

A G E N D A
ISLE OF WIGHT COUNTY PLANNING COMMISSION
April 22, 2025

1. CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

2. ROLL CALL/DETERMINATION OF A QUORUM

BOBBY BOWSER, CHAIRMAN

THOMAS J. DISTEFANO, VICE-CHAIRMAN

BRIAN CARROLL

JAMES FORD

JENNIFER S. BOYKIN

GEORGE RAWLS

RAYNARD GIBBS

MATTHEW SMITH

KEITH JOHNSON

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

4. APPROVAL OF AGENDA

5. CONSENT AGENDA

6. CITIZENS' COMMENTS

7. PUBLIC HEARINGS

- A.** CSUP-25-1 Riverside Elevated Water Storage Tank Conditional Use Permit Request
Height Exception Request

Application CSUP-25-1 of Isle of Wight County Public Utilities, applicant, and Benns Church Properties, property owner, for a conditional use permit to construct a major utility consisting of a water tower thirty feet above the prescribed height limit on approximately 1.3 acres located at 19488 Casper Circle on tax map number 32-01-068A in the Rural Agricultural Conservation zoning district

- B.** REZN-24-11 Bridge Point Commons Conditional PD-MX Zoning Request

Application REZN-24-11 of Charles S. Brown, Jr. Properties, LLC, and Main Development, LLC, property owners, and Allied Properties, LLC, applicant, to change the zoning district from Conditional Urban Residential and Conditional General Commercial to Conditional Planned Development-Mixed Use of approximately 43 acres with tax map numbers 34-01-050 and 50D located at 15020 Carrollton Blvd. for 147 attached single family homes and 1.5 acres of commercial development

8. OLD BUSINESS

9. NEW BUSINESS

A. EXC-25-1 GO Car Wash Sign Exception Request

Sign Exception Request for signs installed at GO Car Wash as shown on the Sign Design Schematic dated July 11, 2023, located at 14237 Lori Ann Way, Carrollton, on property with tax map number 34-01-070F in the Conditional-General Commercial Zoning District

B. COUNTY ATTORNEY'S REPORT

C. PLANNING DIRECTOR'S REPORT

10. CLOSED MEETING

11. ADJOURNMENT

PLANNING REPORT

APPLICATION:

Application CSUP-25-1 of Isle of Wight County Public Utilities, applicant, and Bennis Church Properties, property owner, for a conditional use permit to construct a major utility consisting of a water tower thirty feet above the prescribed height limit on approximately 1.3 acres located at 19488 Casper Circle on tax map number 32-01-068A in the Rural Agricultural Conservation zoning district

ELECTION DISTRICT:

D3

LOCATION:

The proposed location for the water tower is to the north of Riverside Smithfield Hospital along a private lane at 19488 Casper Circle. Bennis Grant subdivision is located to the south of the property, reclaimed borrow pits are located to the west, residential uses including Red Oaks Mobile Home Park is located to the north, Historic St. Luke's Church and Cemetery are located to the northeast across Route 10, and Bennis's United Methodist Church is located to the east across Route 10.

BACKGROUND:

This parcel has historically been used for access to resource extraction and borrow pit activity to the west. A portion of this parcel was included in the 2008 rezoning for medical offices known today as Riverside Smithfield Hospital and the associated medical office building. The rezoned portion was removed through a boundary line adjustment and the parcel in its current form is zoned Rural Agricultural Conservation (RAC).

The proposed water tower has been previously identified by the County for several years as a needed capacity improvement in the Bennis Church area. In 2024, Isle of Wight County Public Utilities received a federal USEPA grant for construction of a \$1.2 million elevated water tower serving the Riverside Smithfield Hospital Complex and adjacent Bennis Grant subdivision.

DESCRIPTION:

The proposed elevated water tower is placed on a 1.3 acre parcel to be created through subdivision of the existing parcel 32-01-068A. The subdivision application is currently in review with Community Development and will be recorded prior to site plan review.

The tower height will be 165 feet and is designed to be consistent with Isle of Wight County Public Utilities accepted standards for design and construction to meet customer needs, regulatory standards for utilities, and construction limitations.

A portion of the parcel is identified in the *More than Meets the Eye: An Archeological Assessment of Isle of Wight County and the Towns of Smithfield and Windsor, Virginia*, submitted by the College of William and Mary Center for Archeological Research to the Virginia Department of Historic Resources in 2005. Site #44IW0113 is an archeological site noted as containing points and pottery fragments from the Woodland Period. Its eligibility for inclusion in the National Register of Historic Places (NRHP) was undetermined.

COMPREHENSIVE LAND USE PLAN:

The future land use designation for this parcel is Mixed Use (MU). The MU land use is best located on major transportation routes and at major intersections and should consist of large tracts of land capable of being master planned for a diversity and integration of multiple uses. MU should also have access to public water and sewer infrastructure with capacity for more intense development.

Appropriate uses for the MU land use designation include detached and attached single family residences, multiplexes, townhomes, and apartment style residences, community amenities, and preserved natural features. Non-residential uses may include parks and trails, existing community facilities such as schools, churches, and libraries, and existing or planned office and commercial uses.

