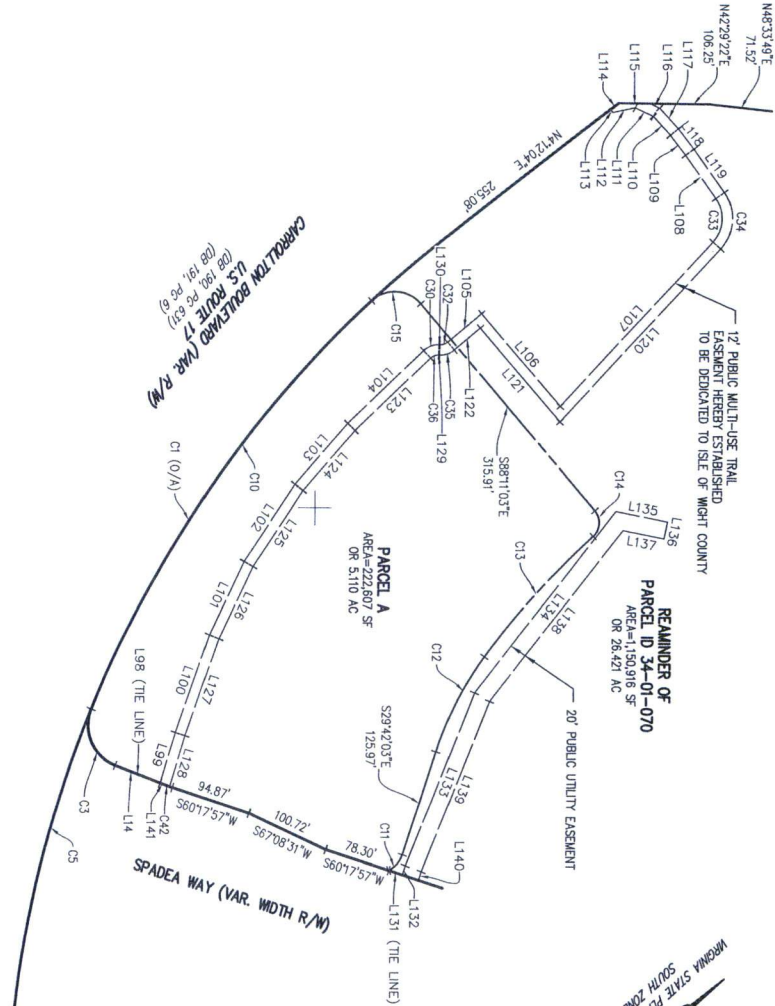


LEGEND

- IRON PIN FOUND - PIN(F)
- △ NAIL FOUND - NAIL(S)
- △ NAIL SET - NAIL(F)
- △ DRILL HOLE FOUND - DH(F)
- DRILL HOLE SET - DH(S)
- CONC. STEEL PIN FOUND - MON(F)
- CONC. STEEL PIN SET - MON(S)

NOTES

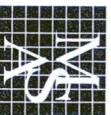
1. THE COUNTY OF ISLE OF WIGHT SHALL NOT BE RESPONSIBLE FOR THE MAINTENANCE OF DRAINAGE EASEMENTS, NOR ANY STRUCTURE THAT IS CONSTRUCTED WITHIN THEM FOR THE PURPOSES OF THIS DEVELOPMENT.
2. ALL PRIVATE STREETS MUST BE CONSTRUCTED IN ACCORDANCE WITH 100' STANDARDS PER SECTION 5.9.1.C OF THE ORDINANCE.



Instrument # 21006176
Recorded in the Clerk's Office of
Isle of Wight County on
August 20, 2021, at 2:58 PM
Richard S. Torrence, Clerk
By: [Signature]



PLAT
OF
PARCEL A
FOR TAX MAP NUMBERS
34-01-070 AND 34-01-0700
(PLAT REF. 2-180-14)
NEWPORT DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA
JULY 27, 2021



MSA, P.C.
Environmental Sciences & Surveying
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757-490-9264 (Off)
www.msainline.com

FB: # CS 669, PG 73
DRAWN BY: CJS
CHK'D BY: JUV DATE: 7/27/2021

SEE SHEET 1 OF 5 FOR NOTES AND CERTIFICATIONS
SEE SHEET 5 OF 5 FOR LINE AND CURVE TABLES

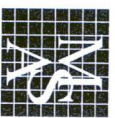
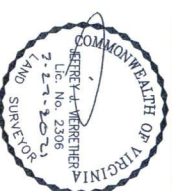
LINE #	DIRECTION	LENGTH
L1	N 42°29'22" E	106.25'
L2	N 48°33'48" E	71.52'
L3	N 16°33'46" E	112.16'
L4	N 28°17'29" E	104.46'
L5	N 38°45'56" E	121.16'
L6	N 31°58'04" E	286.30'
L7	N 63°44'27" E	179.61'
L8	S 60°17'57" W	48.00'
L9	S 29°42'03" E	83.00'
L10	N 75°45'28" E	38.81'
L11	N 72°53'53" E	55.58'
L12	S 60°17'57" W	48.00'
L13	N 29°42'03" W	83.00'
L14	S 63°20'49" W	61.69'
L15	S 29°42'03" E	126.97'
L16	S 60°17'57" W	15.25'
L17	S 29°42'03" E	35.00'
L18	N 60°17'57" E	10.00'
L19	N 45°43'14" W	23.16'
L20	N 21°37'56" W	11.78'
L21	S 73°38'36" W	235.13'
L22	S 63°10'28" W	33.10'
L23	N 28°48'32" W	15.00'
L24	N 63°10'28" E	34.60'
L25	N 74°38'36" E	235.57'
L26	N 27°23'2" E	24.05'
L27	N 28°32'41" E	18.20'
L28	N 77°46'36" W	62.24'
L29	S 87°22'27" W	20.00'
L30	S 88°11'03" E	20.17'
L31	S 88°11'03" E	98.74'
L32	N 23°33'3" W	138.01'
L33	N 23°33'3" W	138.52'
L34	N 53°33'3" W	276.20'
L35	N 53°33'3" W	274.12'
L36	S 60°17'57" W	53.15'
L37	N 60°17'57" E	20.00'
L38	N 30°48'33" W	18.70'
L39	N 35°24'59" W	154.88'
L40	N 35°24'59" W	155.69'

LINE #	DIRECTION	LENGTH
L41	N 30°48'33" W	19.89'
L42	N 35°35'19" W	94.98'
L43	N 35°35'19" W	96.57'
L44	N 44°27'23" W	122.67'
L45	N 44°27'23" W	125.39'
L46	N 51°02'24" W	33.14'
L47	N 51°02'24" W	35.15'
L48	S 36°15'02" W	41.90'
L49	N 36°25'04" E	20.02'
L50	N 36°21'47" E	20.02'
L51	S 36°14'53" W	32.20'
L52	N 48°29'57" W	168.66'
L53	N 62°35'19" W	46.04'
L54	N 53°28'06" W	71.16'
L55	N 56°25'43" W	66.48'
L56	N 55°40'50" W	99.16'
L57	N 55°40'50" W	99.16'
L58	N 51°02'24" W	64.82'
L59	N 48°29'57" W	158.78'
L60	N 62°35'19" W	45.17'
L61	N 53°28'06" W	72.65'
L62	N 14°12'12" W	107.77'
L63	N 55°40'50" W	66.61'
L64	N 55°40'50" W	100.07'
L65	N 51°02'24" W	64.75'
L66	S 62°07'19" E	35.38'
L67	S 62°07'19" E	35.82'
L68	S 88°11'03" E	1.35'
L69	N 88°11'03" W	20.00'
L70	S 88°11'03" E	21.19'
L71	S 88°11'03" E	20.03'
L72	S 20°35'3" W	35.00'
L73	S 20°35'3" W	35.00'
L74	N 13°31'0" W	154.11'
L75	N 13°31'0" W	156.11'
L76	N 61°52'9" W	91.99'
L77	N 61°52'9" W	94.20'
L78	N 14°12'12" W	104.90'
L79	N 14°12'12" W	107.77'
L80	N 22°41'26" W	93.40'
L81	N 22°41'26" W	95.91'
L82	N 28°34'09" W	119.51'

LINE #	DIRECTION	LENGTH
L83	N 28°34'09" W	120.92'
L84	N 30°48'33" W	61.95'
L85	N 30°48'33" W	61.40'
L86	N 62°05'20" E	2.13'
L87	N 61°49'34" E	21.33'
L88	N 63°50'46" W	31.87'
L89	S 67°32'30" W	28.88'
L90	S 67°32'30" W	177.75'
L91	S 69°33'30" W	20.28'
L92	N 83°50'46" W	66.56'
L93	S 67°32'30" W	35.21'
L94	S 61°25'34" W	171.99'
L95	S 89°33'30" W	37.73'
L96	N 48°29'57" W	30.12'
L97	N 48°29'57" W	25.76'
L98	N 63°20'49" E	56.50'
L99	N 30°48'33" W	61.40'
L100	N 28°34'09" W	120.92'
L101	N 22°41'26" W	95.91'
L102	N 14°12'12" W	107.77'
L103	N 61°52'9" W	94.20'
L104	N 13°31'0" W	123.15'
L105	N 14°18'57" E	52.00'
L106	S 88°11'03" E	142.26'
L107	N 53°33'3" W	281.80'
L108	S 83°01'14" E	61.13'
L109	S 89°26'38" E	28.15'
L110	S 89°46'21" E	23.89'
L111	N 67°26'21" E	23.16'
L112	N 29°50'47" E	26.41'
L113	S 65°47'56" E	4.34'
L114	S 47°20'4" W	11.85'
L115	S 42°29'22" W	36.52'
L116	S 66°48'02" W	11.86'
L117	N 89°46'21" W	32.83'
L118	N 89°26'38" W	29.86'
L119	N 83°01'14" W	61.36'
L120	N 53°33'3" W	275.45'
L121	S 88°11'03" E	143.91'
L122	N 14°18'57" E	40.00'

LINE #	DIRECTION	LENGTH
L123	N 13°31'0" W	122.66'
L124	N 61°52'9" W	92.87'
L125	N 14°12'12" W	106.04'
L126	N 22°41'26" W	94.41'
L127	N 28°34'09" W	120.07'
L128	N 30°48'33" W	61.92'
L129	N 43°59'30" E	1.24'
L130	N 43°59'30" E	1.24'
L131	N 60°17'57" E	16.85'
L132	S 29°42'03" W	11.33'
L133	S 25°58'19" E	217.08'
L134	S 10°16'04" E	289.49'
L135	S 53°33'3" W	61.15'
L136	N 36°25'23" W	20.00'
L137	N 53°33'3" E	48.70'
L138	N 10°16'04" W	254.27'
L139	N 25°58'19" W	213.67'
L140	N 29°42'03" W	10.67'
L141	N 63°20'49" E	5.19'
L142	N 60°17'57" E	10.85'
L143	S 29°42'03" E	50.00'
L144	N 60°17'57" E	50.00'
L145	N 29°42'03" W	10.00'

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	1337.39'	1416.47'	782.82'	1351.19'	S26°12'04"E	60°41'02"
C2	50.00'	83.23'	54.92'	73.95'	S12°36'44"W	95°22'26"
C3	50.00'	79.30'	50.76'	71.24'	S71°13'09"E	90°52'04"
C4	1337.39'	501.11'	253.53'	498.19'	S45°48'32"E	21°28'06"
C5	1337.39'	216.85'	106.65'	216.56'	S30°25'48"E	91°7'22"
C6	825.00'	8.86'	4.43'	8.86'	S30°37'40"W	0°36'55"
C7	1075.00'	236.03'	118.49'	235.56'	N36°36'36"E	12°34'48"
C8	975.00'	322.06'	162.51'	320.60'	N62°21'47"E	18°55'33"
C9	1332.39'	278.35'	139.56'	277.97'	N51°11'33"W	10°24'27"
C10	1337.39'	584.97'	297.24'	580.32'	S13°15'17"E	25°33'39"
C11	31.50'	25.06'	13.24'	24.41'	N6°54'31"W	45°35'05"
C12	402.09'	125.30'	63.16'	124.79'	S20°46'25"E	17°51'16"
C13	959.48'	190.63'	95.63'	190.32'	S8°09'16"E	11°23'01"
C14	21.50'	32.92'	20.66'	29.80'	N44°19'24"W	87°43'18"
C15	40.00'	64.61'	41.81'	57.81'	S45°32'45"W	92°32'25"
C16	191.50'	10.19'	5.09'	10.19'	N61°49'23"E	30°52'52"
C17	35.00'	53.75'	33.79'	48.62'	N84°39'20"E	87°59'08"
C18	367.09'	114.39'	57.66'	113.93'	S20°46'25"E	17°51'16"
C19	924.48'	200.81'	100.80'	200.42'	S5°37'25"E	12°26'44"
C20	21.50'	22.40'	12.34'	21.40'	S30°28'57"W	59°42'00"
C21	96.50'	53.08'	27.23'	52.41'	N78°03'27"E	31°31'00"
C22	40.00'	64.50'	41.70'	51.73'	S41°59'30"E	92°23'07"
C23	1337.39'	113.56'	56.81'	113.53'	S1°42'28"W	21°8'34"
C24	48.50'	54.15'	30.29'	51.38'	S4°15'36"W	63°58'33"
C25	35.00'	56.44'	36.50'	50.52'	N82°26'58"E	92°23'52"
C26	1623.18'	65.54'	32.77'	65.53'	N65°14'19"W	21°8'48"
C27	1603.18'	64.62'	32.32'	64.62'	N65°14'28"W	21°8'34"
C28	1337.39'	22.46'	11.23'	22.46'	S56°03'43"E	0°57'45"
C29	48.50'	48.54'	26.52'	48.54'	S0°56'38"W	57°20'37"
C30	25.00'	19.87'	10.46'	19.35'	S21°13'10"W	45°32'40"
C31	31.50'	23.66'	12.42'	23.10'	S91°12'55"E	43°01'43"
C32	13.00'	9.57'	5.01'	9.35'	N22°54'14"E	42°10'33"
C33	40.00'	54.08'	32.08'	50.05'	N44°17'23"W	77°27'40"
C34	52.00'	70.30'	41.71'	65.07'	N44°17'23"W	77°27'40"
C35	52.00'	18.40'	9.64'	17.99'	N22°54'14"E	42°10'33"
C36	13.00'	10.33'	5.46'	10.06'	S21°13'10"W	45°32'40"
C42	191.50'	6.83'	3.42'	6.83'	N62°19'28"E	20°42'42"
C43	15.00'	23.56'	15.00'	21.21'	S74°42'03"E	90°00'00"
C44	15.00'	23.56'	15.00'	21.21'	N15°17'57"E	90°00'00"



MSA, P.C.
Environmental Sciences • Surveying
Civil & Environmental Engineering
5032 Rouse Dr., Suite 200, Virginia Beach, VA 23462
757-490-9264 (Oie)
www.msaonline.com

PLAT
OF
PARCEL A
FOR TAX MAP NUMBERS
34-01-070 AND 34-01-070D
(PLAT REF. 2-180-14)
NEWPORT DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA
JULY 27, 2021

Instrument # 2100616
Recorded in the Clerk's Office of
Isle of Wight County on
August 26, 2021 at 2:56pm
Kathleen S. Tammage, Clerk
By: [Signature] J. [Signature] DC

ACCENT LIGHTING
 PVC TRIM W/ MITERED CORNERS - PAINTED
 MITERED CORNERS - PAINTED
 ACCENT LIGHTING
 PVC TRIM W/ MITERED CORNERS - PAINTED
 MITERED CORNERS - PAINTED
 METAL TRIMMING
 5/4 PVC TRIM W/ MITERED CORNERS
 ROOM ROCK SILL
 METAL TRIMMING
 ACCENT W/ LIGHT FIXTURE
 BRICK VENEER
 STONE SILL
 STONE VENEER
 SNOW GUARDS, TYP
 ST. ROOF ALIGNED W/ STOREFRONT MILLIONS
 METAL COPING
 PVC TRIM W/ MITERED CORNERS
 METAL TRIMMING
 STOREFRONT
 STANDING SEAM ROOFING
 CEMENTITIOUS SIDING WITHIN GABLE END
 PVC TRIM PAINTED
 EXP-1
 PAINTED EXP-1 CORNERS
 PVC TRIM W/ MITERED CORNERS
 STANDING W/ MILLIONS
 STOREFRONT
 CEMENTITIOUS SIDING
 5/4 PVC TRIM W/ MITERED CORNERS
 5/4 PVC TRIM W/ MITERED CORNERS
 STANDING SEAM ROOFING

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
August 23, 2021

10404 Stevenson Road • Stevenson, Maryland 21153
Phone 410-484-7010 Fax 410-484-3819 • pete@nuclefearchives.com

[illegible]

Architectural elevation drawing of a building facade. The drawing includes the following callouts and details:

- 54.5 PNC TRIM W/ INTERIOR CORNERS
- STANDING SEAM
- STANDING SEAM
- ST. RODS ATTACHED W/ STONE/FRONT TULLIONS
- CEMENTITIOUS SIDING
- STANDING SEAM
- ROOFING W/ SHOWN
- ROOFING W/ SHOWN
- METAL COPING

The drawing shows a building with a flat roof, a small cupola, and a facade with horizontal siding and stone accents. The ground level features a brick walkway and a small structure.

10404 Stevenson Road Stevenson, Maryland 21153
Phone: 410-464-7010 Fax: 410-464-3819 psr@jcrs.cba.hivres.com

Architectural elevation drawing of the Royal Farms building. The drawing shows the exterior facade with various materials and finishes. Callouts point to the following materials and finishes:

- LOAMING METAL
- LOAMING METAL
- 70% BLENDED
- 5448 PVC TRIM
- CERAMITILES
- METAL CORNER
- METAL ANNING
- 5448 PVC TRIM W/ MITTERED CORNERS
- ACCENT LIGHTING
- PVC TRIM W/ MITTERED CORNERS
- PAINTED EXP. SCENE
- ACCENT LIGHTING
- METAL ANNING
- 5448 PVC TRIM W/ MITTERED CORNERS
- POWDER COAT
- METAL ANNING
- 5448 PVC TRIM W/ MITTERED CORNERS
- BRICK VENEER
- ACCENT LIGHTING
- STONE VENEER
- 23" ILLUMINATED CHANNEL LETTERS
- ROYAL (BLUE)
- FARMER (GREEN)
- 5448 PVC TRIM W/ MITTERED CORNERS
- PAINTED EXP. SCENE
- METAL ANNING
- 5448 PVC TRIM W/ MITTERED CORNERS
- WALL SCIENCE

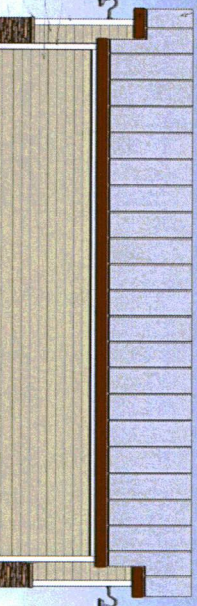
10404 Stevenson Road Stevenson, Maryland 21153
Phone 410-484-7010 Fax 410-484-7819 pete@advantivarcare.com

SHED PVC TRIM - HAZEL EYE
SHED PVC TRIM AT INTERIOR CORNER
WALL, DOORS, STEEL ELEC. CHAMBERS
SHED PVC TRIM
SHED PVC TRIM AT INTERIOR CORNER
CORNER TRIM
CORNER TRIM
DOORS BY RANDOM



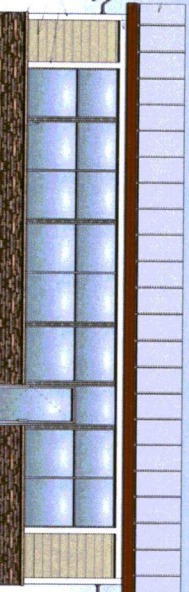
SHED PVC TRIM - HAZEL EYE
SHED PVC TRIM AT INTERIOR CORNER
WALL, DOORS, STEEL ELEC. CHAMBERS
SHED PVC TRIM
SHED PVC TRIM AT INTERIOR CORNER
CORNER TRIM
DOORS BY RANDOM

SHED PVC TRIM - HAZEL EYE
SHED PVC TRIM AT INTERIOR CORNER
WALL, DOORS, STEEL ELEC. CHAMBERS
SHED PVC TRIM
SHED PVC TRIM AT INTERIOR CORNER
CORNER TRIM
DOORS BY RANDOM



Car Wash Elevations

SHED PVC TRIM - HAZEL EYE
SHED PVC TRIM AT INTERIOR CORNER
WALL, DOORS, STEEL ELEC. CHAMBERS
SHED PVC TRIM
SHED PVC TRIM AT INTERIOR CORNER
CORNER TRIM
DOORS BY RANDOM



SHED PVC TRIM - HAZEL EYE
SHED PVC TRIM AT INTERIOR CORNER
WALL, DOORS, STEEL ELEC. CHAMBERS
SHED PVC TRIM
SHED PVC TRIM AT INTERIOR CORNER
CORNER TRIM
DOORS BY RANDOM



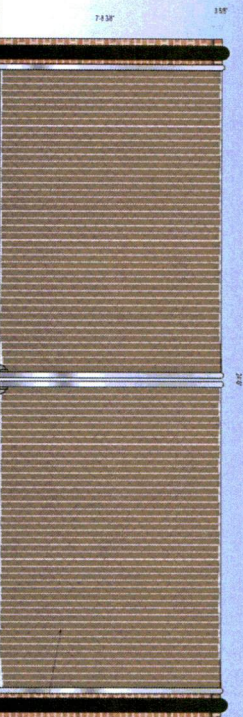
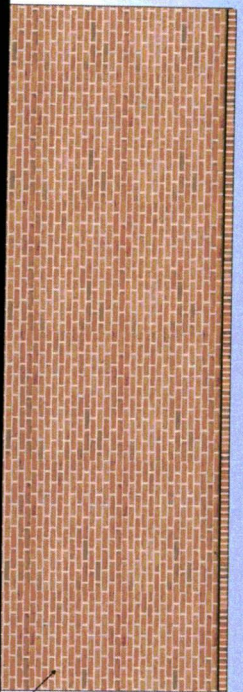
SHED PVC TRIM - HAZEL EYE
SHED PVC TRIM AT INTERIOR CORNER
WALL, DOORS, STEEL ELEC. CHAMBERS
SHED PVC TRIM
SHED PVC TRIM AT INTERIOR CORNER
CORNER TRIM
DOORS BY RANDOM

Car Wash Elevations

ROYAL FARMS

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
August 23, 2021

Dumpster Enclosure Elevations
1/2" = 1'-0"



SECTION LOOK UP - ALL WORKING
THE CORRUPTED METAL
COLOR MATCH IT

ENCLOSURE
TO BE BUILT

ROYAL FARMS

Royal Farms #448
Route 17 B Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
August 23, 2021

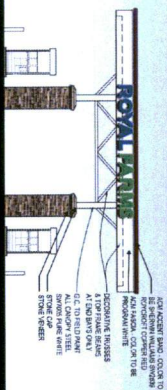
R RATCLIFFE
ARCHITECTS

10404 Stevenson Road
Stevenson, Maryland 21153
Phone: 410-484-7070 Fax: 410-484-3870 info@ratcliffearchitects.com

ROYAL FARMS

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
August 23, 2021

Fuel Canopy Elevations
1/8" = 1'-0"