ORDINANCE REVIEW:

The zoning district classification for the subject project is Rural Agricultural Conservation (RAC). The RAC zoning district is intended to preserve and protect areas of the County that are predominantly in agricultural and forestall use and to maintain the existing land base to support those activities.

The applicant is proposing construction of a 165-foot tall, elevated water tower to

serve the Riverside Smithfield Hospital Complex and neighboring Bennis Grant subdivision.

Section 4-2006.A of the Zoning Ordinance states that the maximum height of all structures in the RAC zoning district is 35 feet. Section 5-2000.D.1 provides for exceptions to the height limits prescribed in the respective zoning district under certain circumstances, to include construction of water towers. This section allows for exceeding the height limit of the underlying district by no more than 100 feet if it is a freestanding structure. If an increase above a total of 100 feet is desired, a conditional use permit must be obtained. The proposed water tower height is 165 feet, therefore 30 feet above what is allowed by-right under the ordinance.

Section 1-1017 of the Zoning Ordinance provides standards for review of a conditional use application that the Planning Commission and Board of Supervisors shall consider before granting a conditional use permit. They are as follows:

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 of saturation of similar uses in the same general neighborhood of the proposed use.

In addition to the standards and other guidelines described in the Zoning Ordinance, the Board may impose 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 be applicable;

2. Traffic conditions, including facilities for pedestrians, such as sidewalks and parking facilities; the access of vehicles to roads, peak period 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 or 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.

Should the CUP be approved, the applicant will be required to submit the aforementioned subdivision plat and subsequent site plan for review and approval in accordance with Zoning Ordinance requirements and conditions of approval.

AGENCY REVIEW:

The application was forwarded to the following departments for review:

- Fire Rescue: No Concerns
- County Museum: Tower location is sited near DHR resource #44IW0113, an archeological site largely affected by the nearby sandpit operations but noted as containing points and pottery fragments from the Woodland Period.
- Environmental Planner: Most of the soil is udorthants, loamy sand, where the original soil has been removed, buried, or replaced. Recommend soil report to be submitted.

STAFF CONCLUSIONS:

Strengths:

1. The application is generally consistent with the Comprehensive Plan and can meet all ordinance requirements.
2. The proposed use will serve a critical public service need with construction of the Riverside Smithfield Hospital.

Weaknesses:

1. The proposed height of the water tower may have negative visual impacts to the adjacent St. Lukes Historic Overlay District and the historic resources identified within.

STAFF RECOMMENDATION:

Based on the identified strengths and weaknesses, staff recommends approval of the Conditional Use Permit with the following conditions: 1) County Museum Staff conduct a preliminary shovel testing of the site to determine if there a potential need for any further archeological studies. 2) Submission of a soil report determining the suitability of the soils for this specific land use.

ATTACHMENTS:

Description	Type	Upload Date
Application and Concept Plan	Backup Material	4/10/2025
Site Images	Backup Material	4/10/2025
Location Map	Backup Material	4/10/2025
Zoning Map	Backup Material	4/10/2025
Land Use Map	Backup Material	4/10/2025
County Museum Comments	Backup Material	4/10/2025
Environmental Planner Comments	Backup Material	4/10/2025

CSUP-25-1 Conditional/Special Use Permit Application Status: Active Submitted On: 2/7/2025	Primary Location 0 NO STREET SMITHFIELD, VA Owner Isle of Wight County Acquiring/Procuring	Applicant  David Forsythe  757-365-1655  dforsythe@isleofwightus.net  17090 Monument Drive P.O. Box 80 Isle of Wight, VA 23397
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Application Information

Applicant* Authorized Agent	Application Type* Conditional Use Permit
Are you proposing conditions?* No	Proposed Use or Activity* Water Utility Storage Tank

For more information on what is permissible in each zone, please see the Table of Permissible Uses

Is this use listed as a conditional use for this zoning district?* Yes	Section/Article reference of the Isle of Wight County Zoning Ordinance * Exception through Section 5-2000.D.1 (Sec 4-1005) Civic use Category - Utility Service/Major
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Isle of Wight County Zoning Ordinance

Project Description

Project Name* Riverside Elevated Water Storage Tank	Comprehensive Plan Designation* Mixed-Use
Water Type* Public Water	Sewer Type* Public Sewer

Detailed Description of use or activity*

This tank will provide the necessary volume of water required to ensure a stabile supply for the Riverside Hospital and nearby residences. The tank design is consistent with Isle of Wight Standard Water Tanks. The tank is partially funded via a USEPA Grant. The justification and design has been vetted through that agency as well as the Isle of Wight Public Utilities Department for conformance with accepted standards for design and construction and is sited at the optimum location to meet customer needs, regulatory standards for utilities, construction limitations.

Tax Parcel Information

Are there additional tax parcels associated with this application?

*

No

Acres of Project

Total Number of Acres to be Effected

0.77

Total Acres of Property(s)*

0.77

Disclosure and Signature

Please note that additional information on the site layout may be requested by the Zoning Administrator during the review process in order to more effectively review the application and prepare the staff reports for the appropriate reviewing body.

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 the processing of this application.

No application for a Conditional/Special Use Permit shall be certified as complete unless the following information is provided. Ten (10) full size copies of all application documents must be provided in addition to a digital upload on the next screen and one (1) reduced 11" x 17" copy of concept plan. **The required number of copies may be increased or reduced with permission of the Zoning Administrator, depending on the review needs.** Applicant(s) must have their signature(s) notarized on the disclosure of real estate holdings.

All plans over 11"x17" in size are required to be folded to be processed for review.

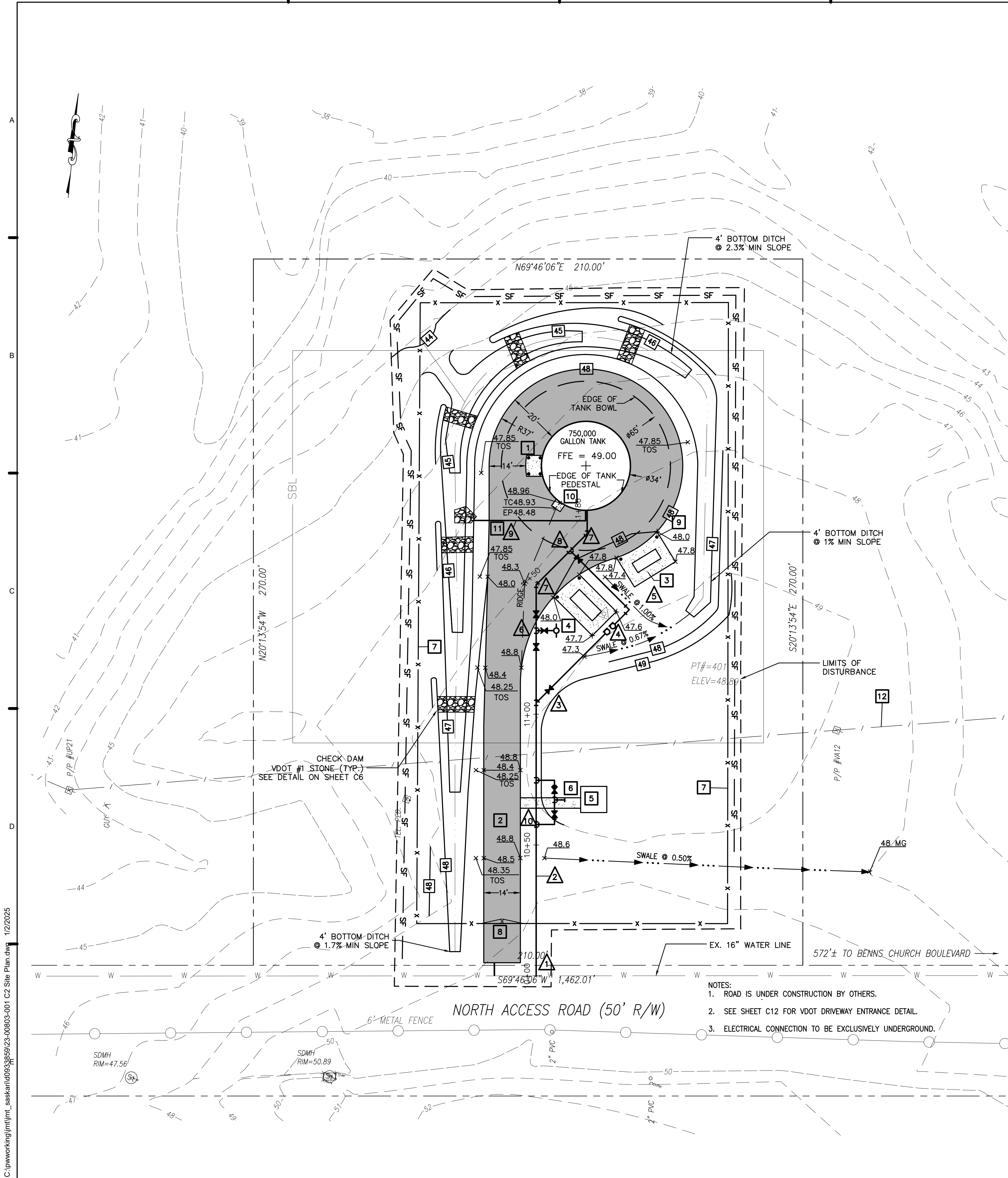
I understand my application will not be processed until I deliver paper copies to Central Permitting at 17140 Monument Circle Building B Isle of Wight, VA 23397.*