RATCLIFFE
ARCHITECTS

10404 Stevenson Road
Stevenson, Maryland 21153
Phone: 410-864-7000 Fax: 410-864-5819 Email: info@ratcliffearchitects.com



Front Elevation
Scale 1/4" = 1'



Side Elevation
Scale 1/4" = 1'

ROYAL FARMS Store 448 Isle of Wight, VA.		Overall Height	Qty	Number of Grades	Numerical Size	Drawing prepared by Absolute Signs & Neon 7/8/21
		8'	1	2	14"	
		Total Square Footage	Royal Farms Approved	Permit Submitted	Permit Approved	
		42.0	☐	☐	☐	





Front Elevation
1/4" = 1'-0"

ROYAL FARMS

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
June 29th, 2022

RA RATCLIFFE
ARCHITECTS

10404 Stevenson Road • Stevenson, Maryland 21153
Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com



ROYAL FARMS

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
June 29th, 2022

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Rear Elevation
1/4" = 1'-0"

ROYAL FARMS

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
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June 29th, 2022

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10404 Stevenson Road • Stevenson, Maryland 21153
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Car Wash Elevations



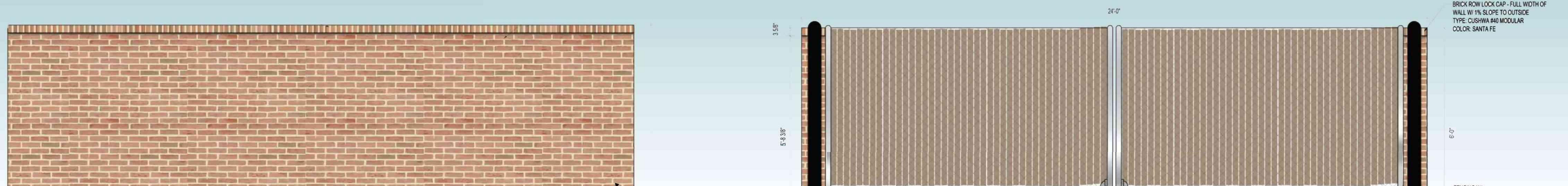
Car Wash Elevations

ROYAL FARMS

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
June 29th, 2022

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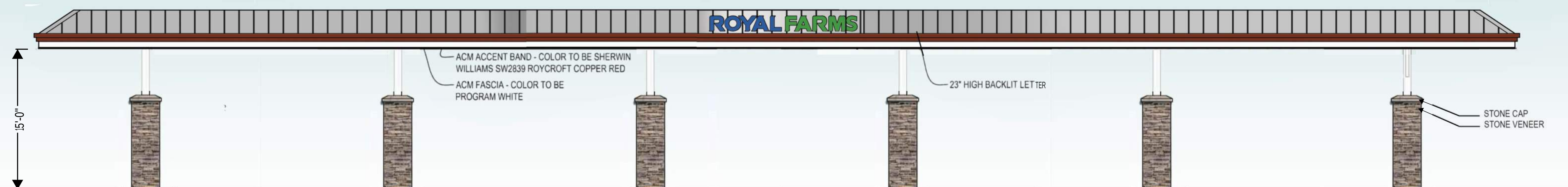
Dumpster Enclosure Elevations
1/2" = 1'-0"

ROYAL FARMS

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
June 29th, 2022

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10404 Stevenson Road • Stevenson, Maryland 21153
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Fuel Canopy Elevations
1/8" = 1'-0"

ROYAL FARMS

Royal Farms #448
Route 17 & Brewers Neck Blvd Isle of Wright, VA
Proposed Elevations
June 29th, 2022

RA | RATCLIFFE
ARCHITECTS

10404 Stevenson Road • Stevenson, Maryland 21153
Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com

July 6, 2022

Joshua Norris, P.E.
Virginia Department of Transportation
Franklin Residency
23116 Meherrin Road
Courtland, VA 23837

Re: Royal Farms – Spadea Way Traffic Analysis

Kimley-Horn and Associates was retained to conduct a supplemental operational analysis along a section of Spadea Way that will tie into the new eastern leg of the Brewers Neck Boulevard (U.S. Route 258) and Carrollton Boulevard (U.S. Route 17) intersection in Isle of Wight County, Virginia. This analysis was conducted in support of a conditional use permit (CUP) for a proposed Royal Farms Gas Station and Convenience Market located in the northeast quadrant of the Brewers Neck Boulevard and Carrollton Boulevard intersection, as illustrated in **Figure 1**. The proposed Royal Farms development will consist of 12 gasoline fueling positions, and a 5,154 square foot (sf) convenience market. A conceptual sketch of the development site is included in **Attachment A**.



Figure 1: Study Area

Spadea Way will be a public road that traverses through the James River Crossings (the Crossings) development located in Isle of Wight County, Virginia. Based on a review of the submitted CUP, the Virginia Department of Transportation (VDOT) expressed concerns that site traffic associated with the proposed Royal Farms might result in a more “increased generator” of traffic than previously accounted for/assumed with the Crossings development. There was also concern that the left-turn lane on Spadea Way (i.e., serving the traffic movement from eastbound Spadea Way to northbound Lori Anne Way) might not be sufficient to support the increased volume accessing the proposed site as well as concerns over potential queueing associated with this movement to the extent that it could impede operations at the Brewers Neck Boulevard/Spadea Way and Carrollton Boulevard signalized intersection. This analysis considers the operational conditions between the unsignalized T-intersection of Lori Anne Way (i.e., the north leg serving the proposed Royal Farms site) at Spadea Way and the Brewers Neck Boulevard at Carrollton Boulevard signalized intersection under the full buildout potential of the Crossings development. This traffic analysis uses data from previously approved and on-going studies to assess potential future (i.e., 2032) traffic conditions along this portion of Spadea Way to address VDOT’s comments on the CUP.

TRIP GENERATION POTENTIAL

Multiple studies have been conducted that have considered the trip generating potential of the Crossings development. **Table 1** summarizes the approved trip generation that has been considered for the Crossings in the past, with the 2010 Traffic Impact Analysis (TIA) numbers resulting in the initial proffered improvements, and more recent revisions associated with the reduced intensities of the residential component provided in the 2018 TIA.

Table 1: The Crossings Trip Generation Summary

ITE Code	ITE Descriptions	Density	Unit	Daily	AM Peak Hour			PM Peak Hour		
					Total	Enter	Exit	Total	Enter	Exit
Original Trip Gen										
820	Shopping Center	428,300	Sq Ft	16,694	389	248	141	1,599	779	820
Previous Approved TIA (2010)										
220	Apartment*	240	D.U.	1,578	121	24	97	150	97	53
820	Shopping Center	234,400	Sq Ft	11,814	255	156	99	1,126	552	574
Total Off Site w/ Pass-by and Internal Capture**				12,920	366	175	191	1,248	635	613
Phase 2 Approved TIA (2018)										
220	Apartment***	100	D.U.	658	50	10	40	62	40	22

Notes:

*Background traffic includes the 240 apartments

**Approved Proffers developed based on this level of traffic demand

*** TIA describes this as “Condominiums”

As shown in **Table 1**, the previously approved TIA included approximately 234,000 square feet (sf) of commercial/retail (shopping center) space. Based on recent site plan submittals and/or actual proposed land uses, associated intensities, the Isle of Wight County ordinance, and development “footprints,” it was determined that only approximately 90,000 sf of remaining commercial/retail space could be developed. This results in a reduction of approximately 144,000 sf of developable land area that has been accounted for to date.

The trips associated with the planned land uses/intensities of this developable land area were accounted for as part of the Royal Farms site traffic and the background site traffic. As a result, the residual commercial space includes 90,000 sf of retail space. To avoid double counting trips generated as part of the background commercial/retail development, the 2032 No Build volumes were adjusted to only reflect the 90,000 sf of residual commercial/retail space.

Traffic generation potential for the proposed Royal Farms was obtained using *ITE Trip Generation 10th Edition* (2017). Trip generation estimates were developed and compared based on the number of vehicle fueling positions (12) and convenience market square footage (5,154 sf), and then calculating the average volumes associated with the two independent variables. The resulting trip generation calculations for the proposed Royal Farms is shown in **Table 2**.

Table 2: Royal Farms Trip Generation Summary

				AM Peak Hour			PM Peak Hour		
ITE Code	ITE Descriptions		Daily	Total	Enter	Exit	Total	Enter	Exit
Royal Farms Based on Average/Blended									
960	Super Convenience Market/Gas Station	Average	3,542	391	196	195	317	159	158
Pass-By (62% AM peak/56% PM peak)			0	(242)	(121)	(121)	(177)	(89)	(88)
New Site Trips			3,542	148	74	74	139	70	70

When comparing the trip generation results from **Table 2** and the 2010 approved commercial trips included in **Table 1**, it is noted that the Royal Farms development will generate approximately 34% of the 11,814 retail trips approved in the 2010 TIA. However, the Royal Farms site includes a total of 5,154 sf (i.e., 2.2% of the total approved commercial square footage from the 2010 TIA).

It should also be noted that a Royal Farms (i.e., Super Convenience Market/Gas Station) operates with a higher pass-by rate than traditional shopping center/retail uses, which functionally reduces the potential impact on the adjacent roadway network as it relates to new site traffic during the AM and PM peak hours. In this case, the pass-by reduction would be applied to Carrollton Boulevard and Brewers Neck Boulevard, where the previously proffered improvements were intended to mitigate site impacts associated with the Crossings development. Therefore, the amount of new site traffic expected on Carrollton Boulevard and Brewers Neck Boulevard are anticipated to be lower. However, it is acknowledged that the pass-by reduction would not apply to conditions along Spadea Way, as the majority of driveway trips must still access the site via this route.

Based on these trip generation findings, it is not expected that the proposed Royal Farms will result in significant new or supplemental off-site impacts that would necessitate additional improvements outside of what was previously identified and/or proffered as a part of the Crossings development.

SPADEA WAY OPERATIONS

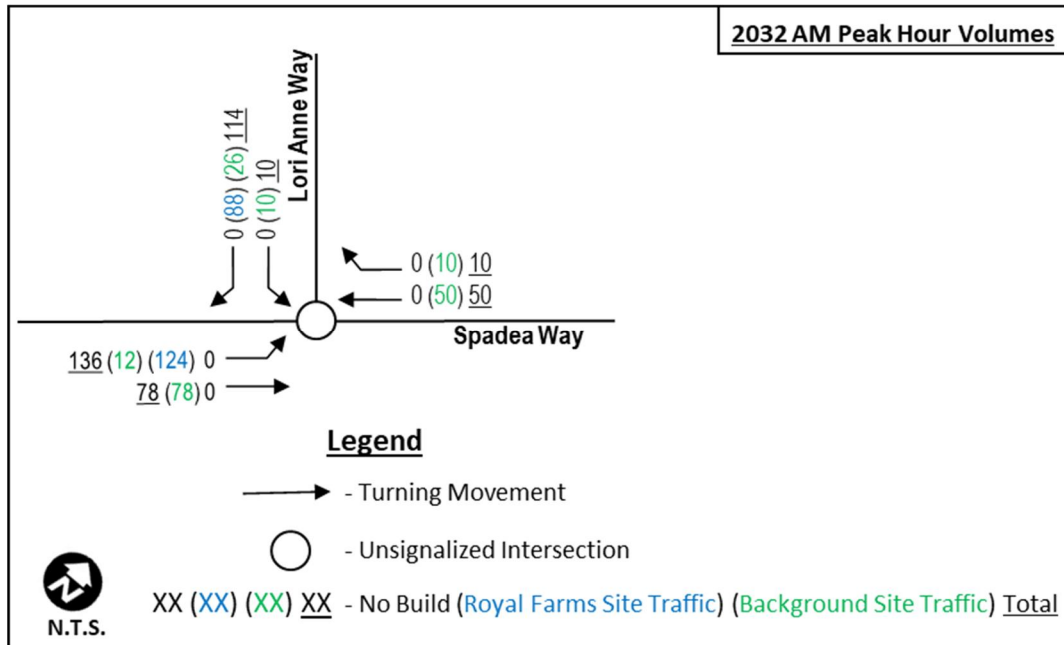
This analysis focuses on the 2032 future conditions operations of Spadea Way during the AM and PM peak hours. Virtual meetings were held with VDOT staff in June 2022 to share and discuss the assumptions that went into developing the revised traffic volumes for this analysis. Traffic volume worksheets that include the background traffic, trip generation, distributions, and assignments are included in **Attachment B**.

Traffic associated with the South Harbor and Tower Parcel developments were included in the background volumes. Additionally, background traffic associated with three additional parcels within the Crossings development were also factored into the peak hour volumes at the Spadea Way and Lori Anne Way intersection. In addition to the Royal Farms site traffic, the following background site traffic was factored into 2032 future volumes:

- South Harbor Development (i.e., mixed use residential and commercial development)
- Tower Parcel Development (i.e., 52 single family detached houses)
- Grocery store (i.e., supermarket) totaling approximately 50,000 square feet (sf)
- Fast food restaurant with drive through (i.e., Hardee's) totaling approximately 3,300 sf
- Retail store (i.e., Apparel store) totaling approximately 7,000 sf
- Car Wash (i.e., RIO Car Wash)

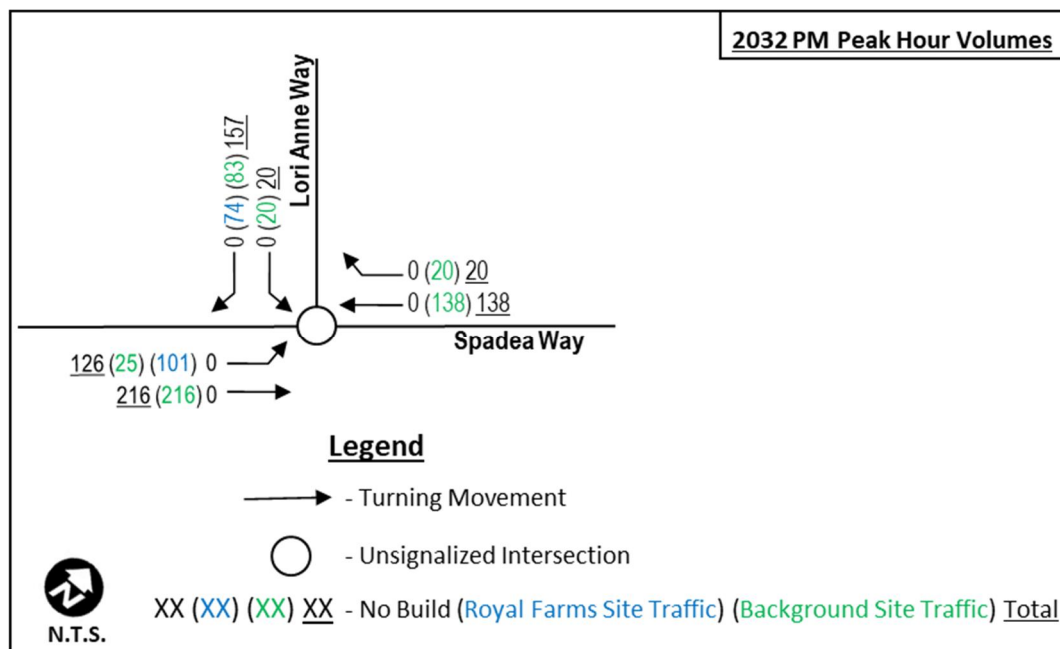
The revised 2032 AM and PM peak hour volumes at the Spadea Way and Lori Anne Way (Royal Farms) intersection are shown in **Figure 2** and **Figure 3**, respectively. These volumes account for the Royal Farms site traffic as well as background traffic from anticipated sites within and/or adjacent (South Harbor via the connection to Spadea Way) to the Crossings development.

Figure 2: 2032 AM Peak Hour Volumes



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Figure 3: 2032 PM Peak Hour Volumes



The calibrated Synchro traffic models that were previously developed for the South Harbor TIA were updated and modified to focus on operations along Spadea Way for the 2032 Build AM and PM peak hours. These models were used to simulate operations and queues along Spadea Way. The resulting level of service (LOS) and maximum queues for Spadea Way at Lori Anne Way are shown in **Table 3** and **Table 4**. Detailed model reports for these models are also included in **Attachment C**.

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Table 3: Spadea Way at Lori Anne Way (Royal Farms) Level of Service Summary

Scenario	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)				
		Eastbound		Westbound		Southbound
		LT	TH	TH	RT	LT RT
AM Peak Hour						
2032 Full Buildout with Royal Farms and Background Site Traffic	A (5.5)	A (7.6)	A (0.0)	A (0.0)	A (0.0)	B (9.5)
		A (4.8)		A (0.0)		
PM Peak Hour						
2032 Full Buildout with Royal Farms and Background Site Traffic	A (4.4)	A (7.8)	A (0.0)	A (0.0)	A (0.0)	B (11.1)
		A (2.9)		A (0.0)		

Table 4: Spadea Way at Lori Anne Way (Royal Farms) Maximum Queue Summary

Scenario	Maximum Queue Length by Movement					
	Eastbound		Westbound		Southbound	
	LT	TH	TH	RT	LT	RT
Effective Storage Length	100'	100'	-	50'	-	
AM Peak Hour						
2032 Full Buildout with Royal Farms and Background Site Traffic	45'	0'	0'	0'	84'	
PM Peak Hour						
2032 Full Buildout with Royal Farms and Background Site Traffic	59'	0'	0'	0'	87'	

Notes: Results displayed are the average results across 5 microsimulation runs | * distance to upstream intersection

Based on the results of this analysis, the unsignalized intersection of Spadea Way at Lori Anne Way is projected to operate at an overall LOS A under the AM and PM peak hour during full buildout of the Crossings development. The maximum simulated queues in the eastbound left-turn lane (which primarily represents vehicles traveling to the proposed Royal Farms) were noted to not extend back to the adjacent unsignalized intersection at Spadea Way and Lori Anne Way (Hardee's) to the west. This is also illustrated in **Figure 4** and **Figure 5**. These analysis findings confirms that site traffic associated with the proposed Royal Farms and background site traffic within the Crossings development is not anticipated to significantly impact operations along Spadea Way. Additionally, the queuing analysis findings indicate that there are no anticipated impacts to operations at the Brewers Neck Boulevard/Spadea Way and Carrollton Boulevard intersection under 2032 Full Build conditions.

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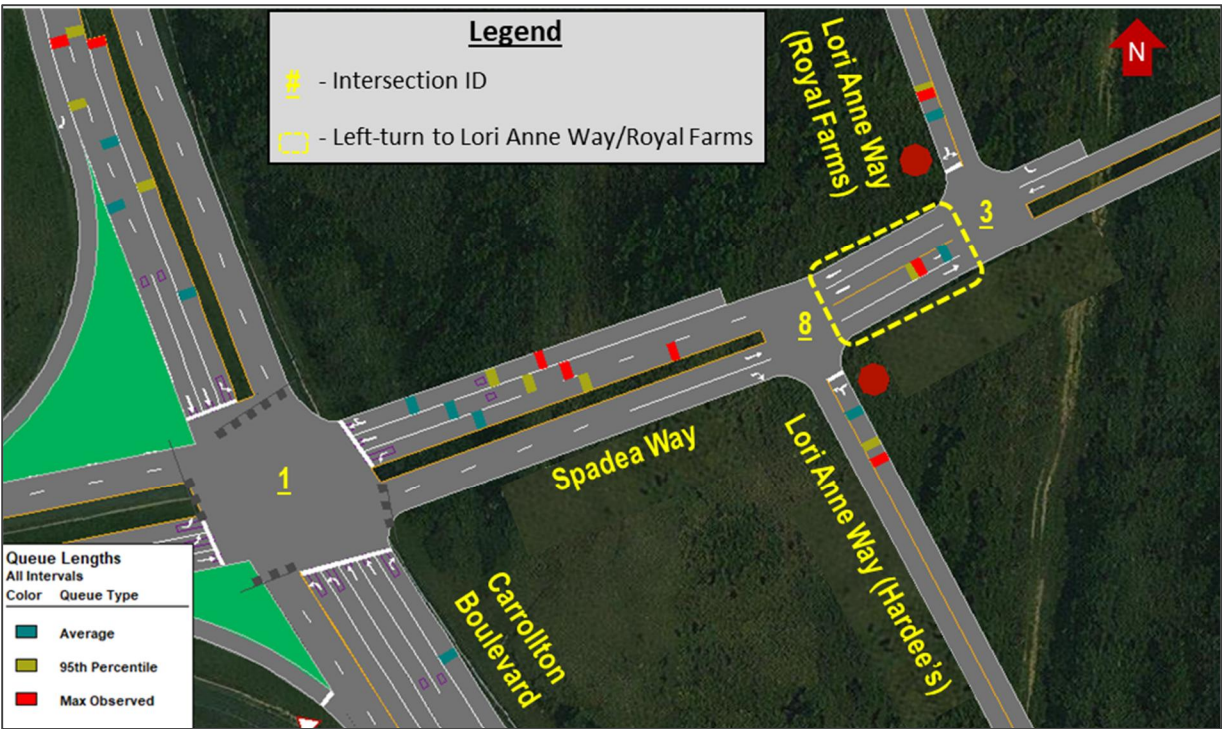


Figure 4: Max Queues on Spadea Way - AM Peak Hour

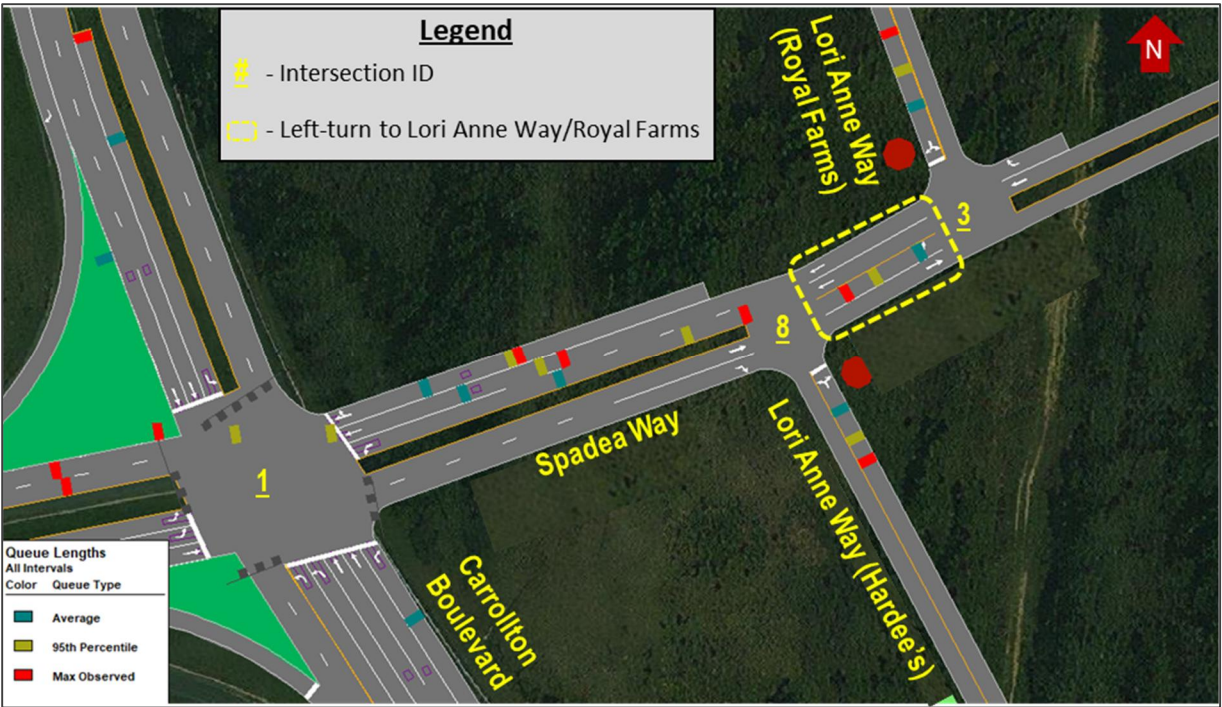


Figure 5: Max Queues on Spadea Way - PM Peak Hour

CONCLUSIONS

Based on the results of this analysis, traffic associated with the proposed Royal Farms development is not anticipated to result in any significant impacts to operations along Spadea Way nor is it expected that queue lengths associated with the left-turn movement would extend to the point that they could impede/impact operations at the Brewers Neck Boulevard/Spadea Way and Carrollton Boulevard intersection. Based on the trip generation calculations and the associated operational conditions/findings, the proposed Royal Farms development will not result in more significant impacts or necessitate additional improvements outside of what was previously identified and/or proffered as a part of the Crossings development.

Additionally, future buildout conditions showed that simulated queues along Spadea Way were not anticipated to impact the intersections along Spadea Way or the signalized intersection of Brewers Neck Boulevard and Carrollton Boulevard. No additional roadway improvements are needed to serve the future traffic demand. Consideration should be given to the installation of supplemental signage and pavement markings at these offset intersections along Spadea Way to consist of the following:

- “DO NOT BLOCK INTERSECTION” signage
- Intersection pavement markings delineating the area not to block (i.e., the box)
- Supplement with signage reflecting a potential fine for those observed/caught impeding intersection operations

These improvements could be provided to mitigate potential queues from blocking the intersection, which will in turn, help vehicles trying to enter or exit via Lori Anne Way.

If you have any questions regarding the findings presented in this memorandum, please contact me at (757) 213-8616 or carroll.collins@kimley-horn.com.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



Carroll E. Collins, AICP
Senior Project Manager/Vice President

Attachment A – Conceptual Site Plan
Attachment B – Traffic Volume Worksheets
Attachment C – Synchro/SimTraffic Reports

Attachment A
Conceptual Site Plan

Attachment B
Traffic Volume Worksheets

VOLUME DEVELOPMENT SHEET

Carrollton Boulevard at Brewers Neck Boulevard
AM Peak Hour
(7:00 AM to 8:00 AM)

Description	Brewers Neck Boulevard			Spadea Way			Carrollton Boulevard			Carrollton Boulevard			
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	U-Turn	Left	Thru	Right
2032 No Build	1,101	19	624	13	15	16	495	656	4		13	440	641
Royal Farms													
Proposed Trips													
Entering Distribution	5%	20%					20%	30%		25%			
Exiting Distribution				50%	25%								
Entering Assignment	3	13					13	19		16			
Exiting Assignment				31	16								
Pass-by Trips													
Entering Pass-by Dist	-10%	25%	-15%				-25%	25%		25%	-25%		
ExitingPass-by Dist				40%									
Entering Pass-by Assignment	-10	26	-15				-26	26		26	-26		
Exiting Pass-by Assignment				41									
Background Site Trips													
Supermarket													
Entering Distribution	25%						25%	25%		25%			
Exiting Distribution				50%	25%								
Entering Assignment	19			25	13		19	19		19			
Exiting Assignment													
Supermarket Pass-by Trips													
Entering Pass-by Dist	-10%	25%	-15%							25%	-25%		
ExitingPass-by Dist				40%									
Entering Pass-by Assignment	-2	5	-3							5	-5		
Exiting Pass-by Assignment				6									
Hardee's													
Entering Distribution		25%						50%		25%			
Exiting Distribution				50%	25%	25%							
Entering Assignment		11						23		11			
Exiting Assignment				22	11	11							
Hardee's Pass-by Trips													
Entering Pass-by Dist	-10%	25%	-15%				-50%	50%		25%	-25%		
ExitingPass-by Dist				40%		60%							
Entering Pass-by Assignment	-1	3	-2				-6	6		3	-3		
Exiting Pass-by Assignment				5		7							
RIO Car Wash													
Entering Distribution	25%						50%			25%			
Exiting Distribution				50%	25%								
Entering Assignment	2						4			2			
Exiting Assignment				1	1								
RIO Car Wash Pass-by Trips													
Entering Pass-by Dist													
ExitingPass-by Dist													
Entering Pass-by Assignment													
Exiting Pass-by Assignment													
Apparel Store													
Entering Distribution	25%						25%	25%		25%			
Exiting Distribution				50%	25%								
Entering Assignment	1						1	1		1			
Exiting Assignment													
Apparel Store Pass-by Trips													
Entering Pass-by Dist	-10%	25%	-15%							25%	-25%		
ExitingPass-by Dist				40%									
Entering Pass-by Assignment													
Exiting Pass-by Assignment													
Total Site Trips	12	58	-20	131	41	18	0	5	94	0	83	-34	0
2032 Build	1,113	77	604	144	56	34	495	661	98	0	96	406	641

VOLUME DEVELOPMENT SHEET**Carrollton Boulevard at Brewers Neck Boulevard****PM Peak Hour
(4:45 PM to 5:45 PM)**

Description	Brewers Neck Boulevard			Spadea Way			Carrollton Boulevard			Carrollton Boulevard			
	Eastbound			Westbound			Northbound			Southbound			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	U-Turn	Left	Through	Right
2032 No Build	859	43	721	37	66	14	619	669	13		73	753	1,364
Royal Farms													
Proposed Trips													
Entering Distribution	5%	20%						20%	30%		25%		
Exiting Distribution				50%	25%								
Entering Assignment	3	12						12	18		15		
Exiting Assignment				30	15								
Pass-by Trips													
Entering Pass-by Dist	-10%	25%	-15%					-25%	25%		25%	-25%	
Exiting Pass-by Dist				40%									
Entering Pass-by Assignment	-8	19	-11					-19	19		19	-19	
Exiting Pass-by Assignment				30									
Background Site Trips													
Supermarket													
Entering Distribution	25%							25%	25%		25%		
Exiting Distribution				50%	25%								
Entering Assignment	31							31	31		31		
Exiting Assignment				60	30								
Supermarket Pass-by Trips													
Entering Pass-by Dist	-10%	25%	-15%								25%	-25%	
Exiting Pass-by Dist				40%									
Entering Pass-by Assignment	-8	19	-12								19	-19	
Exiting Pass-by Assignment				30									
Hardee's													
Entering Distribution		25%							50%		25%		
Exiting Distribution				50%	25%	25%							
Entering Assignment		7							15		7		
Exiting Assignment				14	7	7							
Hardee's Pass-by Trips													
Entering Pass-by Dist	-10%	25%	-15%					-50%	50%		25%	-25%	
Exiting Pass-by Dist				40%		60%							
Entering Pass-by Assignment	-2	5	-3					-9	9		5	-5	
Exiting Pass-by Assignment				7		10							
RIO Car Wash													
Entering Distribution	25%							50%			25%		
Exiting Distribution				50%	25%								
Entering Assignment	2							5			2		
Exiting Assignment				5	3								
RIO Car Wash Pass-by Trips													
Entering Pass-by Dist													
Exiting Pass-by Dist													
Entering Pass-by Assignment													
Exiting Pass-by Assignment													
Apparel Store													
Entering Distribution	25%							25%	25%		25%		
Exiting Distribution				50%	25%								
Entering Assignment	2							2	2		2		
Exiting Assignment				3	2								
Apparel Store Pass-by Trips													
Entering Pass-by Dist	-10%	25%	-15%								25%	-25%	
Exiting Pass-by Dist				40%									
Entering Pass-by Assignment	-1	1	-1								1	-1	
Exiting Pass-by Assignment				2									
Total Site Trips	19	63	-27	181	57	17	0	22	94	0	101	-44	0
2032 Build	878	106	694	218	123	31	619	691	107	0	174	709	1,364

VOLUME DEVELOPMENT SHEET

Carrollton Boulevard at Lori Anne Way (RIRO)
AM Peak Hour
(7:00 AM to 8:00 AM)

Description	-			Lori Anne Way			Carrollton Boulevard			Carrollton Boulevard		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2032 No Build						0	1,773		0		1,094	
Royal Farms												
Proposed Trips												
<i>Entering Distribution</i>									25%			
<i>Exiting Distribution</i>						25%						
<i>Entering Assignment</i>									16			
<i>Exiting Assignment</i>						16						
Pass-by Trips												
Entering Pass-by Dist							-25%		25%			
<i>ExitingPass-by Dist</i>						60%						
Entering Pass-by Assignment							-26		26			
<i>Exiting Pass-by Assignment</i>						62						
Background Site Trips												
Supermarket												
<i>Entering Distribution</i>									50%		25%	
<i>Exiting Distribution</i>						50%						
<i>Entering Assignment</i>									38		19	
<i>Exiting Assignment</i>						25						
Supermarket Pass-by Trips												
Entering Pass-by Dist							-50%		50%			
<i>ExitingPass-by Dist</i>						60%						
Entering Pass-by Assignment							-11		11			
<i>Exiting Pass-by Assignment</i>						8						
Hardee's												
<i>Entering Distribution</i>											25%	
<i>Exiting Distribution</i>							25%					
<i>Entering Assignment</i>											11	
<i>Exiting Assignment</i>							11					
Hardee's Pass-by Trips												
Entering Pass-by Dist												
<i>ExitingPass-by Dist</i>												
Entering Pass-by Assignment												
<i>Exiting Pass-by Assignment</i>												
RIO Car Wash												
<i>Entering Distribution</i>									75%		25%	
<i>Exiting Distribution</i>						25%						
<i>Entering Assignment</i>									6		2	
<i>Exiting Assignment</i>						1						
RIO Car Wash Pass-by Trips												
Entering Pass-by Dist							-100%		100%			
<i>ExitingPass-by Dist</i>						100%						
Entering Pass-by Assignment							-2		2			
<i>Exiting Pass-by Assignment</i>						1						
Apparel Store												
<i>Entering Distribution</i>									50%		25%	
<i>Exiting Distribution</i>						50%						
<i>Entering Assignment</i>									2		1	
<i>Exiting Assignment</i>												
Apparel Store Pass-by Trips												
Entering Pass-by Dist							-50%		50%			
<i>ExitingPass-by Dist</i>						60%						
Entering Pass-by Assignment							-1		1			
<i>Exiting Pass-by Assignment</i>												
Total Site Trips	0	0	0	0	0	113	0	-29	102	0	33	0
2032 Build	0	0	0	0	0	113	0	1,702	102	0	1,161	0

VOLUME DEVELOPMENT SHEET

Carrollton Boulevard at Lori Anne Way (RIRO)
PM Peak Hour
(4:45 PM to 5:45 PM)

Description	-			Lori Anne Way			Carrollton Boulevard			Carrollton Boulevard		
	<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>			<u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2032 No Build						0		1,542	0		2,190	
Royal Farms												
Proposed Trips												
<i>Entering Distribution</i>									25%			
<i>Exiting Distribution</i>						25%						
<i>Entering Assignment</i>									15			
<i>Exiting Assignment</i>						15						
Pass-by Trips												
Entering Pass-by Dist								-25%	25%			
<i>ExitingPass-by Dist</i>						60%						
Entering Pass-by Assignment								-19	19			
<i>Exiting Pass-by Assignment</i>						45						
Background Site Trips												
Supermarket												
<i>Entering Distribution</i>									50%		25%	
<i>Exiting Distribution</i>						50%						
<i>Entering Assignment</i>									63		31	
<i>Exiting Assignment</i>						60						
Supermarket Pass-by Trips												
Entering Pass-by Dist								-50%	50%			
<i>ExitingPass-by Dist</i>						60%						
Entering Pass-by Assignment								-39	39			
<i>Exiting Pass-by Assignment</i>						44						
Hardee's												
<i>Entering Distribution</i>											25%	
<i>Exiting Distribution</i>								25%				
<i>Entering Assignment</i>											7	
<i>Exiting Assignment</i>								7				
Hardee's Pass-by Trips												
Entering Pass-by Dist												
<i>ExitingPass-by Dist</i>												
Entering Pass-by Assignment												
<i>Exiting Pass-by Assignment</i>												
RIO Car Wash												
<i>Entering Distribution</i>									75%		25%	
<i>Exiting Distribution</i>						25%						
<i>Entering Assignment</i>									7		2	
<i>Exiting Assignment</i>						3						
RIO Car Wash Pass-by Trips												
Entering Pass-by Dist								-100%	100%			
<i>ExitingPass-by Dist</i>						100%						
Entering Pass-by Assignment								-6	6			
<i>Exiting Pass-by Assignment</i>						6						
Apparel Store												
<i>Entering Distribution</i>									50%		25%	
<i>Exiting Distribution</i>						50%						
<i>Entering Assignment</i>									4		2	
<i>Exiting Assignment</i>						3						
Apparel Store Pass-by Trips												
Entering Pass-by Dist								-50%	50%			
<i>ExitingPass-by Dist</i>						60%						
Entering Pass-by Assignment								-3	3			
<i>Exiting Pass-by Assignment</i>						3						
Total Site Trips	0	0	0	0	0	179	0	-60	156	0	42	0
2032 Build	0	0	0	0	0	179	0	1,452	156	0	2,264	0

VOLUME DEVELOPMENT SHEET

Spadea Way at Lori Anne Way
AM Peak Hour
(7:00 AM to 8:00 AM)

Description	Spadea Way <u>Eastbound</u>			Spadea Way <u>Westbound</u>			- <u>Northbound</u>			Lori Anne Way <u>Southbound</u>		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2032 No Build	0	37		44	0					0		0
Royal Farms												
Proposed Trips												
Entering Distribution	75%											75%
Exiting Distribution												47
Entering Assignment	47											47
Exiting Assignment												
Pass-by Trips												
Entering Pass-by Dist	75%											40%
Exiting Pass-by Dist												41
Entering Pass-by Assignment	77											
Exiting Pass-by Assignment												
Background Site Trips												
Supermarket												
Entering Distribution	10%	40%										40%
Exiting Distribution					10%							20
Entering Assignment	8	31			5							
Exiting Assignment												
Supermarket Pass-by Trips												
Entering Pass-by Dist	10%	40%			10%							30%
Exiting Pass-by Dist												4
Entering Pass-by Assignment	2	8			1							
Exiting Pass-by Assignment												
Hardee's												
Entering Distribution												
Exiting Distribution												
Entering Assignment												
Exiting Assignment												
Hardee's Pass-by Trips												
Entering Pass-by Dist												
Exiting Pass-by Dist												
Entering Pass-by Assignment												
Exiting Pass-by Assignment												
RIO Car Wash												
Entering Distribution	25%											75%
Exiting Distribution												2
Entering Assignment	2											
Exiting Assignment												
RIO Car Wash Pass-by Trips												
Entering Pass-by Dist												
Exiting Pass-by Dist												
Entering Pass-by Assignment												
Exiting Pass-by Assignment												
Apparel Store												
Entering Distribution	10%	40%										40%
Exiting Distribution					10%							
Entering Assignment		2										
Exiting Assignment												
Apparel Store Pass-by Trips												
Entering Pass-by Dist	10%	40%			10%							30%
Exiting Pass-by Dist												
Entering Pass-by Assignment												
Exiting Pass-by Assignment												
Total Site Trips	136	41	0	0	6	0	0	0	0	0	0	114
2032 Build	136	78	0	0	50	0	0	0	0	0	0	114

VOLUME DEVELOPMENT SHEET

Spadea Way at Lori Anne Way
PM Peak Hour
(4:45 PM to 5:45 PM)

Description	Spadea Way <u>Eastbound</u>			Spadea Way <u>Westbound</u>			- <u>Northbound</u>			Lori Anne Way <u>Southbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2032 No Build	0	130		117	0					0		0
Royal Farms												
Proposed Trips												
Entering Distribution	75%											75%
Exiting Distribution												44
Entering Assignment	45											
Exiting Assignment												
Pass-by Trips												
Entering Pass-by Dist	75%											40%
Exiting Pass-by Dist												30
Entering Pass-by Assignment	56											
Exiting Pass-by Assignment												
Background Site Trips												
Supermarket												
Entering Distribution	10%	40%										40%
Exiting Distribution					10%							48
Entering Assignment	13	50			12							
Exiting Assignment												
Supermarket Pass-by Trips												
Entering Pass-by Dist	10%	40%			10%							30%
Exiting Pass-by Dist												22
Entering Pass-by Assignment	8	31			7							
Exiting Pass-by Assignment												
Hardee's												
Entering Distribution												
Exiting Distribution												
Entering Assignment												
Exiting Assignment												
Hardee's Pass-by Trips												
Entering Pass-by Dist												
Exiting Pass-by Dist												
Entering Pass-by Assignment												
Exiting Pass-by Assignment												
RIO Car Wash												
Entering Distribution	25%											75%
Exiting Distribution												8
Entering Assignment	2											
Exiting Assignment												
RIO Car Wash Pass-by Trips												
Entering Pass-by Dist												
Exiting Pass-by Dist												
Entering Pass-by Assignment												
Exiting Pass-by Assignment												
Apparel Store												
Entering Distribution	10%	40%										40%
Exiting Distribution					10%							3
Entering Assignment	1	3			1							
Exiting Assignment												
Apparel Store Pass-by Trips												
Entering Pass-by Dist	10%	40%			10%							30%
Exiting Pass-by Dist												2
Entering Pass-by Assignment	1	2			1							
Exiting Pass-by Assignment												
Total Site Trips	126	86	0	0	21	0	0	0	0	0	0	157
2032 Build	126	216	0	0	138	0	0	0	0	0	0	157

Trip Gen

The Crossings Commercial Trip Generation Comparison

ITE Code	ITE Descriptions	Density	Unit	Daily	AM Peak Hour			PM Peak Hour		
					Total	Enter	Exit	Total	Enter	Exit
Original Crossings Commercial Trip Gen										
820	Shopping Center	428,300	Sq Ft	16,694	389	248	141	1,599	779	820
Updated Trip Gen Reflecting the Residual Commercial Space										
820	Shopping Center	90,000	Sq Ft	3,398	85	53	32	343	165	178
Difference in Commercial Trips				13,296	304	195	109	1,256	614	642
% Reduction				79%	78%	78%	77%	78%	78%	78%
220	Apartments	240	D.U.	1,578	121	24	97	150	97	53
Phase 2 Approved TIA (2018) Residential										
220	Apartments	100	D.U.	658	50	10	40	62	40	22

South Harbor and Tower Parcel Trip Generation

ITE Code	ITE Description	Density	Unit	Daily	AM Peak Hour			PM Peak Hour		
					Total	Enter	Exit	Total	Enter	Exit
South Harbor Trip Generation										
251 / 252	Senior Adult Housing – Detached / Attached	165 / 175	Dwelling Units	1,295	82	23	59	95	49	46
* Adjusted Total Residential				1,295	82	23	59	95	49	46
Tower Parcel Trip Generation										
210	Single Family Detached Housing	52	Dwelling Units	491	38	10	28	51	32	19
Total Tower Parcel Trips				491	38	10	28	51	32	19
** Total Tower Parcel and South Harbor Trips*				1,786	120	33	87	146	81	65

* Reflects Adjusted South Harbor Residential Trips Assigned to Spadea Way due to No Bridge

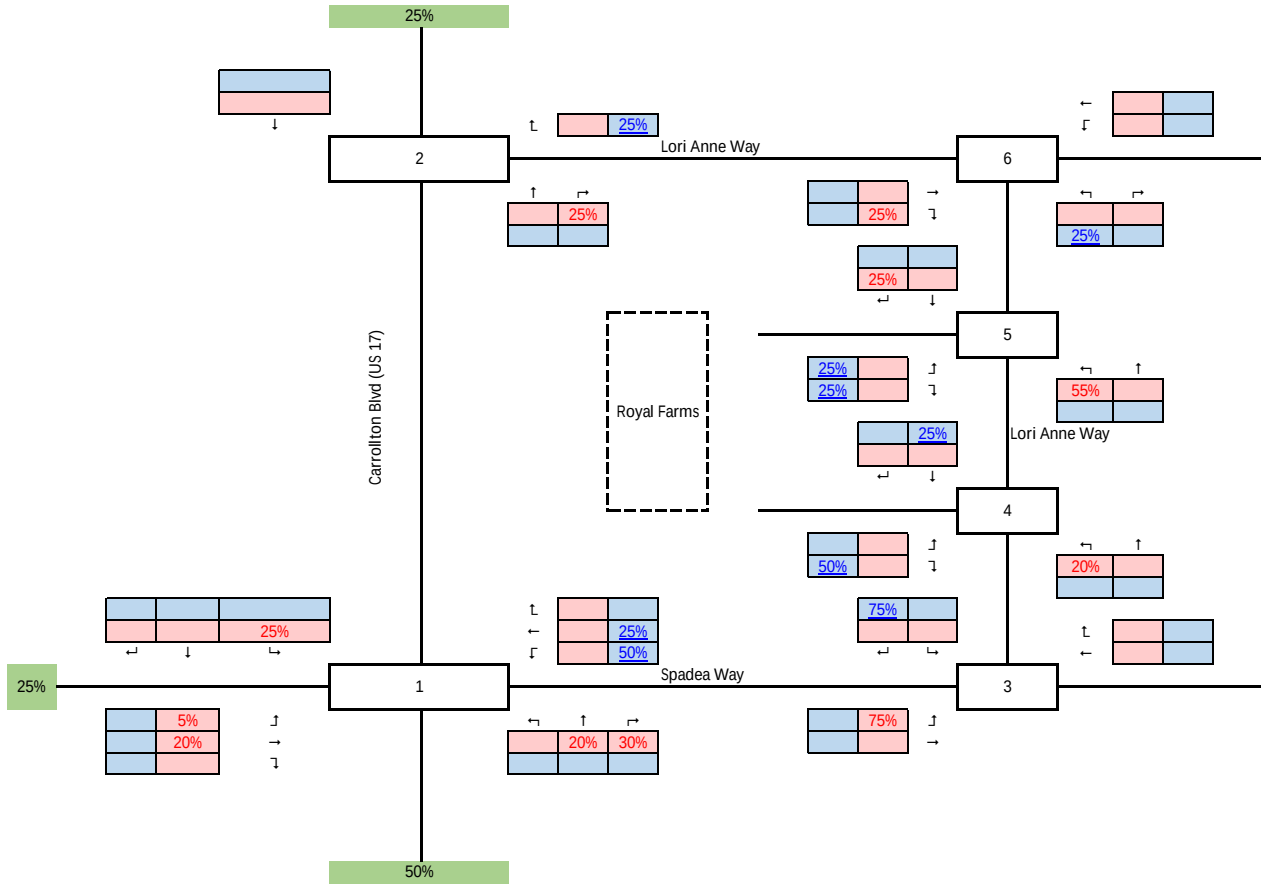
** Volumes match the volumes used in the South Harbor TIA Update (No Bridge)