Signature*

✓ David Michael Forsythe
Feb 5, 2025

C:\pwworking\jmt\jmt_saskan\003859\23-00803-001_C2_Site Plan.dwg 1/2/2025



WATER SCHEDULE

- 1 16" x 12" TAPPING SLEEVE AND VALVE, APPROX. LOCATION OF 16" WATER MAIN, CONTRACTOR TO VERIFY.
- 2 12" DUCTILE IRON WATER MAIN
- 3 12" x 6" WYE
6" G.V. WITH BOX AND COVER.
- 4 1 - 6" SUCTION PUMP CONNECTION
1 - 6" DISCHARGE PUMP CONNECTION
- 5 90° HORIZONTAL BEND, D.I.
- 6 1 - 12" x 6" D.I. TEE
2 - 12" G.V. WITH BOX AND COVER
1 - 6" G.V. WITH BOX AND COVER
1 - F.H. BY KENNEDY
- 7 45° HORIZONTAL BEND, D.I.
- 8 1 - 12" x 6" D.I. TEE
1 - 6" G.V. WITH BOX AND COVER
- 9 1" DIA. PVC SUMP OUTFALL PIPE
- 10 6" BYPASS WITH:
2 - 12" x 6" TEE
2 - 6" 90° BEND
2 - 6" GATE VALVE
1 - 1" TAP CONNECTION
1" PLUG FOR FUTURE CHLORINATION CONNECTION

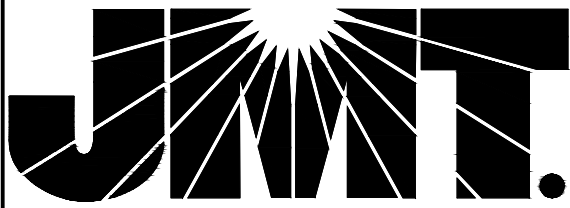
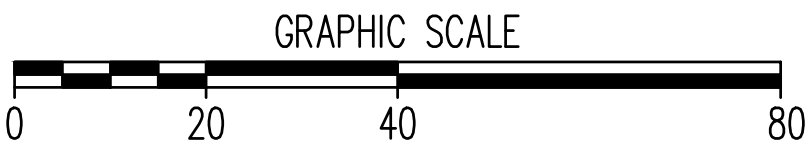
PERMANENT STANDBY BYPASS PUMP SPECIFICATIONS

PUMP SHALL BE A DIESEL FUELED ALL 316 STAINLESS STEEL WETTED MATERIAL CONSTRUCTION GODWIN CD150S DRI-PRIME PUMP WITHIN A CRITICALLY SILENCED ENCLOSURE TO INCLUDE:

- SKID BASED WITH UL DOUBLE WALL TANK
- 6" x 6" 150# FLANGE SUCTION & DISCHARGE
- BATTERY CHARGER - 12 VOLT TRICKLE
- BLOCK HEATER - 110 VOLT
- SINGLE GANG (1) GFCI DUPLEX RECEPTACLE
- (2) 12/24 V LED WORK LIGHTS WITH SWITCH
 - (1) TOP RIGHT & (1) LEFT CORNERS OF THE CS ENCLOSURE
- (1) 12/24 V LIGHT MOUNTED OVER PG/FST SWITCH
 - (1) MOUNTED IN THE CENTER OF C.S. ENCLOSURE
- PRIMEGAURD PRESSURE TRANSDUCER 0-100 PSI
 - STAINLESS STEEL, 1/4" MALE NPT THREAD
 - ACCURACY 1% FULL SCALE, 4-20 mA OUTPUT
 - 10-36 VDC
- (2) 6" x 10' STAINLESS STEEL BRAIDED HOSE WITH STAINLESS STEEL 150# FLANGES. CONTRACTOR SHALL VERIFY ACTUAL LENGTH PRIOR TO PURCHASING.

CONSTRUCTION SCHEDULE

- 1 6' x 8' x 6" THICK CONCRETE SPLASH PAD WITH 4-BOLLARDS. SEE DETAIL OF SHEET C9
- 2 PAVEMENT 2" SM-9.5 SURFACE
8" 21A AGGR. BASE
- 3 10'-5" x 4'-2' CONCRETE GENSET PAD, FFE = 48.60 WITH 4' WIDE CONCRETE WALK. PAD DIMENSIONS SHALL BE VERIFIED BY OWNER/ENGINEER OF RECORD PRIOR TO CONSTRUCTION. SEE DETAIL ON SHEET C9.
- 4 12'-0" x 5'-0" CONCRETE PUMP PAD, FFE = 48.60 WITH 4' WIDE CONCRETE WALK. PAD DIMENSIONS SHALL BE VERIFIED BY OWNER/ENGINEER OF RECORD PRIOR TO CONSTRUCTION. SEE DETAIL ON SHEET C9.
- 5 FUTURE PRECAST BUILDING SMITH MIDLAND OR APPROVED EQUAL.
- 6 FUTURE 4' WIDE 3A CONCRETE WALK WITH 4" OF CBR-20 MIN. COMPACTED BEDDING.
- 7 8' HIGH CHAINLINK FENCE. SEE SHEET C11 FOR DETAILS.
- 8 16' WIDE GATE
- 9 BOLLARD, TYP.
2 - FOR PUMP
2 - FOR GENSET
- 10 ACCESS DOOR WITH 4'W x 3'L x 10" THICK 4000 PSI CONCRETE STOOP WITH #4 BARS @ 10" OC EACH WAY 2 CURTAINS. FFE 48.96 SLOPE 1% AWAY FROM TANK.
- 11 2' MINIMUM COVER FM, PROVIDE BENDS AS NEEDED FOR SUMP OUTFALL. SEE SHEET C10 FOR DETAIL.
- 12 OVERHEAD WIRE