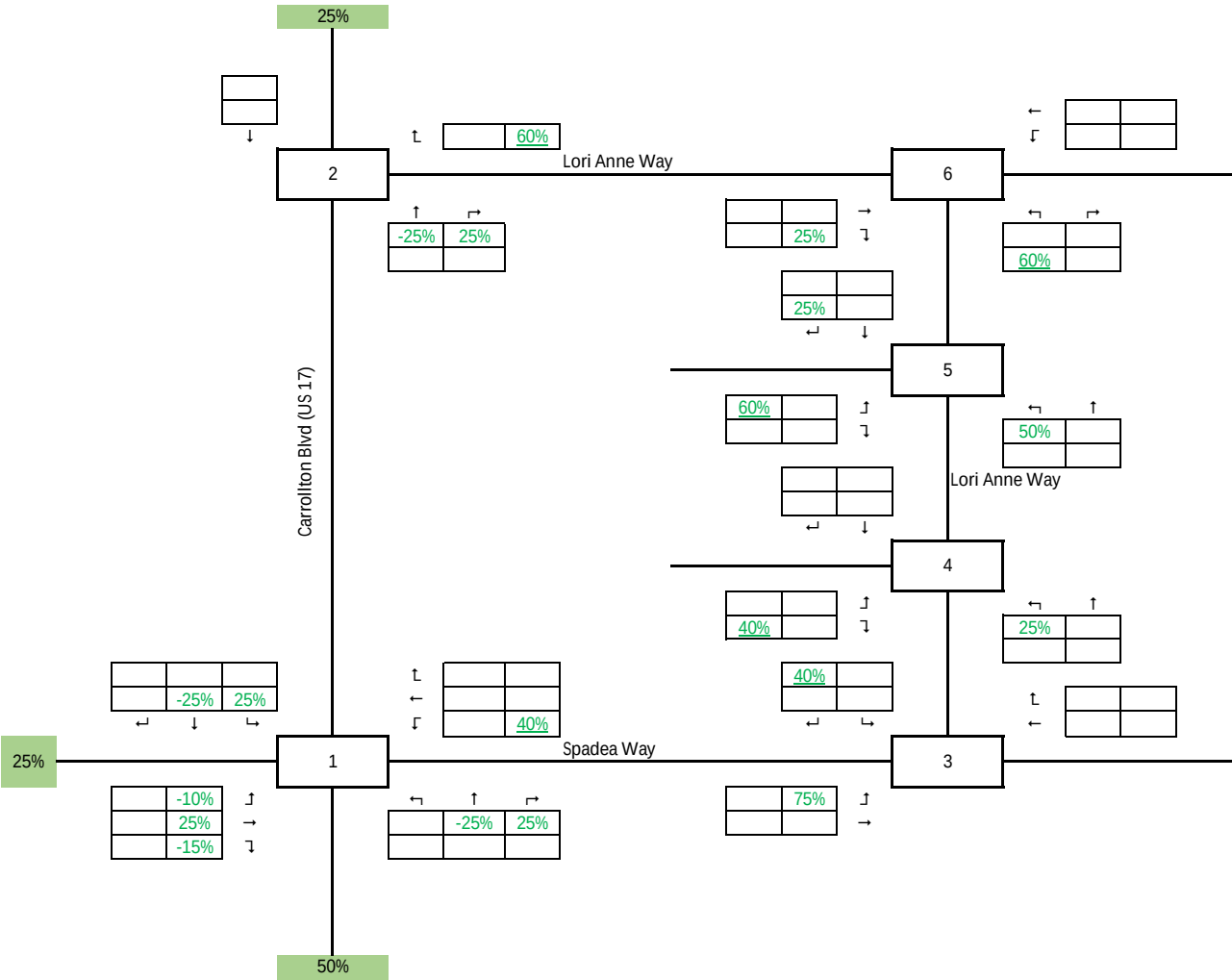
Royal Farms and Background Site Traffic Trip Generation Summary

					AM Peak Hour			PM Peak Hour		
ITE Code	ITE Descriptions	Density	Unit	Daily	Total	Enter	Exit	Total	Enter	Exit
Background Site Traffic										
960	Super Convenience Market/Gas Station*			3,542	391	196	195	317	159	158
850	Supermarket	50,000	Sq Ft	5,339	191	115	76	466	238	228
876	Apparel Store	7,000	Sq Ft	465	7	6	1	29	15	14
RIO Car Wash**				260	16	12	4	37	18	19
934	Fast-Food Restaurant with Drive-Through Window	3,300	Sq Ft	1,554	133	68	65	108	56	52
Subtotal				11,160	738	397	341	957	486	471
Internal Capture (15%)				-1,674	-111	-59	-51	-143	-73	-71
Net New Driveway Trips (After Internal Capture)				9,486	627	337	290	813	413	400
Convenience Market Pass-By (62% AM peak/56% PM peak)				0	-206	-103	-103	-151	-75	-75
Retail/Restaurant/Car-Wash Pass-By (21% AM peak/38% PM peak)				0	-183	-106	-77	-305	-156	-149
Total Pass-By and Internal Capture Reduction				-1,674	-499	-268	-231	-599	-304	-295
Total Site Trips (w/ Pass-by and Internal Capture Reductions)				9,486	238	128	110	358	182	176

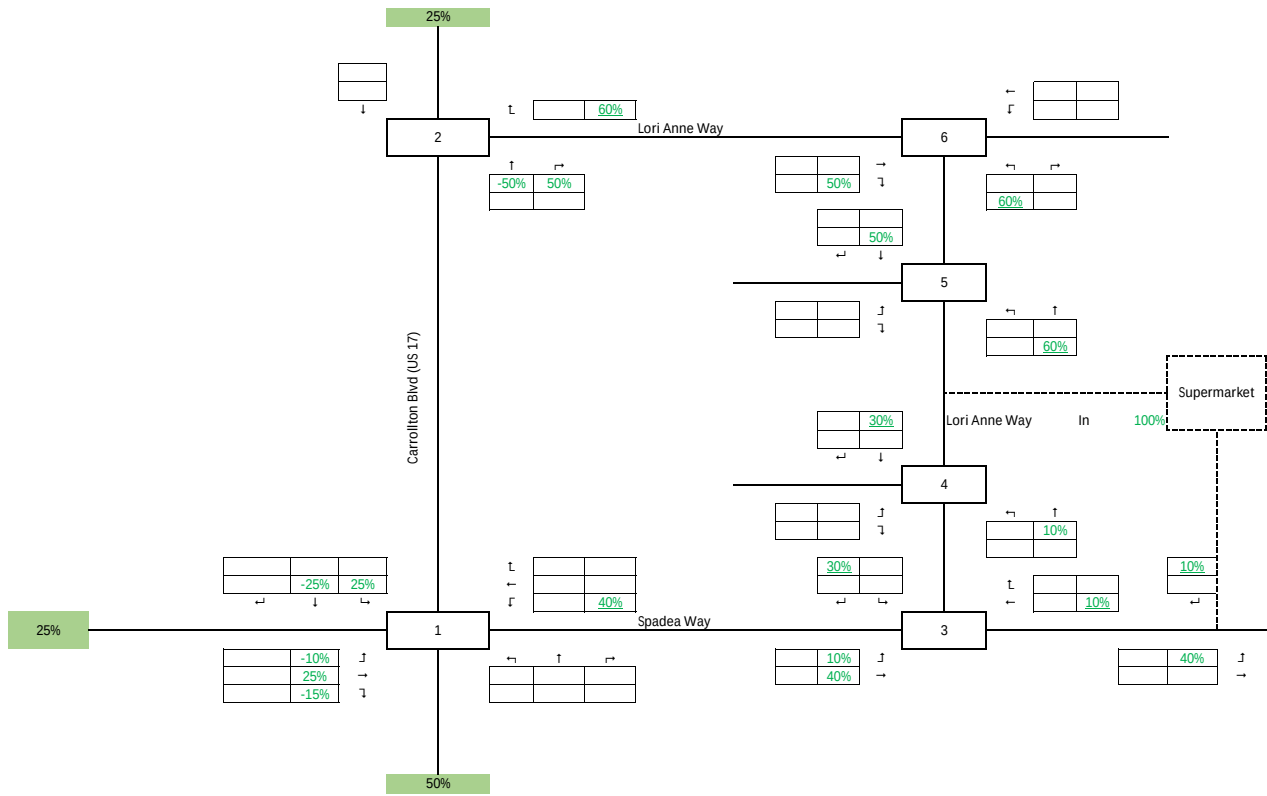
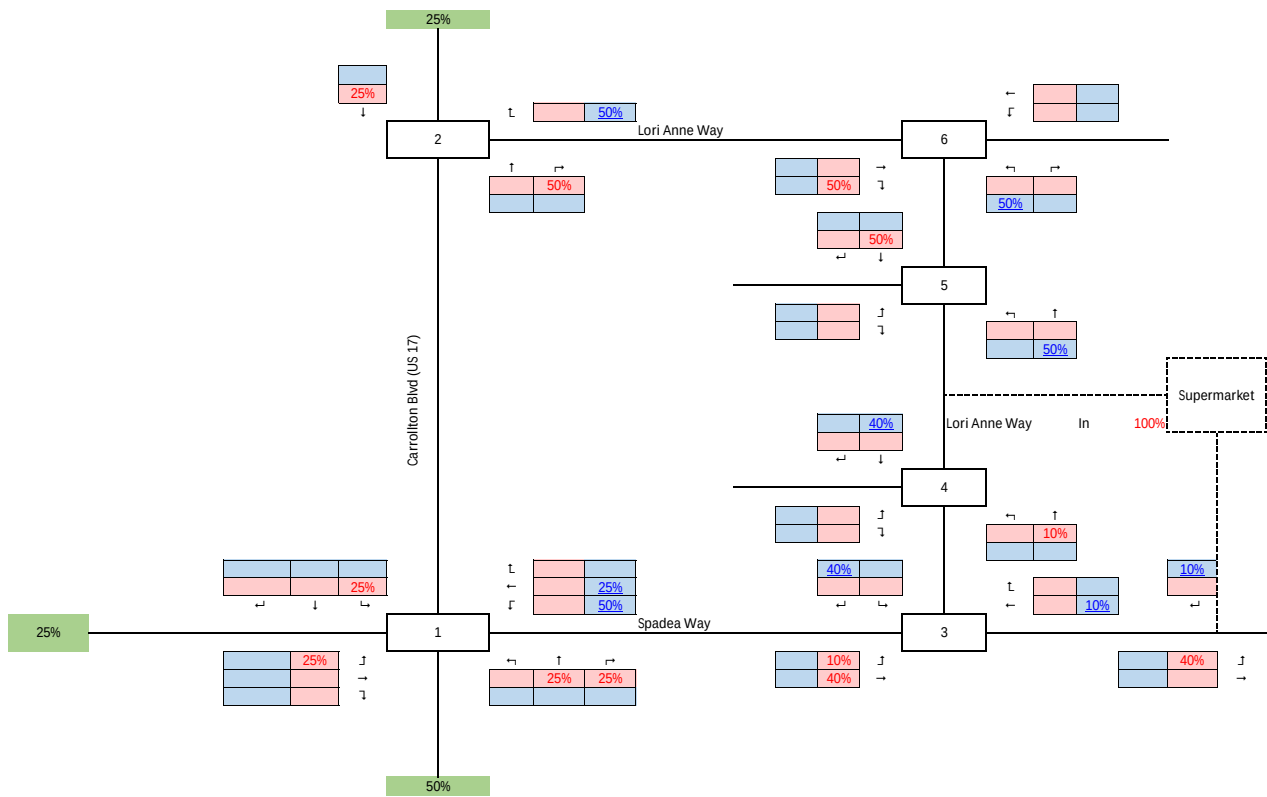
* Super convenience market/gas station trip gen is based on averaging the trips generated using the square footage and the trips using the number of fueling stations. The Royal Farms site includes 5,154 square feet and 12 fueling stations

** Daily trips for the car wash obtained from the RIO Car Wash Traffic Impact Statement. Peak hour trips obtained using the ITE diurnal distributions (AM:7-8, PM:5-6) for land use 949 (car wash and detail center).



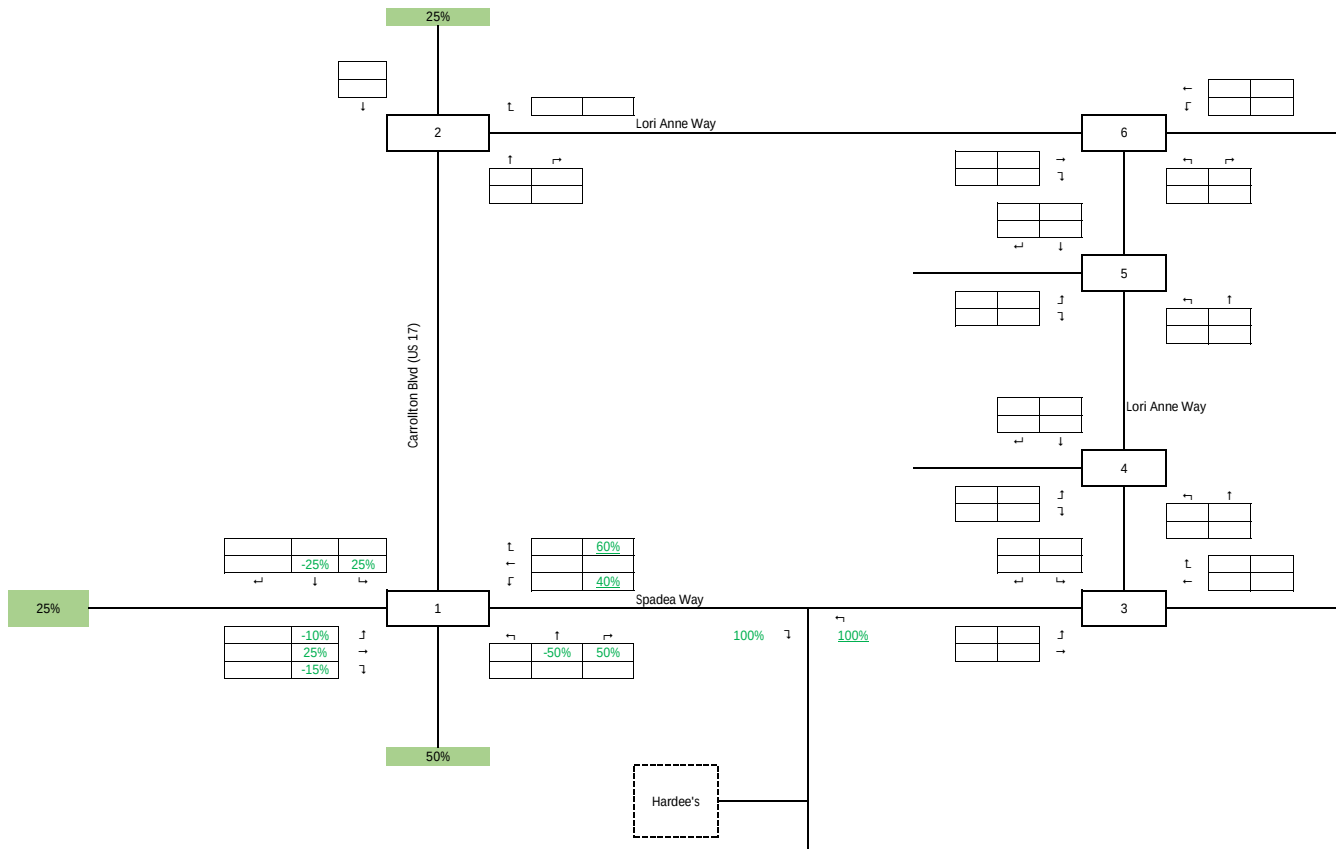
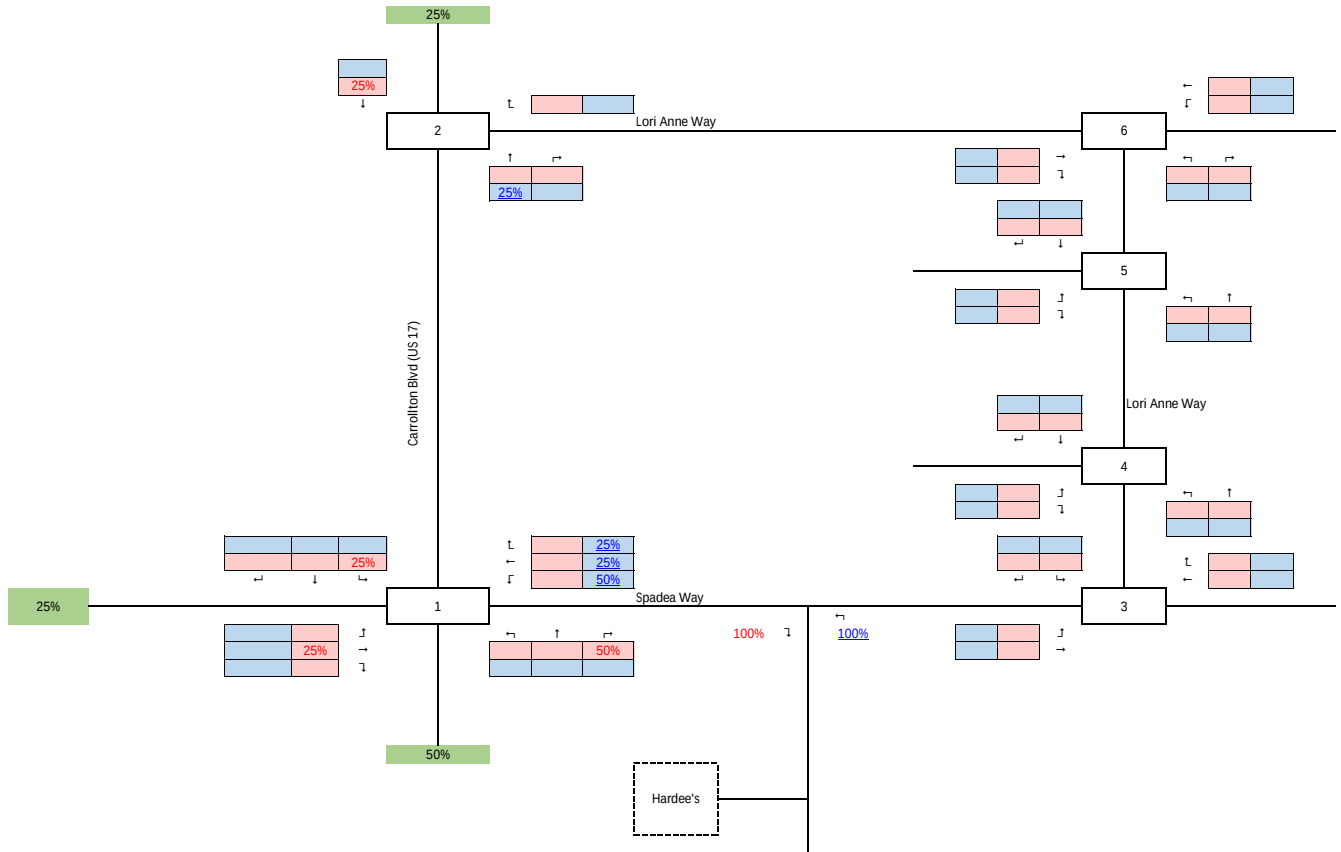


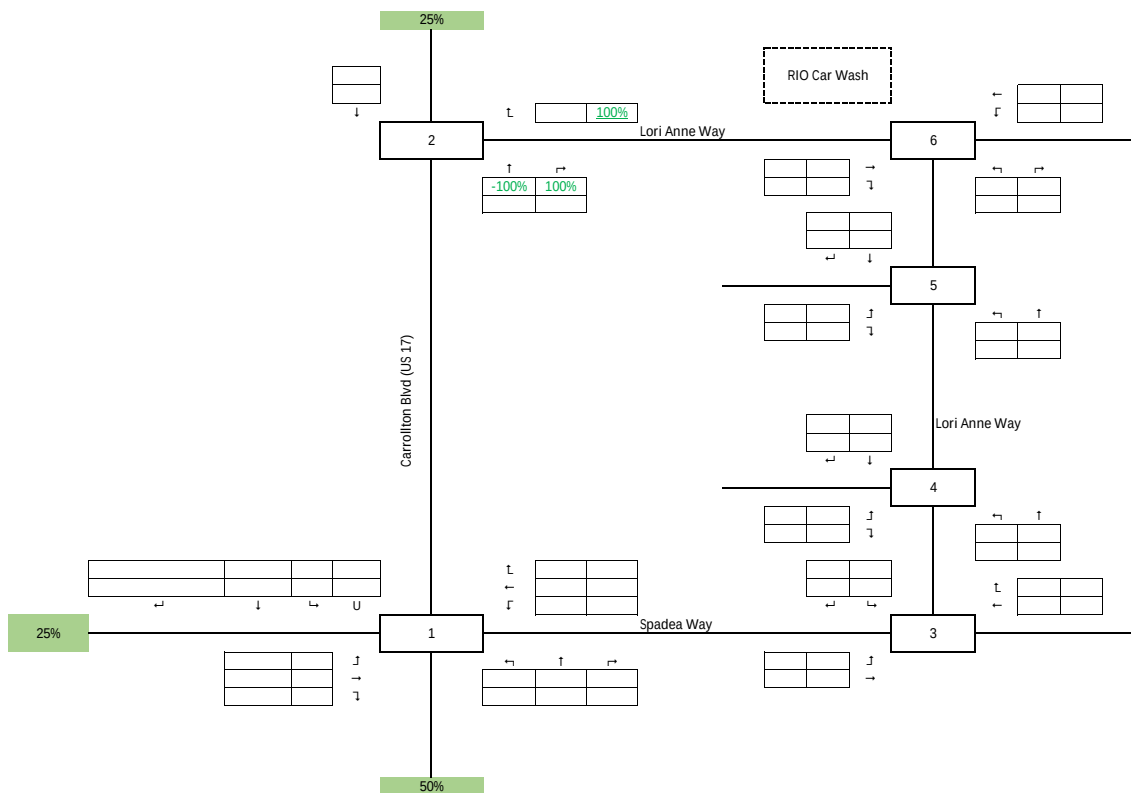
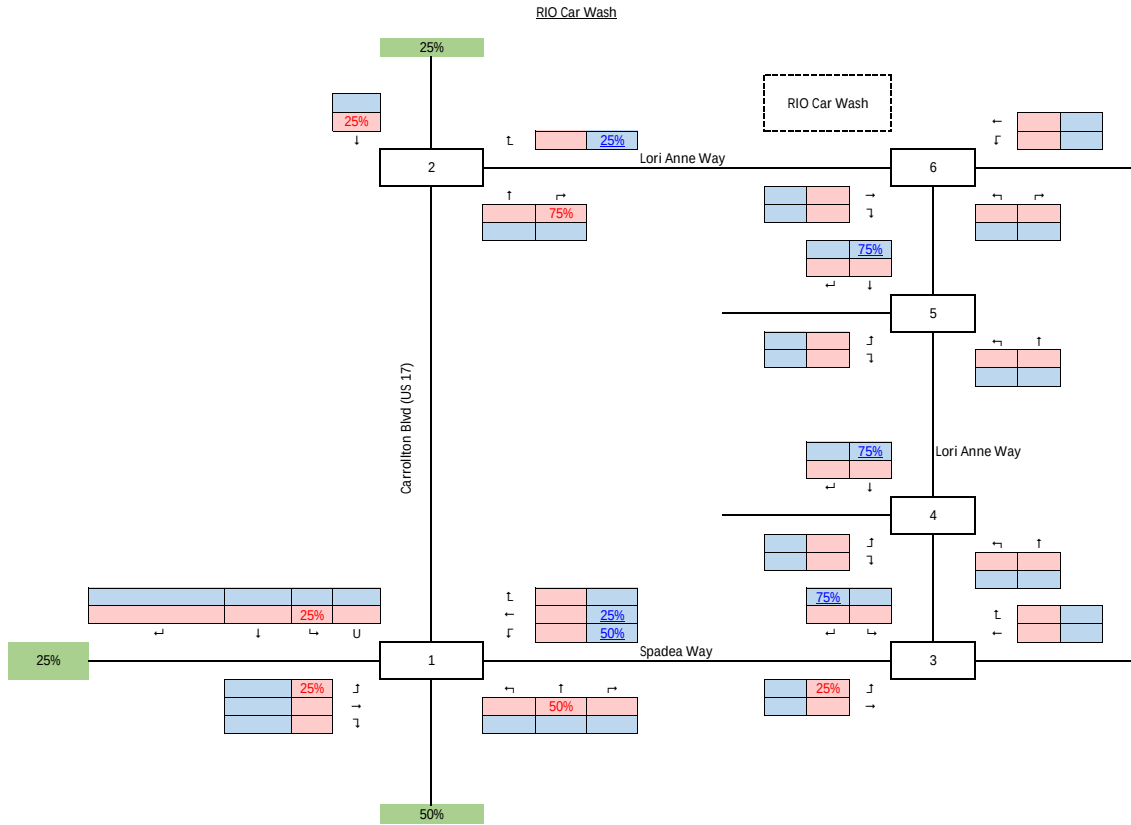
Supermarket



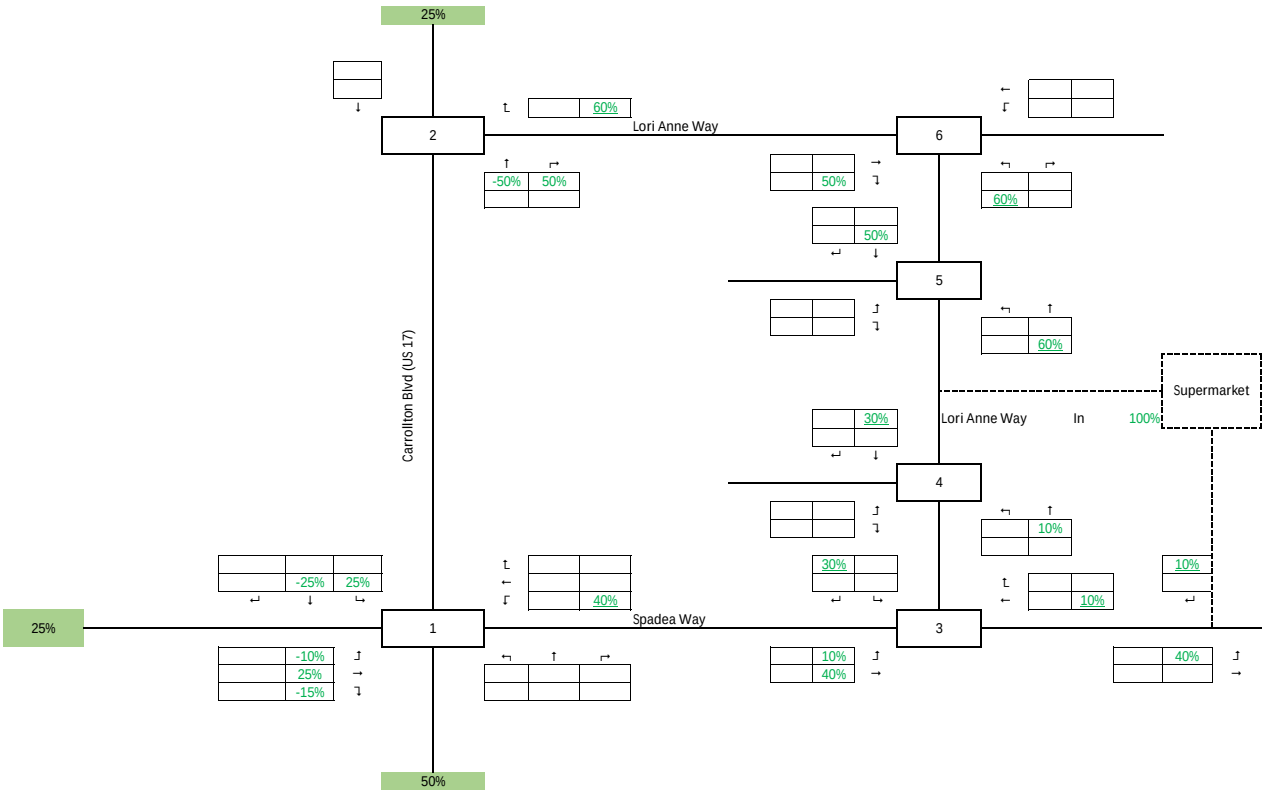
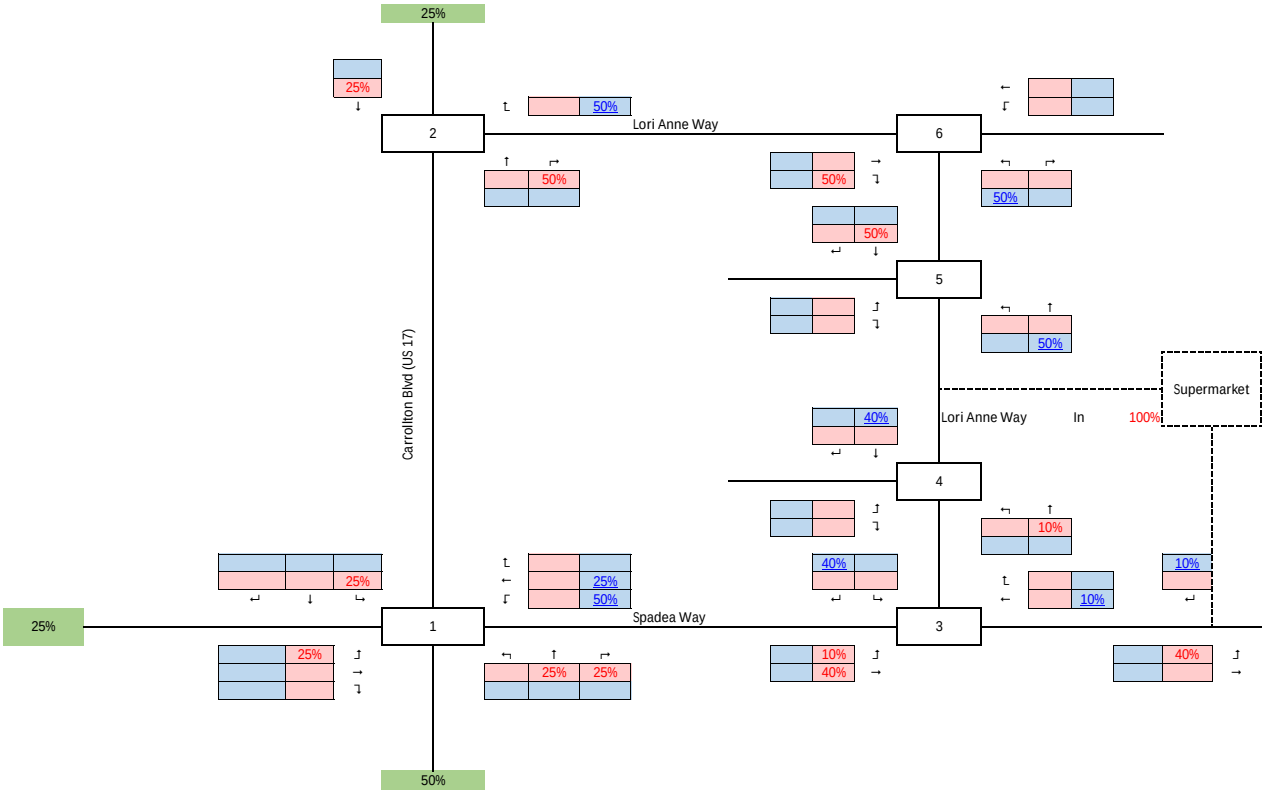
BACKGROUND DIST

Hardee's





Retail/Apparel Store



Attachment C
Synchro/SimTraffic Reports

Lanes, Volumes, Timings

Royal Farms Spadea Way Analysis

1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way

2032 RF Build

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	1113	77	604	144	56	34	495	661	98	96	406	641
Future Volume (vph)	1113	77	604	144	56	34	495	661	98	96	406	641
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	1.00
Flt			0.850		0.943				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1863	1524	1770	3337	0	3242	3539	1583	1770	3505	1553
Flt Permitted	0.950			0.703			0.950			0.950		
Satd. Flow (perm)	3367	1863	1524	1310	3337	0	3242	3539	1583	1770	3505	1553
Satd. Flow (RTOR)			646		37				214			689
Adj. Flow (vph)	1197	83	649	155	60	37	532	711	105	103	437	689
Lane Group Flow (vph)	1197	83	649	155	97	0	532	711	105	103	437	689
Turn Type	Prot	NA	Free	pm+pt	NA		Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			Free	8					6			Free
Total Split (s)	61.0	51.0		25.0	15.0		35.0	40.0	40.0	24.0	29.0	
Total Lost Time (s)	7.5	7.5		7.5	7.5		8.0	6.5	6.5	8.0	6.5	
Act Effct Green (s)	52.7	46.9	140.0	19.8	7.0		25.7	37.9	37.9	12.9	25.1	140.0
Actuated g/C Ratio	0.38	0.34	1.00	0.14	0.05		0.18	0.27	0.27	0.09	0.18	1.00
v/c Ratio	0.94	0.13	0.43	0.68	0.48		0.89	0.74	0.18	0.64	0.69	0.44
Control Delay	57.4	33.6	0.9	47.1	48.5		74.1	53.0	0.7	78.2	61.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	33.6	0.9	47.1	48.5		74.1	53.0	0.7	78.2	61.3	0.9
LOS	E	C	A	D	D		E	D	A	E	E	A
Approach Delay		37.4			47.6			57.3			28.8	
Approach LOS		D			D			E			C	

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 79 (56%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 41.3

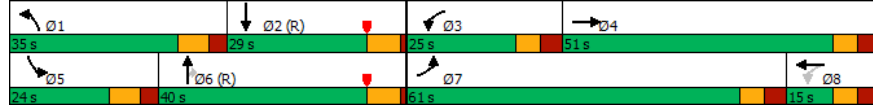
Intersection LOS: D

Intersection Capacity Utilization 82.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way



HCM Signalized Intersection Capacity Analysis

Royal Farms Spadea Way Analysis

1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way

2032 RF Build

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	1113	77	604	144	56	34	495	661	98	96	406	641
Future Volume (vph)	1113	77	604	144	56	34	495	661	98	96	406	641
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	4.0	7.5	7.5		8.0	6.5	6.5	8.0	6.5	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Flt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	1863	1524	1770	3337		3242	3539	1583	1770	3505	1553
Flt Permitted	0.95	1.00	1.00	0.70	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	1863	1524	1310	3337		3242	3539	1583	1770	3505	1553
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1197	83	649	155	60	37	532	711	105	103	437	689
RTOR Reduction (vph)	0	0	0	0	35	0	0	0	77	0	0	0
Lane Group Flow (vph)	1197	83	649	155	62	0	532	711	28	103	437	689
Heavy Vehicles (%)	4%	2%	6%	2%	2%	2%	8%	2%	2%	2%	3%	4%
Turn Type	Prot	NA	Free	pm+pt	NA		Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			Free	8					6			Free
Actuated Green, G (s)	52.7	46.9	140.0	19.8	7.0		25.7	37.9	37.9	12.9	25.1	140.0
Effective Green, g (s)	52.7	46.9	140.0	19.8	7.0		25.7	37.9	37.9	12.9	25.1	140.0
Actuated g/C Ratio	0.38	0.33	1.00	0.14	0.05		0.18	0.27	0.27	0.09	0.18	1.00
Clearance Time (s)	7.5	7.5		7.5	7.5		8.0	6.5	6.5	8.0	6.5	
Vehicle Extension (s)	3.5	3.5		3.0	3.0		2.5	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)	1267	624	1524	227	166		595	958	428	163	628	1553
v/s Ratio Prot	c0.36	0.04		0.06	0.02		c0.16	c0.20		0.06	0.12	
v/s Ratio Perm			0.43	0.03					0.02			c0.44
v/c Ratio	0.94	0.13	0.43	0.68	0.37		0.89	0.74	0.07	0.63	0.70	0.44
Uniform Delay, d1	42.2	32.4	0.0	56.6	64.4		55.8	46.6	37.9	61.3	53.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.2	0.1	0.9	8.2	1.4		15.8	5.2	0.3	7.8	6.3	0.9
Delay (s)	56.4	32.5	0.9	64.8	65.8		71.6	51.8	38.2	69.0	60.1	0.9
Level of Service	E	C	A	E	E		E	D	D	E	E	A
Approach Delay (s)		36.7			65.2			58.5			27.7	
Approach LOS		D			E			E			C	

Intersection Summary

HCM 2000 Control Delay 42.1

HCM 2000 Level of Service D

HCM 2000 Volume to Capacity ratio 0.91

Actuated Cycle Length (s) 140.0

Sum of lost time (s) 29.5

Intersection Capacity Utilization 82.1%

ICU Level of Service E

Analysis Period (min) 15

c Critical Lane Group

Lanes, Volumes, Timings

2: US Route 17/Carrollton Boulevard & Lori Anne Way

Royal Farms Spadea Way Analysis

2032 RF Build

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	113	1702	102	0	1161
Future Volume (vph)	0	113	1702	102	0	1161
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1611	3539	1583	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	1583	0	3539
Adj. Flow (vph)	0	123	1850	111	0	1262
Lane Group Flow (vph)	0	123	1850	111	0	1262
Sign Control	Stop		Free			Free
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 60.7%			ICU Level of Service B			
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

2: US Route 17/Carrollton Boulevard & Lori Anne Way

Royal Farms Spadea Way Analysis

2032 RF Build

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗		↕
Traffic Volume (veh/h)	0	113	1702	102	0	1161
Future Volume (Veh/h)	0	113	1702	102	0	1161
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	123	1850	111	0	1262
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			765			
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	2481	925			1850	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2368	473			1600	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	72			100	
cM capacity (veh/h)	24	441			333	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	123	925	925	111	631	631
Volume Left	0	0	0	0	0	0
Volume Right	123	0	0	111	0	0
cSH	441	1700	1700	1700	1700	1700
Volume to Capacity	0.28	0.54	0.54	0.07	0.37	0.37
Queue Length 95th (ft)	28	0	0	0	0	0
Control Delay (s)	16.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	16.3	0.0			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			60.7%		ICU Level of Service	B
Analysis Period (min)			15			

Lanes, Volumes, Timings

3: Spadea Way & Lori Anne Way (Royal Farms)

Royal Farms Spadea Way Analysis

2032 RF Build

	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	136	78	50	10	10	114
Future Volume (vph)	136	78	50	10	10	114
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.876	
Flt Protected	0.950				0.996	
Satd. Flow (prot)	1770	1863	1863	1583	1625	0
Flt Permitted	0.950				0.996	
Satd. Flow (perm)	1770	1863	1863	1583	1625	0
Adj. Flow (vph)	148	85	54	11	11	124
Lane Group Flow (vph)	148	85	54	11	135	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 28.5%						
Analysis Period (min) 15						
ICU Level of Service A						

HCM Unsignalized Intersection Capacity Analysis

3: Spadea Way & Lori Anne Way (Royal Farms)

Royal Farms Spadea Way Analysis

2032 RF Build

	EBL	EBT	WBT	WBR	SBL	SBR
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	136	78	50	10	10	114
Future Volume (Veh/h)	136	78	50	10	10	114
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	148	85	54	11	11	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	65				435	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	65				435	54
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				98	88
cM capacity (veh/h)	1537				523	1013
Direction, Lane #						
Volume Total	148	85	54	11	135	
Volume Left	148	0	0	0	11	
Volume Right	0	0	0	11	124	
cSH	1537	1700	1700	1700	941	
Volume to Capacity	0.10	0.05	0.03	0.01	0.14	
Queue Length 95th (ft)	8	0	0	0	12	
Control Delay (s)	7.6	0.0	0.0	0.0	9.5	
Lane LOS	A				A	
Approach Delay (s)	4.8		0.0		9.5	
Approach LOS						
Intersection Summary						
Average Delay						
Intersection Capacity Utilization						
Analysis Period (min)						
ICU Level of Service A						

Lanes, Volumes, Timings

8: Lori Anne Way (Hardee's) & Spadea Way

Royal Farms Spadea Way Analysis

2032 RF Build

	→	↗	↖	←	↙	↘
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↙	↘
Traffic Volume (vph)	214	57	0	164	70	0
Future Volume (vph)	214	57	0	164	70	0
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.850					
Flt Protected					0.950	
Satd. Flow (prot)	1863	1583	0	3539	1770	0
Flt Permitted					0.950	
Satd. Flow (perm)	1863	1583	0	3539	1770	0
Adj. Flow (vph)	233	62	0	178	76	0
Lane Group Flow (vph)	233	62	0	178	76	0
Sign Control	Free			Free	Stop	
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 21.8%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

8: Lori Anne Way (Hardee's) & Spadea Way

Royal Farms Spadea Way Analysis

2032 RF Build

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	214	57	0	164	70	0
Future Volume (Veh/h)	214	57	0	164	70	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	233	62	0	178	76	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	375					
pX, platoon unblocked			0.99		0.99	0.99
vC, conflicting volume			295		322	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			280		307	217
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		88	100
cM capacity (veh/h)			1264		652	778
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	233	62	89	89	76	
Volume Left	0	0	0	0	76	
Volume Right	0	62	0	0	0	
cSH	1700	1700	1700	1700	652	
Volume to Capacity	0.14	0.04	0.05	0.05	0.12	
Queue Length 95th (ft)	0	0	0	0	10	
Control Delay (s)	0.0	0.0	0.0	0.0	11.2	
Lane LOS						B
Approach Delay (s)	0.0	0.0				11.2
Approach LOS						B
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			21.8%		ICU Level of Service	
Analysis Period (min)			15		A	

Lanes, Volumes, Timings

1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way

Scenario 1

2032 RF Build

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	878	106	694	218	123	31	619	691	107	174	709	1364
Future Volume (vph)	878	106	694	218	123	31	619	691	107	174	709	1364
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.969				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1568	1770	3429	0	3433	3574	1583	1805	3574	1599
Flt Permitted	0.950			0.685			0.950			0.950		
Satd. Flow (perm)	3433	1863	1568	1276	3429	0	3433	3574	1583	1805	3574	1599
Satd. Flow (RTOR)			528		16			188				669
Adj. Flow (vph)	924	112	731	229	129	33	652	727	113	183	746	1436
Lane Group Flow (vph)	924	112	731	229	162	0	652	727	113	183	746	1436
Turn Type	Prot	NA	Free	pm+pt	NA		Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			Free	8				6				Free
Total Split (s)	50.0	43.0		33.0	26.0		39.0	38.0	38.0	46.0	45.0	
Total Lost Time (s)	7.5	7.5		7.5	7.5		8.0	6.5	6.5	8.0	6.5	
Act Effct Green (s)	42.5	34.8	160.0	32.1	12.2		35.1	54.2	54.2	21.6	40.8	160.0
Actuated g/C Ratio	0.27	0.22	1.00	0.20	0.08		0.22	0.34	0.34	0.14	0.26	1.00
v/c Ratio	1.01	0.28	0.47	0.72	0.59		0.87	0.60	0.17	0.75	0.82	0.90
Control Delay	90.5	54.9	1.0	50.9	72.8		72.9	47.8	0.6	85.2	65.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.5	54.9	1.0	50.9	72.8		72.9	47.8	0.6	85.2	65.0	8.9
LOS	F	D	A	D	E		E	D	A	F	E	A
Approach Delay		51.2			60.0			55.2			32.5	
Approach LOS		D			E			E			C	

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 45.4

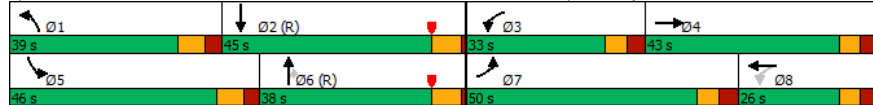
Intersection LOS: D

Intersection Capacity Utilization 91.3%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way



HCM Signalized Intersection Capacity Analysis

1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way

Scenario 1

2032 RF Build

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↔	↔	↔↔		↔↔	↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	878	106	694	218	123	31	619	691	107	174	709	1364
Future Volume (vph)	878	106	694	218	123	31	619	691	107	174	709	1364
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	4.0	7.5	7.5		8.0	6.5	6.5	8.0	6.5	4.0
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1568	1770	3431		3433	3574	1583	1805	3574	1599
Flt Permitted	0.95	1.00	1.00	0.68	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1568	1276	3431		3433	3574	1583	1805	3574	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	924	112	731	229	129	33	652	727	113	183	746	1436
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	75	0	0	0
Lane Group Flow (vph)	924	112	731	229	147	0	652	727	38	183	746	1436
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	1%	2%	0%	1%	1%
Turn Type	Prot	NA	Free	pm+pt	NA		Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			Free	8				6				Free
Actuated Green, G (s)	42.5	34.8	160.0	32.1	12.2		35.1	54.2	54.2	21.6	40.7	160.0
Effective Green, g (s)	42.5	34.8	160.0	32.1	12.2		35.1	54.2	54.2	21.6	40.7	160.0
Actuated g/C Ratio	0.27	0.22	1.00	0.20	0.08		0.22	0.34	0.34	0.14	0.25	1.00
Clearance Time (s)	7.5	7.5		7.5	7.5		8.0	6.5	6.5	8.0	6.5	
Vehicle Extension (s)	3.5	3.5		3.0	3.0		2.5	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)	911	405	1568	317	261		753	1210	536	243	909	1599
v/s Ratio Prot	c0.27	0.06		0.09	0.04		0.19	0.20		0.10	0.21	
v/s Ratio Perm			0.47	0.06					0.02			c0.90
v/c Ratio	1.01	0.28	0.47	0.72	0.56		0.87	0.60	0.07	0.75	0.82	0.90
Uniform Delay, d1	58.8	52.1	0.0	58.7	71.3		60.2	43.9	35.8	66.6	56.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	33.4	0.4	1.0	7.9	2.8		10.1	2.2	0.3	12.4	8.2	8.4
Delay (s)	92.2	52.6	1.0	66.6	74.1		70.3	46.1	36.1	79.0	64.4	8.4
Level of Service	F	D	A	E	E		E	D	D	E	E	A
Approach Delay (s)		51.9			69.7			55.9			31.5	
Approach LOS		D			E			E			C	

Intersection Summary

HCM 2000 Control Delay

HCM 2000 Level of Service

D

HCM 2000 Volume to Capacity ratio

1.11

Actuated Cycle Length (s)

160.0

Sum of lost time (s)