SEAL:

PREPARED FOR:
ISLE OF WIGHT
PUBLIC UTILITIES
P.O. BOX 80
ISLE OF WIGHT, VA 23397

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT:

RIVERSIDE ELEVATED
WATER STORAGE TANK

PROJECT LOCATION:

ISLE OF WIGHT, VA

PROJECT NUMBER:

23-00803-001

DATE:

JANUARY 2025

SCALE:

AS NOTED

PLAN SET:

CONSTRUCTION PLANS

DRAWING TITLE:

SITE PLAN

DRAWING NUMBER:

C2



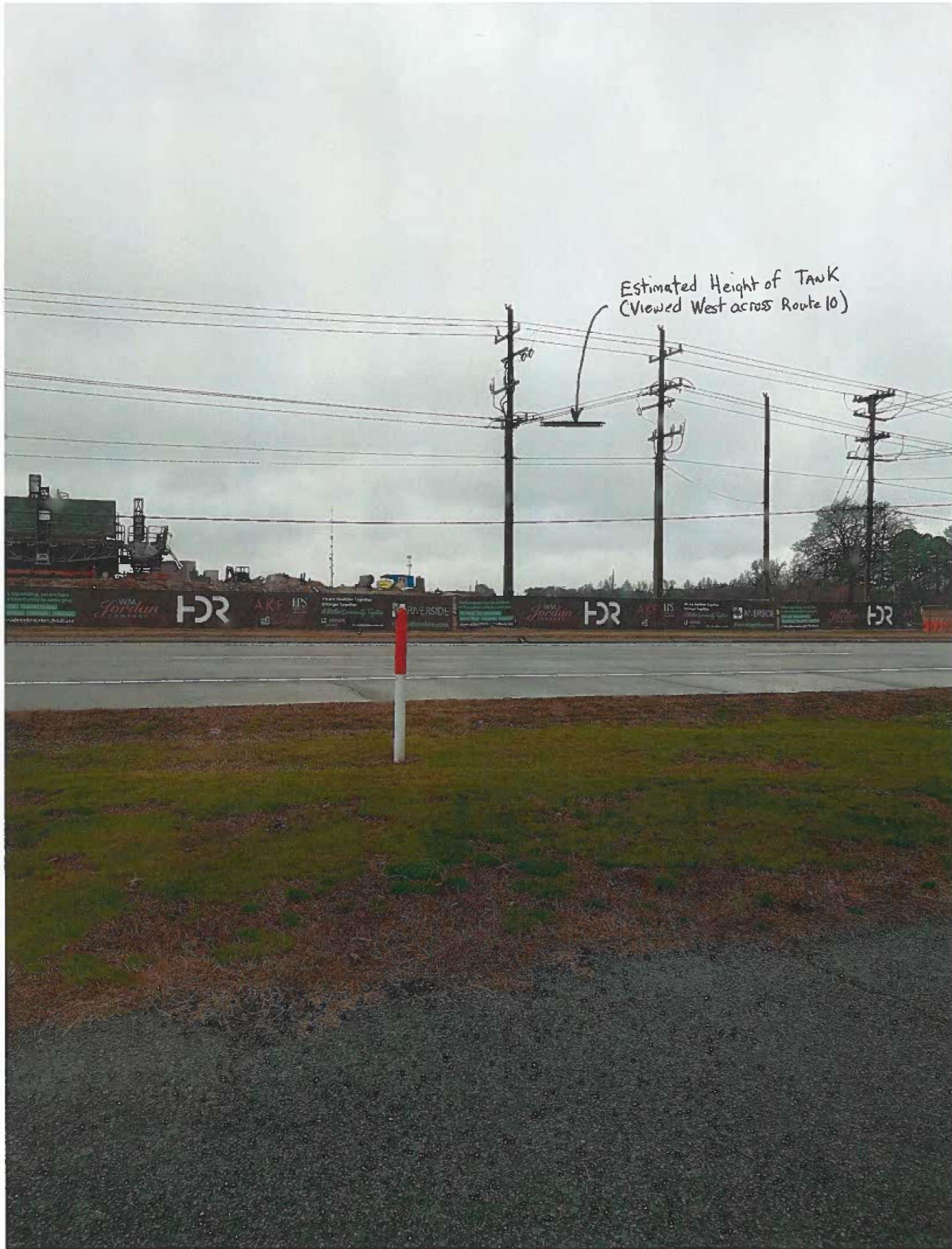
Facing East toward site off private road Casper Circle