29.5

Intersection Capacity Utilization

91.3%

ICU Level of Service

F

Analysis Period (min)

15

Critical Lane Group

Lanes, Volumes, Timings

2: US Route 17/Carrollton Boulevard & Lori Anne Way

Scenario 1

2032 RF Build

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	179	1452	156	0	2264
Future Volume (vph)	0	179	1452	156	0	2264
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1611	3539	1583	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	1583	0	3539
Adj. Flow (vph)	0	195	1578	170	0	2461
Lane Group Flow (vph)	0	195	1578	170	0	2461
Sign Control	Stop		Free			Free
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 65.9%			ICU Level of Service C			
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis

2: US Route 17/Carrollton Boulevard & Lori Anne Way

Scenario 1

2032 RF Build

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗		↕
Traffic Volume (veh/h)	0	179	1452	156	0	2264
Future Volume (Veh/h)	0	179	1452	156	0	2264
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	195	1578	170	0	2461
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			765			
pX, platoon unblocked	0.84	0.84			0.84	
vC, conflicting volume	2808	789			1578	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2771	358			1301	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	63			100	
cM capacity (veh/h)	13	534			442	
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	195	789	789	170	1230	1230
Volume Left	0	0	0	0	0	0
Volume Right	195	0	0	170	0	0
cSH	534	1700	1700	1700	1700	1700
Volume to Capacity	0.37	0.46	0.46	0.10	0.72	0.72
Queue Length 95th (ft)	42	0	0	0	0	0
Control Delay (s)	15.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	15.6	0.0			0.0	
Approach LOS	C					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			65.9%		ICU Level of Service	C
Analysis Period (min)			15			

Lanes, Volumes, Timings
3: Spadea Way & Lori Anne Way (Royal Farms)

Scenario 1
2032 RF Build

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	126	216	138	20	20	157
Future Volume (vph)	126	216	138	20	20	157
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.880	
Flt Protected	0.950				0.994	
Satd. Flow (prot)	1770	1863	1863	1583	1629	0
Flt Permitted	0.950				0.994	
Satd. Flow (perm)	1770	1863	1863	1583	1629	0
Adj. Flow (vph)	137	235	150	22	22	171
Lane Group Flow (vph)	137	235	150	22	193	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 35.1%						
Analysis Period (min) 15						
ICU Level of Service A						

HCM Unsignalized Intersection Capacity Analysis
3: Spadea Way & Lori Anne Way (Royal Farms)

Scenario 1
2032 RF Build

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	126	216	138	20	20	157
Future Volume (Veh/h)	126	216	138	20	20	157
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	137	235	150	22	22	171
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		505				
pX, platoon unblocked						
vC, conflicting volume	172				659	150
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	172				659	150
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				94	81
cM capacity (veh/h)	1405				387	896
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	137	235	150	22	193	
Volume Left	137	0	0	0	22	
Volume Right	0	0	0	22	171	
cSH	1405	1700	1700	1700	779	
Volume to Capacity	0.10	0.14	0.09	0.01	0.25	
Queue Length 95th (ft)	8	0	0	0	24	
Control Delay (s)	7.8	0.0	0.0	0.0	11.1	
Lane LOS	A				B	
Approach Delay (s)	2.9		0.0		11.1	
Approach LOS					B	
Intersection Summary						
Average Delay						
Intersection Capacity Utilization						
Analysis Period (min)						
ICU Level of Service A						

Lanes, Volumes, Timings
8: Lori Anne Way (Hardee's) & Spadea Way

Scenario 1
2032 RF Build

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	334	53	0	295	77	8
Future Volume (vph)	334	53	0	295	77	8
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.850				0.987	
Flt Protected					0.957	
Satd. Flow (prot)	1863	1583	0	3539	1759	0
Flt Permitted					0.957	
Satd. Flow (perm)	1863	1583	0	3539	1759	0
Adj. Flow (vph)	363	58	0	321	84	9
Lane Group Flow (vph)	363	58	0	321	93	0
Sign Control	Free		Free		Stop	
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 29.0%				ICU Level of Service A		
Analysis Period (min) 15						

HCM Unsignalized Intersection Capacity Analysis
8: Lori Anne Way (Hardee's) & Spadea Way

Scenario 1
2032 RF Build

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↙	
Traffic Volume (veh/h)	334	53	0	295	77	8
Future Volume (Veh/h)	334	53	0	295	77	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	363	58	0	321	84	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	375					
pX, platoon unblocked			0.96		0.96	0.96
vC, conflicting volume			421		524	363
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			374		481	314
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		83	99
cM capacity (veh/h)			1132		493	654
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	363	58	160	160	93	
Volume Left	0	0	0	0	84	
Volume Right	0	58	0	0	9	
cSH	1700	1700	1700	1700	505	
Volume to Capacity	0.21	0.03	0.09	0.09	0.18	
Queue Length 95th (ft)	0	0	0	0	17	
Control Delay (s)	0.0	0.0	0.0	0.0	13.7	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		13.7	
Approach LOS					B	
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			29.0%		ICU Level of Service A	
Analysis Period (min)			15			

Intersection: 1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way

Movement	EB	EB	EB	EB	B10	B10	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	R	T	T	L	T	TR	L	L	T
Maximum Queue (ft)	556	651	426	170	263	260	179	96	88	365	419	340
Average Queue (ft)	407	448	119	24	72	71	75	37	22	221	266	204
95th Queue (ft)	576	674	476	205	486	484	141	76	63	333	374	302
Link Distance (ft)		690	690		1248	1248	267	267				1037
Upstream Blk Time (%)		5	2		0	0						
Queuing Penalty (veh)		0	0		0	0						
Storage Bay Dist (ft)	585			575					250	650	650	
Storage Blk Time (%)	1	4	1	0								
Queuing Penalty (veh)	3	25	5	0								

Intersection: 1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	353	224	245	329	292	60
Average Queue (ft)	209	71	100	198	153	2
95th Queue (ft)	305	203	196	285	250	44
Link Distance (ft)	1037			670	670	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		225	262			300
Storage Blk Time (%)	5	0	0	2	0	
Queuing Penalty (veh)	5	1	0	2	0	

Intersection: 2: US Route 17/Carrollton Boulevard & Lori Anne Way

Movement	WB
Directions Served	R
Maximum Queue (ft)	49
Average Queue (ft)	2
95th Queue (ft)	29
Link Distance (ft)	233
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Spadea Way & Lori Anne Way (Royal Farms)

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	45	84
Average Queue (ft)	8	36
95th Queue (ft)	31	61
Link Distance (ft)	91	548
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Lori Anne Way (Hardee's) & Spadea Way

Movement	EB	NB
Directions Served	T	LR
Maximum Queue (ft)	3	69
Average Queue (ft)	0	31
95th Queue (ft)	2	54
Link Distance (ft)	267	302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 42

Queuing and Blocking Report
2032 RF Build

PM Peak Hour

Intersection: 1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way

Movement	EB	EB	EB	EB	B10	B10	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	R	T	T	L	T	TR	L	L	T
Maximum Queue (ft)	585	776	775	522	1069	1099	257	143	117	462	503	414
Average Queue (ft)	548	678	429	180	352	349	132	77	49	291	337	199
95th Queue (ft)	661	886	961	580	1071	1080	225	128	115	436	478	318
Link Distance (ft)		690	690		1248	1248	267	267				1037
Upstream Blk Time (%)		34	12		3	4	1					
Queuing Penalty (veh)		0	0		0	0	1					
Storage Bay Dist (ft)	585			575					250	650	650	
Storage Blk Time (%)	3	34	4	0							0	0
Queuing Penalty (veh)	11	151	31	0							0	1

Intersection: 1: US Route 17/Carrollton Boulevard & Brewers Neck Boulevard/Spadea Way

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	394	225	262	665	691	300
Average Queue (ft)	215	76	223	442	444	177
95th Queue (ft)	327	213	314	648	731	419
Link Distance (ft)	1037			670	670	
Upstream Blk Time (%)				1	2	
Queuing Penalty (veh)				8	24	
Storage Bay Dist (ft)		225	262			300
Storage Blk Time (%)	7	0	2	31	6	2
Queuing Penalty (veh)	8	1	7	53	88	7

Intersection: 2: US Route 17/Carrollton Boulevard & Lori Anne Way

Movement	WB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	89	806	818
Average Queue (ft)	5	88	176
95th Queue (ft)	42	471	658
Link Distance (ft)	233	791	791
Upstream Blk Time (%)		0	3
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

2032 RF Build

PM Peak Hour

Intersection: 3: Spadea Way & Lori Anne Way (Royal Farms)

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	59	87
Average Queue (ft)	19	44
95th Queue (ft)	50	70
Link Distance (ft)	91	548
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Lori Anne Way (Hardee's) & Spadea Way

Movement	WB	NB
Directions Served	T	LR
Maximum Queue (ft)	29	73
Average Queue (ft)	1	35
95th Queue (ft)	17	58
Link Distance (ft)	91	302
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 392



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

23116 Meherrin Road
COURTLAND, VIRGINIA 23837

July 1, 2022

Amy Ring, AICP
Director, Planning and Zoning
Isle of Wight County
P. O. Box 80
Isle of Wight, VA 23397

**RE: CUP-11-21 Royal Farms at the Crossings
Carrollton Boulevard (Route 17)
Isle of Wight County**

The Residency has completed its review of the subject conditional use application dated May 24, 2022 and received by the VDOT Land Development Office on May 25, 2022. A subsequent revision to the traffic analysis dated July 1, 2022 and received July 1, 2022 was additionally reviewed. Our previous concerns have been addressed with the revised submission, and we have no further comments at this time.

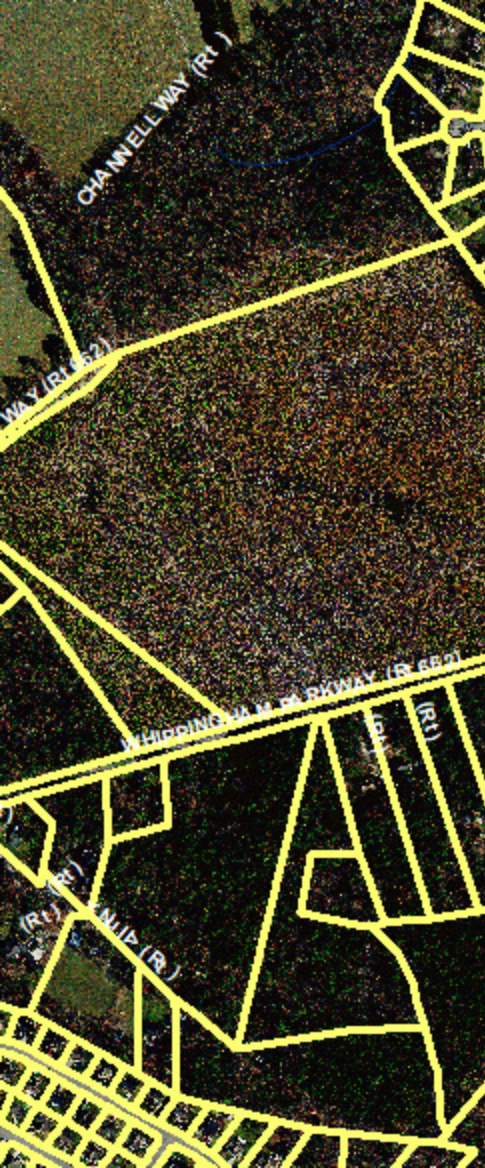
If you have any questions, please contact me at (757) 346-3068 or Joshua.Norris@vdot.virginia.gov.

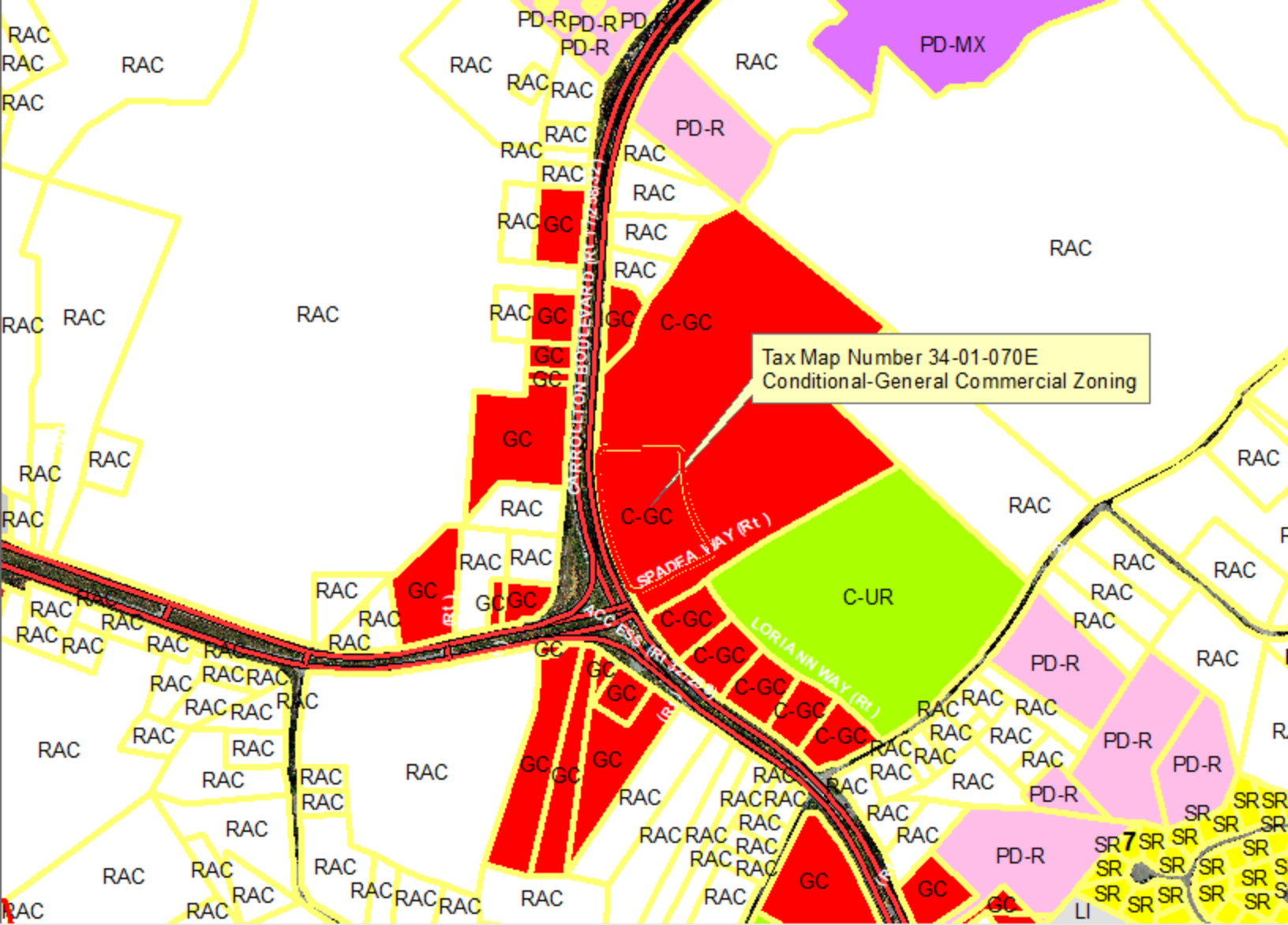
Sincerely,

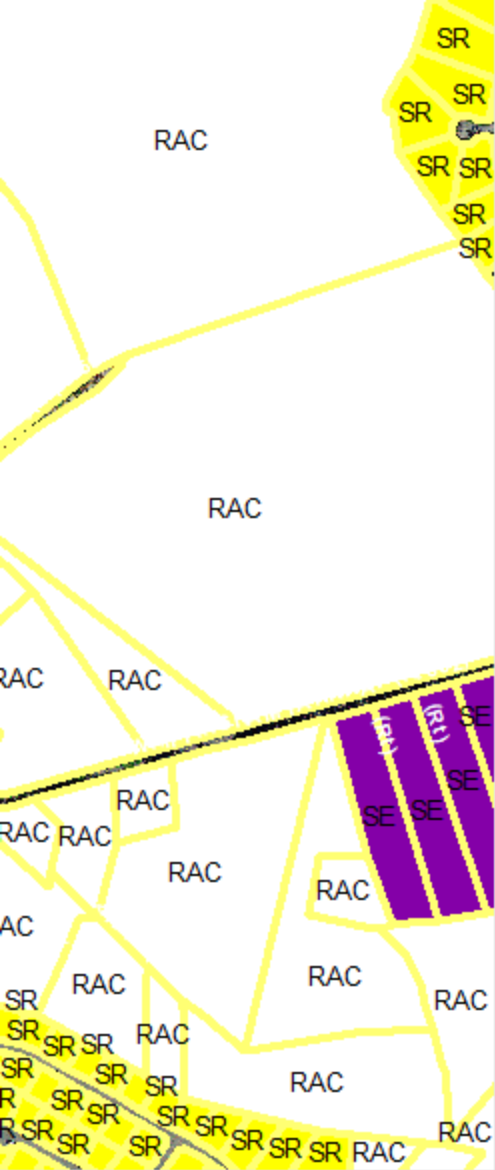
A handwritten signature in black ink, appearing to read "Joshua R. Norris".

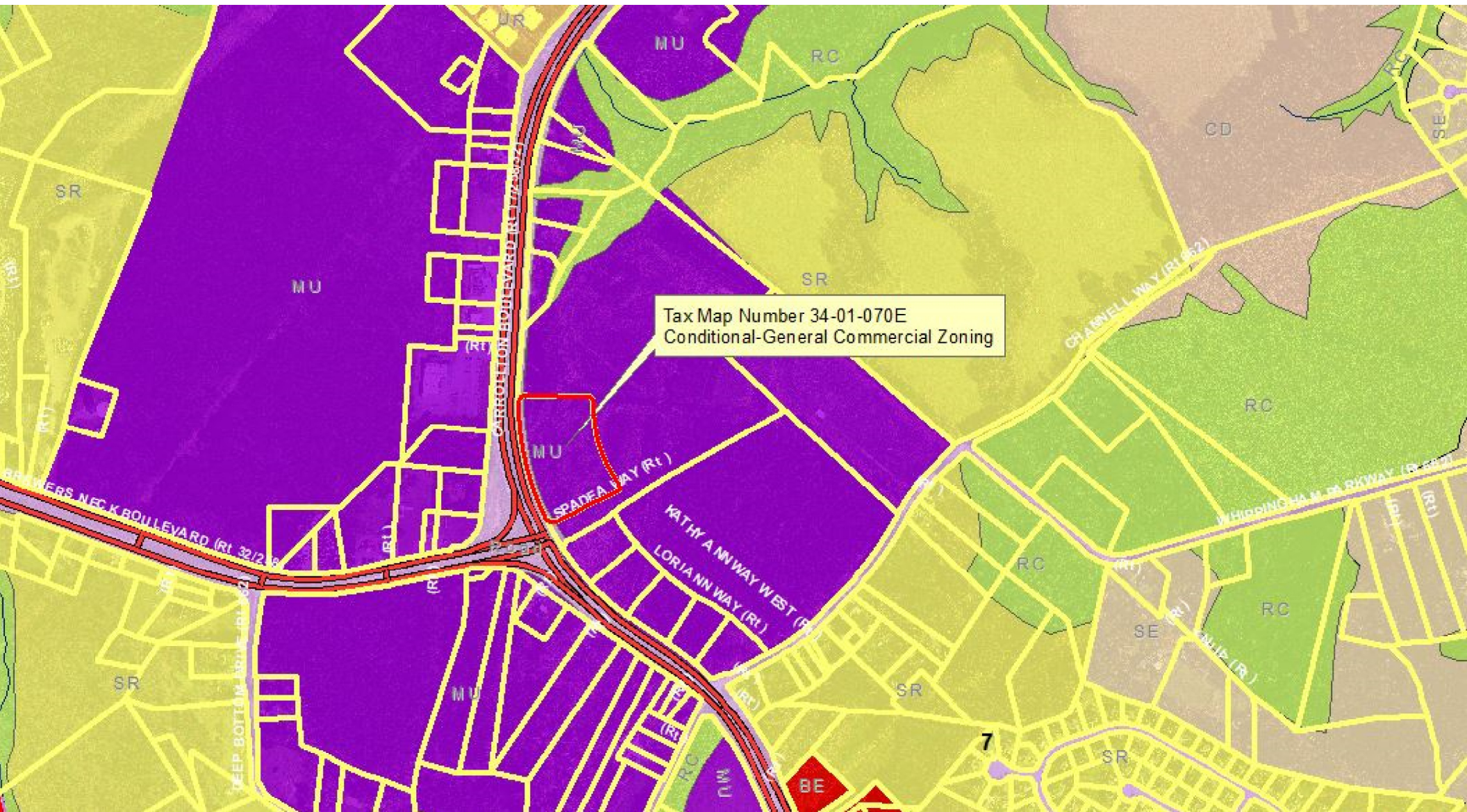
Joshua R. Norris
Land Use Engineer
Virginia Department of Transportation
Franklin Residency











RESOLUTION NUMBER PC-22-11

**ISLE OF WIGHT COUNTY PLANNING COMMISSION
A RESOLUTION TO PRESENT A REPORT AND RECOMMENDATION
TO THE BOARD OF SUPERVISORS RELATING TO CONDITIONAL USE PERMIT
REQUEST CUP-11-21 TO ALLOW A CONVENIENCE STORE AND GASOLINE STATION ON
5.11 ACRES ON PROPERTY WITH TAX MAP PARCEL 34-01-070E**

WHEREAS, Royal Farms, applicant, and James River Crossings, Inc., property owner, have requested issuance of a conditional use permit for a certain tract of land with tax parcel number 34-01-070E situated in Isle of Wight County; and

WHEREAS, the specific request is to permit a convenience store and gasoline station in accordance with sections 1-1017 of the Zoning Ordinance; and

WHEREAS the procedural requirements for the consideration of this request by the Planning Commission have been met.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of Isle of Wight County, that:

Section 1. Findings.

- _____ A. The Isle of Wight County Planning Commission finds that the proposed conditional use permit is reasonable and warranted due to a change in circumstances affecting the property and has considered the following factors and finds that the proposed conditional use permit does not conflict with:
1. the existing use and character of property within the County;
 2. the Comprehensive Plan;
 3. the suitability of the property for various uses;
 4. the trends of growth or change;
 5. the current or future requirements of the community as to land for various purposes as determined by population and economic studies and other studies;
 6. the transportation requirements of the community;
 7. the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services;
 8. the conservation of natural resources;
 9. the preservation of floodplains;
 10. the preservation of agricultural and forestal land;

11. the conservation of properties and their values; and
12. the encouragement of the most appropriate use of land throughout the County.

_____ B. The Isle of Wight County Planning Commission does not find that the proposed conditional use permit is reasonable based on the consideration of the factors listed herein.

Section 2. Recommendation to Board of Supervisors.

The Planning Commission recommends to the Board of Supervisors that the request, CUP-11-21, be:

- ___ a. Granted as submitted, and that the Board of Supervisors adopt the proposed Ordinance without modification.
- ___ b. Denied, and that Board of Supervisors not adopt the proposed Ordinance.
- ___ c. Granted with the modifications set forth on the attached listing of specific recommendations, and that the Board of Supervisors adopt the proposed Ordinance with such modifications.

DATE: _____

READ AND PASSED: _____
Chairman, Isle of Wight County Planning Commission

TESTE: _____
Secretary, Isle of Wight County Planning Commission

Approved as to Form:

Robert W. Jones, Jr., County Attorney

PLANNING REPORT

APPLICATION:

The application of Bill and Sandra Kessler, owners, for a waiver to Section 3.2.4.A.4 and Section 5.9.1.C of the Subdivision Ordinance. The purpose of the application is to seek a waiver to allow a family member transfer from tax map parcel 59-01-017C on a private easement that serves two existing lots.

ELECTION DISTRICT:

D5 (Carrsville)

LOCATION:

The parcel is located at 27378 Colosse Road, Carrsville, and is in the Rural Agricultural Conservation (RAC) zoning district.

BACKGROUND:

The parcel was established in 1996 and originally contained 21.4 acres. It was subdivided in 1997 and now contains 14.98 acres. The parcel is served by a private ingress/egress easement of 40 feet to provide access to Colosse Road (Rte. 641) which serves two existing lots.

The parcel was purchased by the current owner in 2017 with the intention to create at least one lot for their children under the family member transfer provision of the Subdivision Ordinance which allowed no more than four lots on a private ingress/egress easement at that time.

DESCRIPTION:

In 2021, the Subdivision Ordinance family member standard was amended to allow no more than one lot resulting from a single tract to be accessed from a single easement of right-of-way unless approved by the Board of Supervisors upon recommendation from the Planning Commission.

The ingress/egress easement already provides access to two parcels of land and is not built to public standards. The property owner would like to create a third lot, a family member subdivision lot for his son, on a private easement. There is no existing road maintenance agreement between the property owners.

The property owner requests a waiver to Section 3.2.4.A.4 of the Subdivision Ordinance to allow him to create a family member lot on a private easement that serves more than two lots as well as a waiver to Section 5.9.1.C which requires that all streets serving three or more lots be public roads built to VDOT standards.

COMPREHENSIVE LAND USE PLAN:

The property is designated Rural Agricultural Conservation on the Future Recommended Land Use Map in the Comprehensive Plan. This designation is intended to maintain and conserve rural character and farmlands and to provide for a full range of agricultural farming activities and related uses with low density residential development. The proposal is consistent with the future recommended land use.

ORDINANCE REVIEW:

Section 3.2.4.A.4, which addresses family member subdivisions, states that no more than one family member subdivision lot may be created from a single tract of land which is accessed from a single easement of right-of-way unless approved by the Board of Supervisors upon recommendation from the Planning Commission.

Section 5.9.1.C states that unless specifically modified in this ordinance, all new streets must be public and improved to comply with the VDOT road and bridge standards.

AGENCY REVIEW:

VDOT has reviewed the request, and their comments are attached.

The parcel has been approved for installation of a septic system and primary drainfield as required.

STAFF CONCLUSIONS:

Section 3.2.10.E of the Ordinance lists criteria for a waiver from the Subdivision Ordinance requirements. In order to approve a request for a waiver, the Board of Supervisors shall make an affirmative finding that all of the criteria are met. Below is a list of the criteria with staff's findings.

1. That granting the waiver will not have an adverse impact on land use compatibility.

Staff finds the proposed use is consistent with the residential and rural uses of surrounding properties.

2. That strict adherence to the general regulations would result in substantial injustice or hardship.

Staff finds no hardship, because the lot is currently being used for its intended single family residential use.

3. The waiver has not been opposed in writing by the county, VDOT engineer, or health official.

VDOT does not oppose the application. The Health Department does not oppose the application.

4. That granting the administrative waiver shall be consistent with the purposes and intent of this ordinance.

Staff finds that the purpose and intent of the Ordinance is to promote the orderly development of the County and to protect the public health, safety and welfare by ensuring access by emergency service vehicles. Staff could support the request with the following conditions:

1. VDOT recommendations are met prior to subdivision plat approval; and
2. Creation of a road maintenance agreement to include the new lot to be recorded with the plat.

STAFF RECOMMENDATION:

Staff recommends approval of the waivers requested contingent on 1) VDOT recommendations are met prior to subdivision plat approval; and 2) Creation of a road maintenance agreement to include the new lot to be recorded with the plat.

ATTACHMENTS:

Description	Type	Upload Date
Wavier Request	Cover Memo	7/19/2022
Exhibit	Exhibit	7/19/2022
Location Map	Exhibit	7/20/2022
Location Map 2	Exhibit	7/20/2022

Subdivision Plat
VDOT Comment

Exhibit
Exhibit

7/19/2022
7/19/2022

Isle of Wight Planning and Zoning

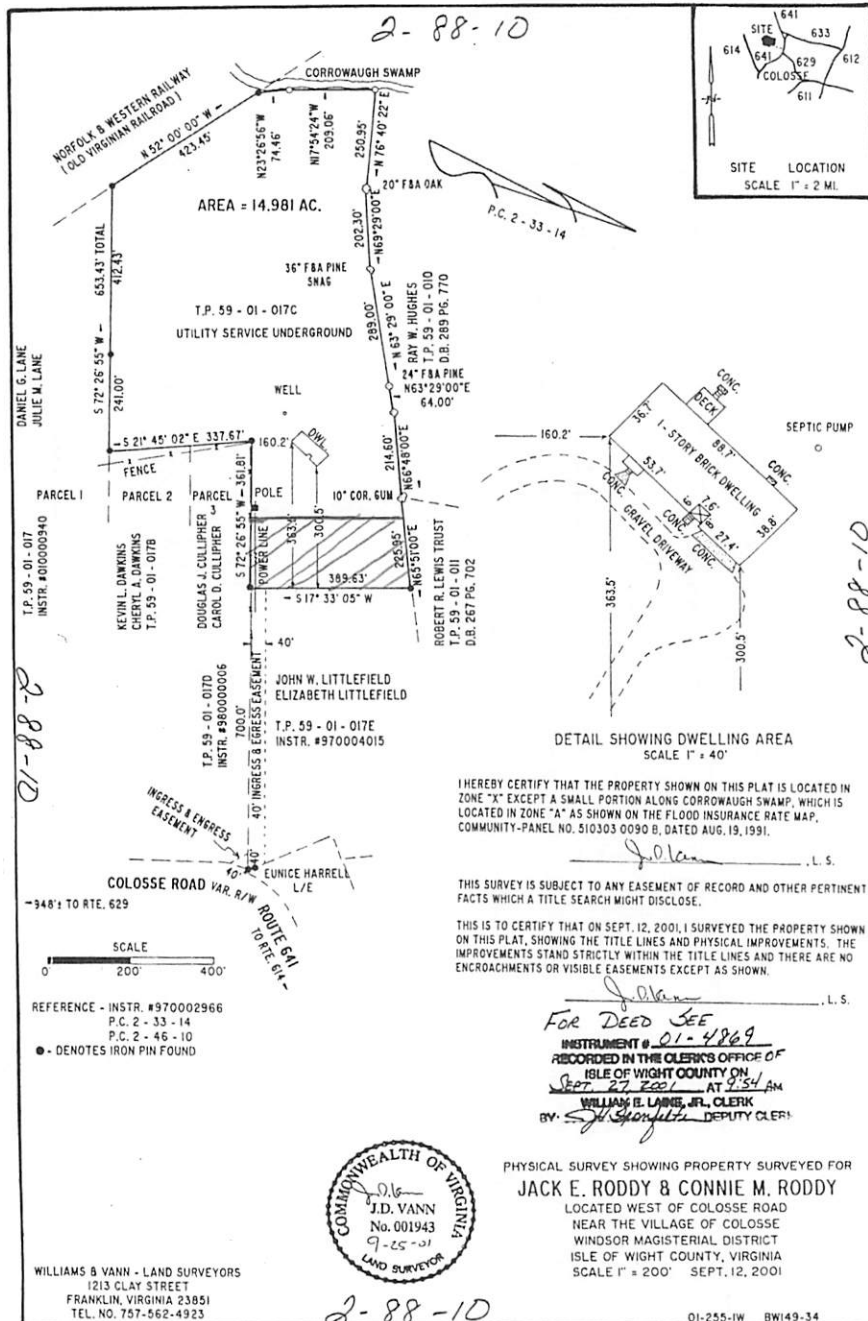
This is an explanation of why I am seeking a variance/ exception to the current regulation on subdividing family property/ creating a private rd.

My wife and I purchased this property in 2017 planning on having our children build at least one additional home. When we checked with the county at the time (2017) and again later in late 2019 all was fine for a "Family Transfer". Then, we like the rest of the country, county and World was upended by Covid and everything was then stalled.

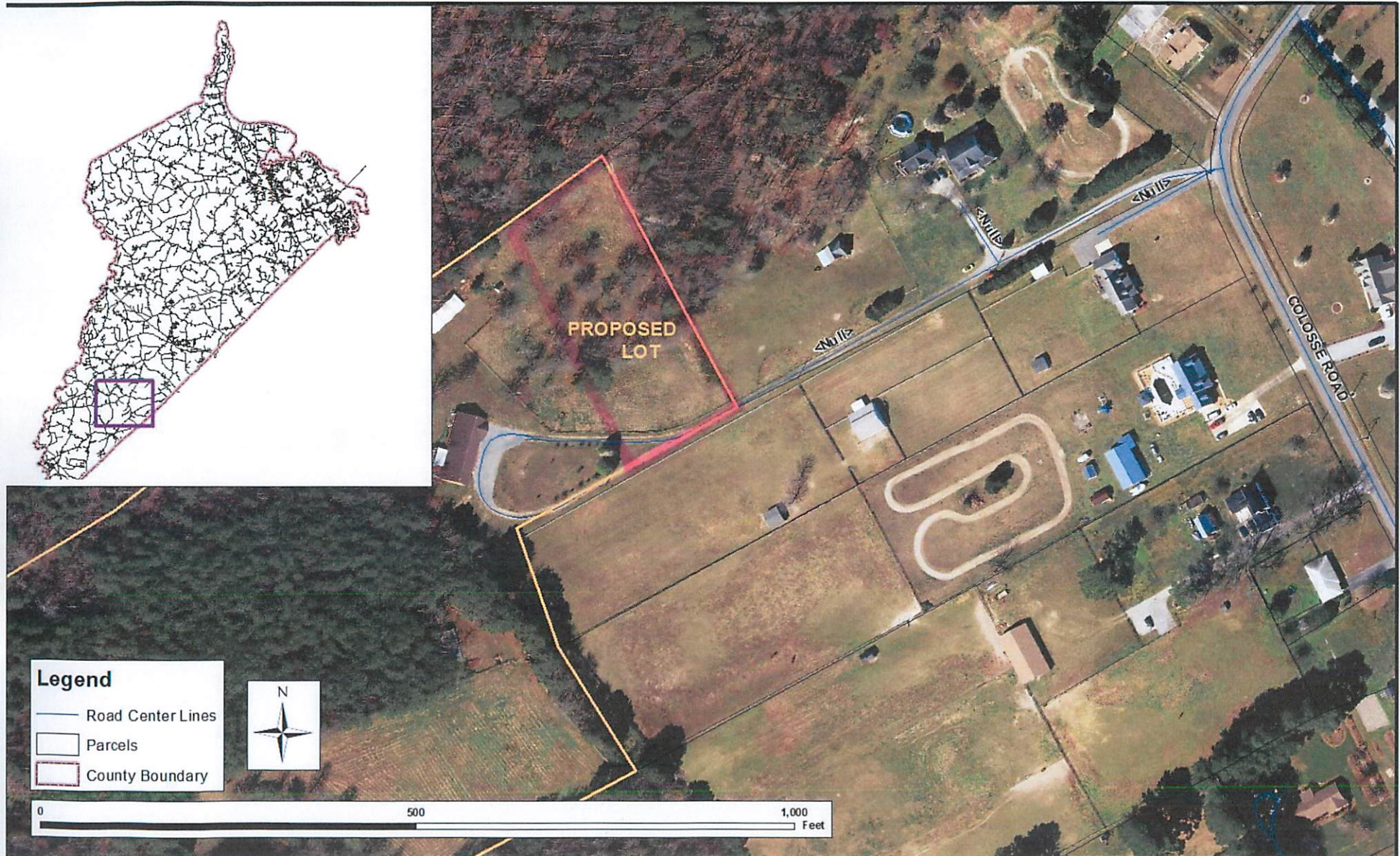
We are now back to a point where we along with our youngest son want to build on the property. When I called to start the process(1/26/2022), I was informed that there was/ had been a change in the regulation (11/2021) and that we were unable to subdivide our property. The easement that leads onto our property is a deeded easement and the home that is on the very front of the easement uses about 100 to 150 feet of the total driveway/ easement and they are a subservient user of the easement.

The maintenance of the easement has always been my responsibility and would remain so, since we must drive the entire length of the easement to get to our home and would bypass the proposed subdivision as well.

So, for this reason I am asking for the exception to the current code on subdivision since the maintaining of what would become a private road will still be my total driveway.



KESSLER LOCATION MAP



KESSLER LOCATION MAP 2





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
23116 Meherrin Rd.
COURTLAND, VIRGINIA 23837

July 15, 2022

Sandra Robinson
Planning and Zoning
Isle of Wight County
P. O. Box 80
Isle of Wight, VA 23397

**RE: Bill and Sandra Kessler – Subdivision Ordinance Waiver
27378 Colosse Road – Rt. 641
Isle of Wight County**

The Residency has completed its review of the submitted waiver application report and supporting information received by the VDOT Land Development Office on July 14, 2022. We offer the following comments and recommendations:

- 1) The current private entrance serves 2 residences, with the proposed subdivision adding a third. Appendix F of the VDOT road design manual classifies any entrances serving more than 2 homes but less than 5 as low volume commercial entrances. Low volume commercial entrances must meet stopping sight distance spacing, and are not maintained by the Department. We recommend that the entrance be shown to meet the required stopping sight distance for the posted speed limit in accordance with Appendix F.

If you have any questions, please contact me at (757) 346-3068 or Joshua.Norris@vdot.virginia.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua R. Norris".

Joshua R. Norris
Land Use Engineer
Virginia Department of Transportation
Franklin Residency

PLANNING REPORT

APPLICATION:

The application of Sheila Auvil, owner, for a waiver to Section 3.2.4.A.4 and Section 5.9.1.C of the Subdivision Ordinance. The purpose of the application is to seek a waiver to allow a family member transfer from tax map parcel 03-03-001 on a private driveway not built to public standards which serves more than two lots.

ELECTION DISTRICT:

D3 (Hardy)

LOCATION:

The parcel is located at 3240 Kingbrook Lane, Smithfield, and zoned Rural Agriculture Conservation (RAC).

BACKGROUND:

The parcel was established in 1996 and contains 21 acres. The parcel is served by a private ingress/egress easement of 50 feet known as Kingbrook Lane which provides access to Fort Huger Drive (Rte. 676) for nine existing lots.

The parcel was purchased by the current owner in 2015. According to the property owner, she began pursuing the creation of lot for her daughter in 2019 under the family member transfer provision of the Subdivision Ordinance which allowed no more than four (4) lots from a tract served by a private ingress/egress easement at that time.

DESCRIPTION:

In 2021, the Subdivision Ordinance family member standard was amended to allow no more than one (1) lot resulting from a single tract be accessed from a single ingress/egress easement unless approved by the Board of Supervisors upon recommendation from the Planning Commission. The Subdivision Ordinance also stipulates that all roads which provide access to three or more lots must be public roads which meet VDOT construction standards.

The ingress/egress easement already provides access to nine parcels of land known

as Lawnes Creek Estates and is not built to VDOT standards. The property owner requests a waiver to Section 3.2.4.A.4 of the Subdivision Ordinance to allow her to create a family member lot on a private easement that serves more than two lots as well as a waiver to Section 5.9.1.C which requires that all streets serving three or more lots be public roads built to VDOT standards.

COMPREHENSIVE LAND USE PLAN:

The property is designated Rural Agricultural Conservation on the Future Recommended Land Use Map in the Comprehensive Plan. This designation is intended to maintain and conserve rural character and farmlands and to provide for a full range of agricultural farming activities and related uses with low density residential development. The proposal is consistent with the future recommended land use.

ORDINANCE REVIEW:

Section 3.2.4.A.4, which addresses family member subdivisions, states that no more than one family member subdivision lot may be created from a single tract of land which is accessed from a single easement of right-of-way unless approved by the Board of Supervisors upon recommendation from the Planning Commission.

Section 5.9.1.C states that unless specifically modified in this ordinance, all new streets must be public and improved to comply with the VDOT road and bridge standards.

AGENCY REVIEW:

VDOT has reviewed the request and their comments are attached. VDOT recommends the installation of commercial entrance at the intersection of Kingbrook Lane and Fort Huger Drive.

The parcel has been approved for installation of a septic system for a primary and reserve drainfield as required.

A wetlands delineation has been performed and confirmed by the Army Corps of Engineers as required.

STAFF CONCLUSIONS:

Section.3.2.10.E of the Ordinance lists criteria for a waiver from the Subdivision Ordinance requirements. In order to approve a request for a waiver, the Board of

Supervisors shall make an affirmative finding that all of the criteria are met. Below is a list of the criteria with staff's findings.

1. That granting the waiver will not have an adverse impact on land use compatibility.

Staff finds the proposed use is consistent with the residential and rural uses of surrounding properties.

2. That strict adherence to the general regulations would result in substantial injustice or hardship.

Staff finds no hardship, because the lot is currently being used for its intended single family residential use.

3. The waiver has not been opposed in writing by the county, VDOT engineer, or health official.

VDOT recommends the installation of an entrance at the time of development, but does not oppose the application. The Health Department does not oppose the application.

4. That granting the administrative waiver shall be consistent with the purposes and intent of this ordinance.

Staff finds that the purpose and intent of the Ordinance is to promote the orderly development of the County and to protect the public health, safety and welfare by ensuring access by emergency service vehicles. Staff could support the request with the following conditions:

1. VDOT recommendations are met prior to subdivision plat approval; and
2. The deed for the new lot specifies adherence to the existing road maintenance agreement as part of the subdivision plat approval.

STAFF RECOMMENDATION:

Staff recommends approval of the waivers requested contingent on (1) VDOT recommendations are met prior to subdivision plat approval and (2) the deed for the new lot specifies adherence to the existing road maintenance agreement as part of the subdivision plat approval.

ATTACHMENTS:

Description	Type	Upload Date
Waiver Request	Cover Memo	7/19/2022
Auvil Plat	Exhibit	7/19/2022
Location Map	Exhibit	7/20/2022
Location Map 2	Exhibit	7/20/2022
Subdivision Plat	Exhibit	7/19/2022
VDOT Comment	Exhibit	7/19/2022

My name is Sheila Lynn Auvil. My husband and I bought parcel 03-03-001, 21+ acres, in 2015. When buying this piece of land, we were told that we can family subdivide. In 2016 my husband and I built our home and moved in July 2016. On January 5, 2019, my husband passed away unexpectedly. I am now a widow and would like for my daughter and her husband to build close to me. After my husband's death, I called Sandy Robinson to get the details on what I need to do to subdivide the land. She informed me that I would need to get the land perc or to get an alternative septic system.

April of 2019, I called Wendy Odom to do an onsite evaluation. She had found an area that did perc, but it was in the middle of the property, close to my home. She tried the end of the property but did not perc. She did not do alternative systems and referred people to me. I had to pay her **\$300** for this

May of 2019, I called MSA PC to do a site inspection and soil evaluation. They also said that the property did not perc, that I would have to do an alternative system. They were very discouraging and said the alternative systems that they have, would not work on my property. I had to pay them **\$600**.

In 2020, I called the health department for advice. I was given Kim Harper's name with LRH Soil Consultants, Inc. On 2/17/21 and 3/2/21 she came out twice and said they can do a ClearStream septic system. She marked the drain field and staked off the site. I had to pay her **\$650**.

On 8/3/21, I contacted Canada Land surveying to get an estimate on what they would charge for a family member transfer, since this is what Sandy Robinson said the next step would be. After evaluating the property, Canada Survey said since there was wetland involved, I would need to get the Army Corps approval. They suggested since covid, Army Corps were putting a lot of things behind, that it would be best to hire an environmentalist. I called Matthew Roth with Roth Environmental, LLC. He was happy to do this and came out to stake my property off, to make things easier for the Army Corp. The Army Corp was not able to approve until February 2022. I had to pay Roth Environmental **\$2,700**.

February 2021, I called Sandy Robinson to let her know I have all the approvals. This is when she said, I am sorry, but Isle of Wight just passed a law where no private land can be family subdivided unless the driveway begins on a public road. I explained that I should be grandfathered in due to me getting all this started in 2019. She agreed, but she said all I can do is request a waiver. In doing the waiver, I would have to get the land surveyed with the copies. I did this and paid Canada Survey **\$2,250**.

In total, I have now paid a total of \$6,500.

This piece that I am trying to cut off, is only a few feet from the public road frontage. The road, Kingbrook Lane, is a gravel, solid road. It is very well maintained by the homeowners. Any emergency vehicle would only have a few feet on that road, before getting to the driveway of the home my daughter and her husband wants to build. There would be no issues with any emergency vehicle getting to the property.

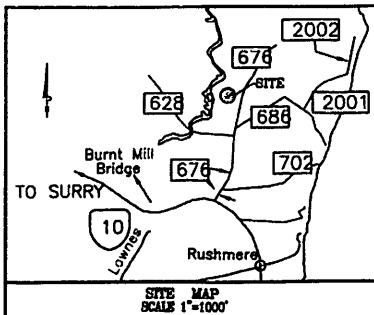
My daughter and her husband want to build a 4-bedroom home. They currently have 2 small children. This piece of land and my home/land will be divided by our road, Kingbrook Lane. Most of the acres is clear land, totally useless to me. I am asking approval for a family subdivision of this parcel so I can have a family member live close to me.