Facing north toward site behind hospital



Facing west toward site from 250/10 intersection



Estimated height of tank, view from Benns Church Parking Lot

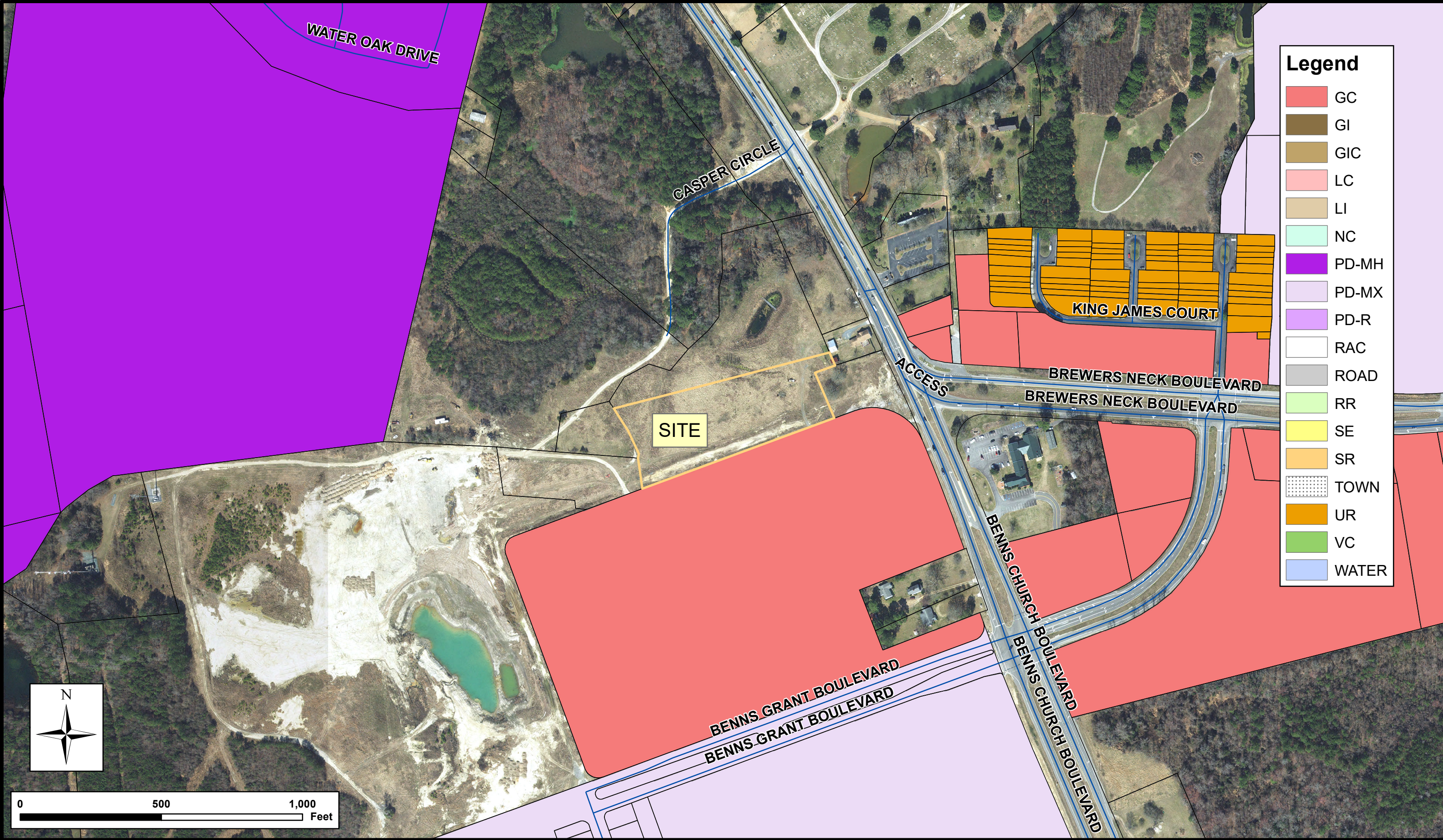


Elevations Example of water tank.