Sheila Lynn Auvil

3240 Kingbrook Lane

Smithfield, VA 23430

757-636-3724p



T.P. 03-03-001
FORMER AREA 21.00 Ac.
NEW AREA 11.96 Ac.
ZONED RAC

TAX PARCEL
03-03-003
NOW OR FORMERLY
STEPHEN H. WIGHTMAN
PATRICIA M. WIGHTMAN
DA100007898
P.C. 2-36-6

NOTES REQUIRED BY ISLE OF WIGHT COUNTY FOR PLAT APPROVAL:

- 1) THIS SUBDIVISION OF PROPERTY IS IN ACCORDANCE WITH SECTION 3.2.4 OF THE ISLE OF WIGHT COUNTY SUBDIVISION ORDINANCE. CONVEYANCE IN ANY OTHER WAY REQUIRES COMPLIANCE WITH SAID ORDINANCE.
- 2) THIS CONVEYANCE IS EXPRESSLY SUBJECT TO THE ISLE OF WIGHT COUNTY SUBDIVISION ORDINANCE PROHIBITING THE TRANSFER OF THE PROPERTY TO A PERSON OTHER THAN THE IMMEDIATE FAMILY MEMBER FOR WHICH IT IS CREATED FOR A PERIOD OF 5 YEARS FOLLOWING THE DATE OF THE SUBDIVISION, EXCEPT AS PROVIDED FOR IN SECTION 3.2.4.A.9.
- 3) NO ZONING PERMIT OR BUILDING PERMIT SHALL BE ISSUED FOR ANY LOT UNTIL A WELL OR WATER SOURCE HAS BEEN APPROVED BY THE COUNTY HEALTH DEPARTMENT. (SECTION 3.2.4.B.1.)
- 4) WHERE SEPTIC TANKS ARE TO BE INSTALLED ON INDIVIDUAL LOTS, THERE SHALL BE AN APPROVAL OF A PRIMARY DRAINFIELD AND A 100% RESERVE DRAINFIELD BY THE HEALTH DEPARTMENT AT THE TIME APPLICATION IS MADE FOR A SEPTIC TANK PERMIT. BOTH DRAINFIELDS SHALL BE LOCATED ENTIRELY OUTSIDE OF THE RESOURCE PROTECTION AREA. APPROVAL OF THIS PLAT DOES NOT INDICATE THAT THE INDIVIDUAL LOT IS SUITABLE FOR APPROVAL OF A PRIMARY AND 100% RESERVE DRAINFIELD. THIS PLAT APPROVAL IS CONTINGENT ON ALL NEW STRUCTURES BEING LOCATED OUTSIDE OF THE RESOURCE PROTECTION AREA AND THE 100 FOOT RESOURCE PROTECTION AREA BUFFER. THE BUFFER AREA SHALL REMAIN VEGETATED AND UNDISTURBED.
- 5) ALL ON-SITE DISPOSAL SYSTEMS NOT REQUIRING A VIRGINIA POLLUTION DISCHARGE ELIMINATION SYSTEM (VPDES) PERMIT SHALL BE PUMPED AT LEAST ONCE EVERY FIVE YEARS.
- 6) THIS PROPERTY IS LOCATED IN THE CHESAPEAKE BAY PRESERVATION AREA, HOWEVER, THERE IS NO RESOURCE PROTECTION AREA ON THIS PROPERTY.

* THE SURVEYOR ASSUMES NO RESPONSIBILITY IN ASSURING THAT THE OBLIGATIONS SET FORTH IN THE NOTES REQUIRED BY ISLE OF WIGHT COUNTY ARE UPHELD AND/OR ENFORCED.

NET DEVELOPABLE AREA (28,000 S.F. MINIMUM)
PARCEL 1 290,513 ±

WETLANDS WERE DELINEATED BY BOTH
ENVIRONMENTAL, LLC ON NOV. 4, 2021.

TAX PARCEL
03-03-005
NOW OR FORMERLY
WINDELL WILSON
CAGNEY N. LILLARD
DA121000784
P.C. 2-36-6

ARMY CORPS
NAO-2021-03073
FEB. 23, 2022

FAMILY TRANSFER PLAT
FOR
SHEILA LYNN AUVIL
TO BE CONVEYED TO
NAME
LOCATED AT 3240 KINGBROOK LANE
HARDY MAGISTERIAL DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA
SCALE 1"= 100' MAY 10, 2022

(LANDOWNER NAME) HEREBY CERTIFIES THAT THE SUBDIVISION OF THIS LOT OR PARCEL IS FOR THE SOLE PURPOSE OF SALE OR GIFT TO (FAMILY MEMBER NAME AND RELATION) WHO IS A MEMBER OF MY IMMEDIATE FAMILY AS SET FORTH IN SECTION 3.2.4 OF THE ISLE OF WIGHT COUNTY SUBDIVISION ORDINANCE. CONVEYANCE TO ANY OTHER PERSON OTHER THAN THE AFORESAID FAMILY MEMBER OR MEMBERS SHALL BE IN COMPLIANCE WITH SAID ORDINANCE.

THIS SURVEY HAS BEEN COMPLETED WITHOUT THE BENEFIT OF A TITLE SEARCH. THEREFORE, THIS SURVEY IS SUBJECT TO ANY EASEMENT OF RECORD, LAND TRANSACTIONS AND OTHER PERTINENT FACTS WHICH A TITLE SEARCH MIGHT DISCLOSE.

THE PROPERTY SHOWN ON THIS PLAT APPEARS TO BE LOCATED IN ZONE "X" AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY-PANEL NUMBER 510303 0056 E, DATED 12-02-2015.

I HEREBY CERTIFY THAT THIS SUBDIVISION WAS MADE BY ME AT THE DIRECTION OF THE OWNER(S) AND THAT THE SUBDIVISION IS ENTIRELY WITHIN THE BOUNDARIES OF THE LAND OWNED BY SHEILA LYNN AUVIL, THE LAST INSTRUMENT OF TITLE BEING IN190000046. I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL OF THE REQUIREMENTS OF THE BOARD OF SUPERVISORS AND ORDINANCES OF THE COUNTY OF ISLE OF WIGHT, VIRGINIA, REGARDING THE PLATTING OF SUBDIVISIONS WITHIN THE COUNTY HAVE BEEN COMPLIED WITH.

GIVEN UNDER MY HAND THIS 10TH DAY OF MAY, 2022.

EDWARD C. "MO" CANADA, III L.S.

SHEILA LYNN AUVIL HEREBY CERTIFY THAT SHE IS THE OWNER OF THE PROPERTY SHOWN ON THIS PLAT AND THAT THIS SUBDIVISION IS WITH HER FREE CONSENT AND IN ACCORDANCE WITH HER DESIRES.

WITNESS MY HAND AND SEAL THIS ____ DAY OF ____, 20__.

OWNER _____

STATE OF _____

COUNTY OF _____, TO-WIT

SUBSCRIBED AND SWORN TO BEFORE ME _____, A NOTARY

PUBLIC IN AND FOR THE COUNTY OF _____, STATE

OF _____

THIS ____ DAY OF ____, 20__.

MY COMMISSION EXPIRES _____

GIVEN UNDER MY HAND THIS ____ DAY OF ____, 20__.

NOTARY REGISTRATION NO. _____ NOTARY PUBLIC

THIS SUBDIVISION PLAT HAS BEEN FOUND TO BE IN CONFORMANCE WITH THE ISLE OF WIGHT COUNTY SUBDIVISION ORDINANCE AND MUST BE RECORDED WITH THE OFFICE OF THE CLERK OF CIRCUIT COURT OF ISLE OF WIGHT COUNTY WITHIN SIX MONTHS OF THE DATE OF APPROVAL. APPROVAL WILL BE DEEMED VOID AFTER SIX MONTHS AND THE PLAT MUST BE RESUBMITTED FOR APPROVAL.

DATE OF APPROVAL: _____ SUBDIVISION AGENT: _____

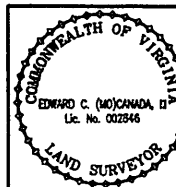
DATE OF APPROVAL: _____ VDOT ENGINEER: _____

REFERENCE - IN190000046, P.C. 2-36-6

LEGEND:
C - DENOTES IRON PIN OR PIPE FOUND
I - DENOTES IRON PIN SET
P - DENOTES POWER POLE
OH - DENOTES OVERHEAD POWER

AREA TABLE

FORMER AREA OF TAX PARCEL 03-03-001 21.00 Ac.
MINUS AREA OF ADDITION PARCEL 1 9.04 Ac.
NEW AREA OF TAX PARCEL 03-03-001 11.96 Ac.

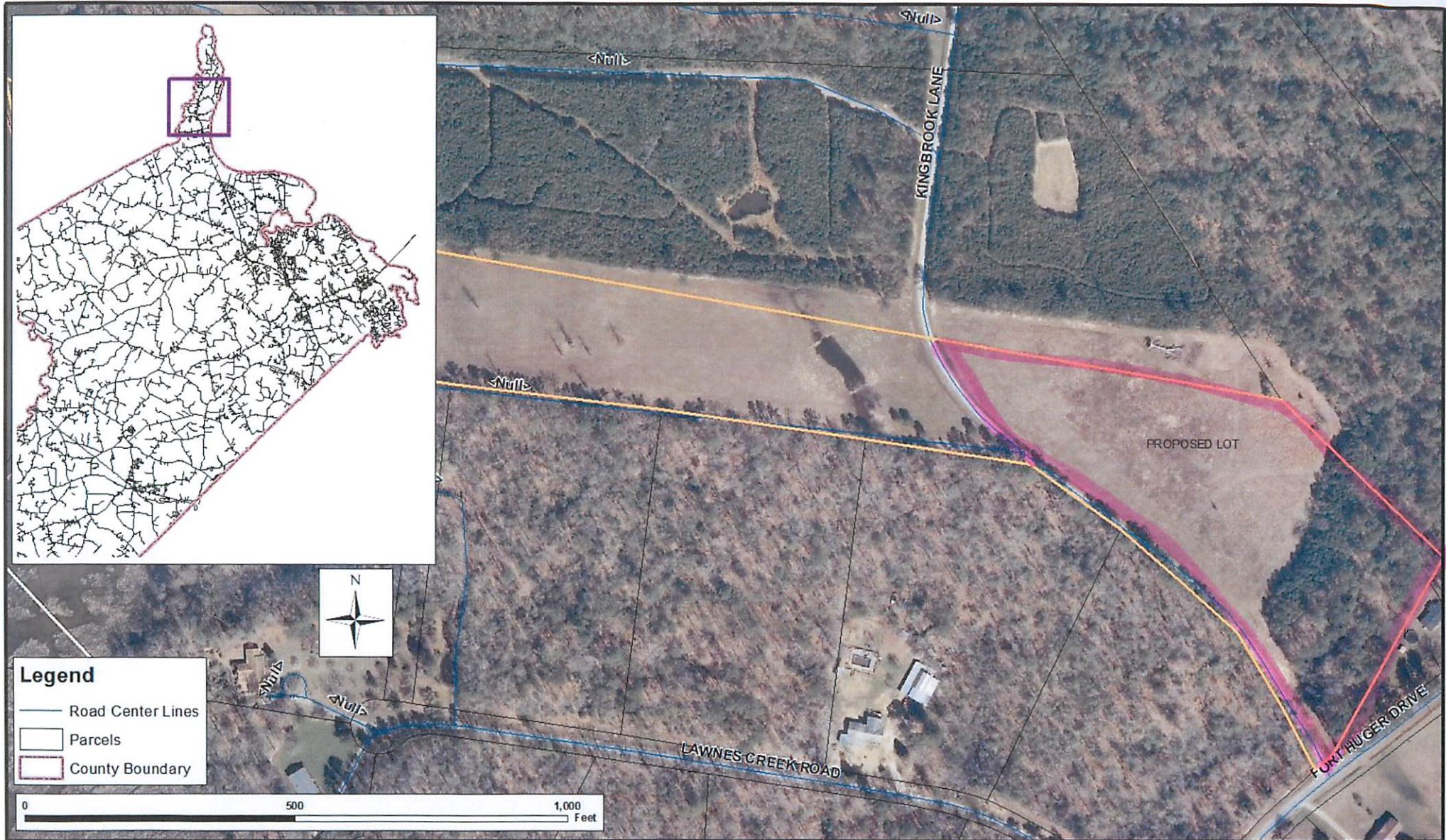


1212 S. Church Street Smithfield, VA 23460

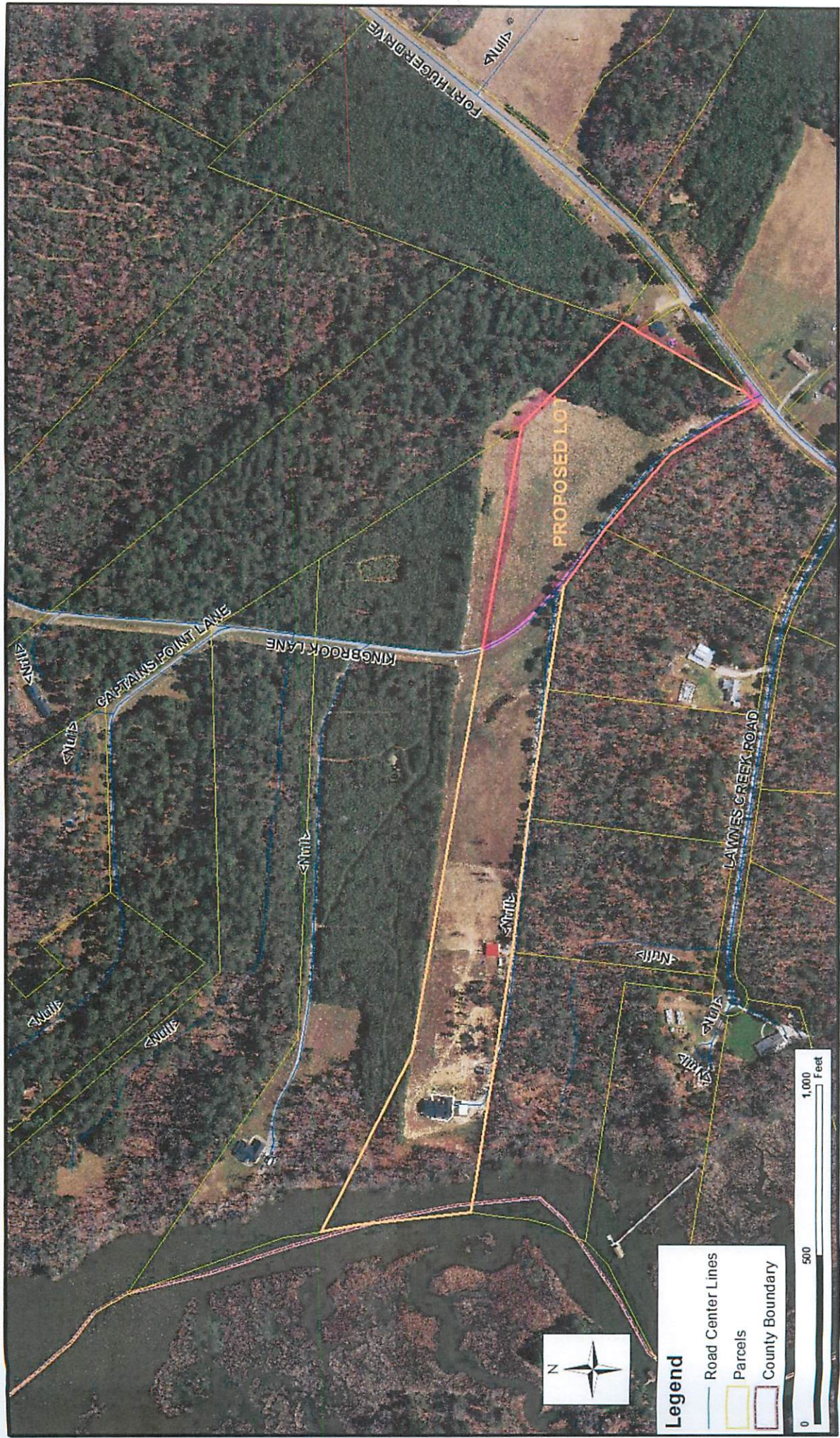
PHONE: 757-357-3911

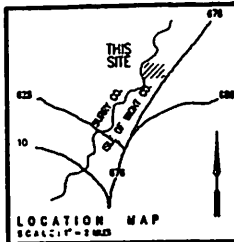
DRAWN BY: ECC JOB #322-19-19

AUVIL LOCATION MAP



AUVIL LOCATION MAP 2





THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A CURRENT TITLE REPORT, AND AS SUCH THIS SURVEY IS SUBJECT TO ANY EXISTING RECORDS AND OTHER FUTURE FACTS WHICH A TITLE SEARCH MIGHT DISCLOSE.

I, STAFFORD C. CAMP, A CERTIFIED LAND SURVEYOR DOES HEREBY CERTIFY THAT THE PROPERTY SHOWN ON THIS PLAT IS LOCATED IN ZONES "A-M" ON THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 515333 0040 DATED AUGUST 18, 1991.

THE RECORDS IN THIS SUBDIVISION DO NOT MEET YOUR REQUIREMENTS AND WILL NOT BE ASSUMED BY EITHER THE COUNTY OR VDOT AND WILL HAVE TO BE CONSIDERED IN FULL COMPLIANCE WITH YOUR REQUIREMENTS AS ARE IN EFFECT AT THE TIME OF THE PROJECT BY THE PROPERTY OWNERS PRIOR TO REQUESTING ACCESSION OF THE ROAD INTO THE STATE SECONDARY ROAD SYSTEM OF ISLE OF WIGHT COUNTY, VIRGINIA.

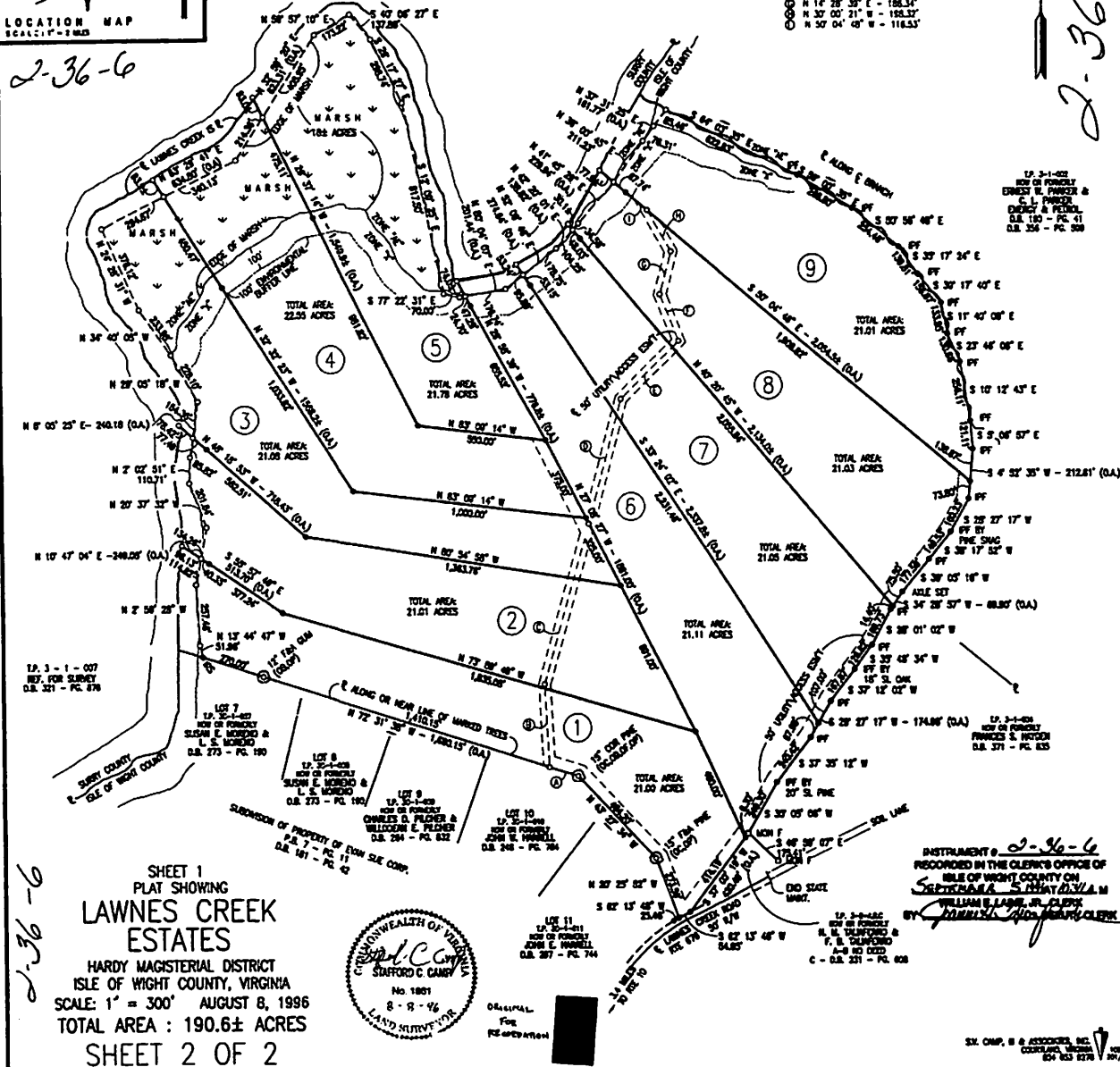
ALL VALUES SHALL BE INSTALLED UNDERGROUND AS SPECIFIED IN SECTIONS 6-7 OF THE CODE OF WIGHT COUNTY SUBORDINATE ORDINANCE. AN EASEMENT WILL BE PROVIDED ALONG ANY LOT LINE OR ALONG ANY ROAD OF WAY BY THE CLERK/RECORDER WHERE NECESSARY FOR THE INSTALLATION AND ON THE MAINTENANCE OF THE UTILITIES.

E 50' EASEMENT

⊙	N 72° 31' 35" W - 129.61'
⊙	N 3° 02' 48" E - 348.66'
⊙	N 15° 56' 11" E - 703.77'
⊙	N 14° 42' 00" E - 550.55'
⊙	N 45° 04' 08" E - 348.56'
⊙	N 21° 45' 01" W - 211.82'
⊙	N 14° 20' 30" E - 188.34'
⊙	N 30° 03' 21" W - 188.32'
⊙	N 50° 04' 40" W - 118.53'

2-36-6

2-36-6



2-36-6

SHEET 1
PLAT SHOWING
LAWNES CREEK ESTATES
HARDY MAGISTERIAL DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA
SCALE: 1" = 300' AUGUST 8, 1996
TOTAL AREA: 190.6± ACRES
SHEET 2 OF 2



INSTRUMENT 2-36-6
RECORDED IN THE CLERK'S OFFICE OF
ISLE OF WIGHT COUNTY ON
SEPTEMBER 5, 1996 AT 11:11 A.M.
BY WILLIAM B. LARUE, JR., CLERK
MINISTERIAL RECORDS

ST. CAMP, B. & ASSOCIATES, INC.
CLERK/RECORDER
854 E. 22ND ST. # 207



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

23116 Meherin Rd.
COURTLAND, VIRGINIA 23837

July 15, 2022

Sandra Robinson
Planning and Zoning
Isle of Wight County
P. O. Box 80
Isle of Wight, VA 23397

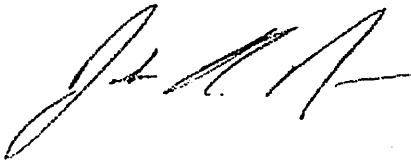
**RE: Sheila Auvil – Subdivision Ordinance Waiver
3240 Kingbrook Lane
Smithfield, VA 23430
Isle of Wight County**

The Residency has completed its review of the submitted waiver application report and plat dated May 10, 2022 and received by the VDOT Land Development Office on July 14, 2022. We offer the following comments and recommendations:

- 1) The current private entrance, known as Kingbrook Lane, serves approximately 7 residences, with the potential for several more, including the proposed subdivided lot. Appendix F of the VDOT road design manual classifies any entrances serving more than 5 homes as moderate volume commercial entrances. Commercial entrances must meet intersection sight distance spacing, and are not maintained by the Department. We recommend that the entrance onto Rt. 676, (Fort Huger Dr.), be improved in accordance with the moderate volume commercial entrance detail in Appendix F. We further recommend that the entrance be shown to meet the required intersection sight distance for the posted speed limit in accordance with Appendix F.
- 2) The proposed plat incorrectly references Rt. 676, Fort Huger Dr., as Lawnes Creek Rd.

If you have any questions, please contact me at (757) 346-3068 or Joshua.Norris@vdot.virginia.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Norris', with a stylized, cursive script.

Joshua R. Norris
Land Use Engineer
Virginia Department of Transportation
Franklin Residency