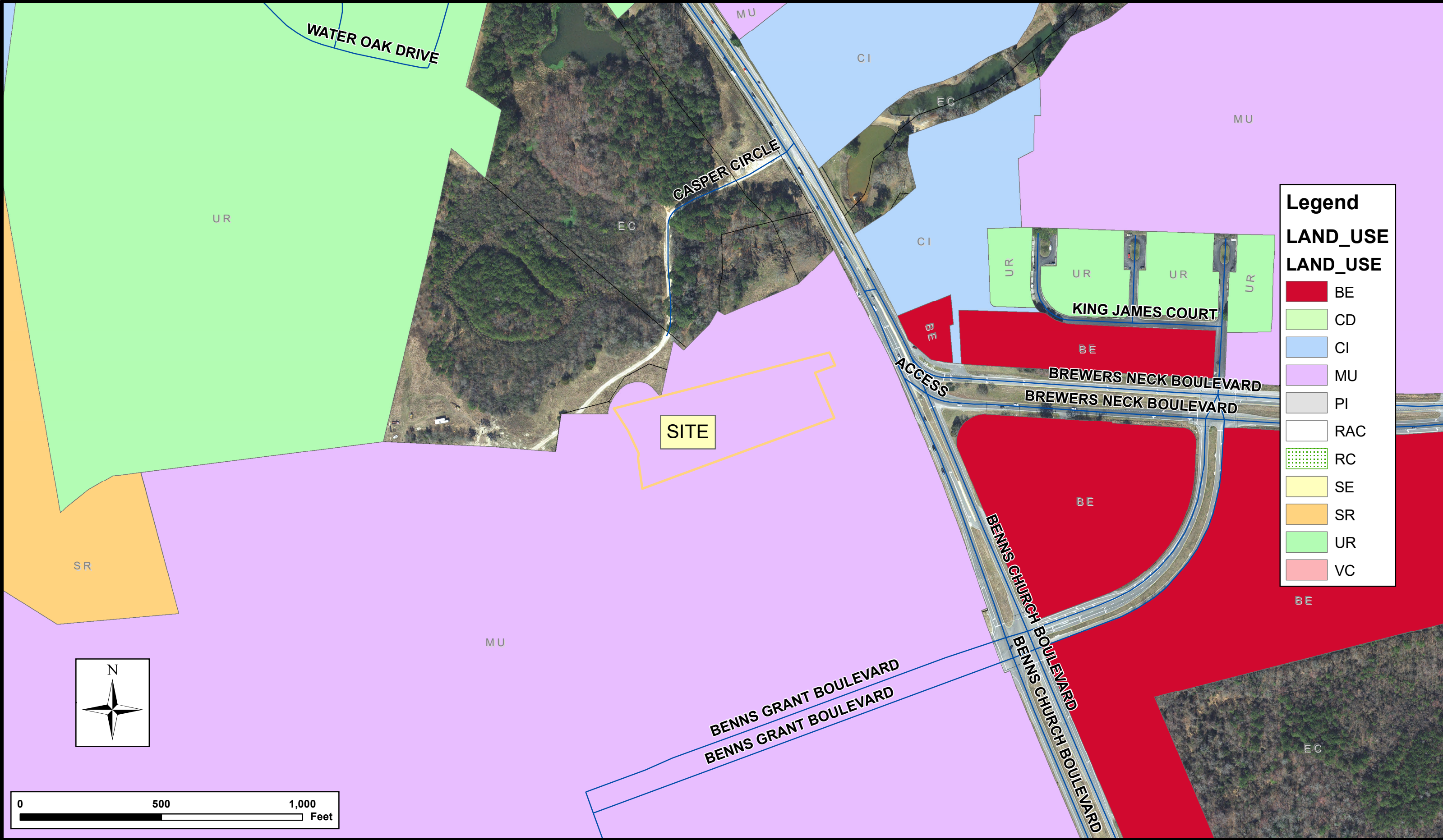
CSUP-25-1 Riverside Water Tank Height CUP Request - Location Map



CSUP-25-1 Riverside Water Tank Height CUP Request - Zoning Map



CSUP-25-1 Riverside Water Tank Height CUP Request - Land Use Map





MEMORANDUM

TO: Caleb J. Kitchen, Planner II

FROM: Jennifer England
Director, Isle of Wight County Museum
Historic Resources Manager, Isle of Wight County

RE: Riverside Elevated Water Storage Tank Height Exception
(CSUP-25-1) First Submittal
Tax Map #32-01-068A

DATE: February 19, 2025

After reviewing the Conditional Use Permit Application for the **Riverside Elevated Water Storage Tank Height Exception** to be located at the Riverside Smithfield Hospital Complex, the Isle of Wight County Museum/Isle of Wight County Department of Historic Resources has no issues with this concept plan to increase the height of the tower for the purposes of meeting industry standards, government regulations and functionality.

The tower's location is sited near 44IW0113, an archaeological site largely affected by the nearby sandpit but noted as containing points and pottery fragments from the Woodland Period.

As the project moves forward, the potential discovery of archaeological artifacts and resources at the site is probable. If the landowner is willing, the museum should be considered a repository for discovered artifacts and future finds on this site as they could further the interpretation or discovery of Isle of Wight County history.

Comments

- Need an archeological study to be conducted before site plan review.
- The good portion of the soil type at this location is udorthents, loamy sand. Udorthent soils are where the original soil has been removed or buried and replaced. This means that udorthent soils can differ greatly from place to place: therefore, an onsite investigation is typically completed to assess the suitability of the soils for specific land uses. Is the soil here suitable for this type of structure? Please submit a soil report that indicates such.

PLANNING REPORT

APPLICATION:

Application REZN-24-11 of Charles S. Brown, Jr. Properties, LLC, and Main Development, LLC, property owners, and Allied Properties, LLC, applicant, to change the zoning district from Conditional Urban Residential and Conditional General Commercial to Conditional Planned Development-Mixed Use of approximately 43 acres with tax map numbers 34-01-050 and 50D located at 15020 Carrollton Blvd. for 147 attached single family homes and 1.5 acres of commercial development

ELECTION DISTRICT:

District 4

LOCATION:

The project site is approximately 43 acres in size and consists of two properties with tax map numbers 34-01-050 and 50D with road frontage of Deep Bottom Drive (Rte. 662) along the northern boundary and Carrollton Boulevard (Rte. 17) along the eastern boundary. The properties are currently vacant and historically have been in agricultural use. The site is directly adjacent to residential uses to the north and south, agricultural use and Creek Creek to the west, and currently vacant property directly across Carrollton Boulevard which is the site of the future planned Archers Meade mixed use community. The site also shares a portion of its southern boundary with the Carrollton Volunteer Fire Rescue Squad.

BACKGROUND:

On October 2, 2008, the Board of Supervisors approved a change in zoning for the project site for approximately 9.2 acres from Rural Agricultural Conservation (RAC) to Conditional-General Commercial (C-GC) and approximately 33.3 acres from RAC to Conditional-Urban Residential (C-UR). The purpose of the application was to develop a mixed-use community with commercial parcels on the Route 17 frontage and up to 350 multi-family units in the rear of the property.

Until 2008, the property had historically been used for agriculture. Since the original 2008 rezoning, the property has remained vacant.

The 2008 proffered conditions would allow up to 350 residential units as well as up to 8.5 acres, or up to 75,000 square feet, of commercial space as shown on the

proffered conceptual plan date June 3, 2008. Out of the 350 residential units, 120 units would be designated as workforce rental apartments and 230 units would be owner-occupied condominium units. Out of the 230 condominiums, up to 17%, or 39 units, could also be workforce units. The proffered conditions also designate 116 of the 230 condominium units as age-restricted units. The proffered conditions define the workforce units as affordable households whose maximum income is 120% of the Area Median Income and not less than 80% of the Area Median Income. Area Median Income (AMI) is defined as the AMI for the Virginia Beach-Norfolk-Newport News, Virginia Metropolitan Statistical Area (MSA) as published by the U.S. Department of Housing and Urban Development (HUD).

Other conditions governing the residential uses on the property include a maximum number of adults and children in each rental unit bedroom as well as a prohibition against participation in the Housing Voucher program for forty years. The proffers also commit to a cash proffer to the County of \$13,611.00 for each owner-occupied market rate condominium unit, a \$1,470.00 cash proffer for each age-restricted unit, and \$5,790.00 for each workforce unit.

In addition to proffers governing the type and number of residential uses, the conditions also stipulate a certain number of prohibited commercial uses to include the following:

1. Agricultural Assembly or Repair of Farm Equipment
2. Commercial Stables
3. Park and Ride Facility
4. Public Maintenance and Service Facility
5. Laboratory
6. Auction Establishment
7. Commercial Outdoor Entertainment/Sports Recreation
8. Crematorium
9. Construction Equipment Sales and Rental
10. Flea Market
11. Commercial Kennel
12. Manufactured Home Sales
13. Mini Warehouse
14. Motor Vehicle Dealership, New or Used
15. Motor Vehicle Repair, Major or Minor
16. Truck Stop
17. Construction Yard
18. Landfill
19. Recycling Center

20. Communication Tower

Although there is no maximum amount of commercial space specifically listed in the proffer statement, the master conceptual plan shows between 60,000 to 75,000 square feet of retail and office space in an 8.5 acre space along Route 17. In addition, the proffered conditions include a cash proffer of \$632.00 per 1000 square feet of gross floor area of each commercial building.

The proffered conditions also include open space areas, architectural criteria, recreational amenities, and transportation improvements to accommodate the new development. Road improvements include:

1. Northbound left turn lane extension on Route 17,
2. A median break to be shared with the Archer's Meade project,
3. An entrance on Deep Bottom Drive,
4. Right-of-way dedication for a future connection to Britt Way, and
5. If VDOT finds that a traffic light is needed within 20 years of the date of approval of the application or within five years of the completion of the Project, whichever comes first, the applicant shall provide, at applicant's cost and at the option and request of Isle of Wight County, a traffic light either at the intersection of Route 17 and Deep Bottom Drive or at the intersection of Route 17 and Bridge Point Commons' main entrance.

A copy of the original proffered conditions and master plan are attached to this staff report for your review.

DESCRIPTION:

The proposed new project requests a change in zoning to Conditional Planned Development - Mixed Use (C-PD-MX) in order to allow the applicant to customize the residential lot size and setbacks with a custom neighborhood plan for the community. The following is a summary of the changes between the existing approved project and the new proposed project:

1. The new project proposes to reduce the total number of residential units from 350 rental apartments and condominium units to 147 townhome units.
2. The proffered conditions remove the age-restriction and workforce housing unit criteria.
3. The project removes the entrance from Deep Bottom Drive and changes the main entrance on Carrollton Boulevard from a full access entrance with a traffic light to a right-in/right-out entrance only and an access to Britt Way to allow access to the traffic light at Ashby Way and Route 17.

4. The proffered conditions include a southbound right hand turn lane on Route 17, closure of the existing median break on Route 17 (if development occurs prior to Archers Meade), and an extend northbound left hand turn lane at the Ashby Way and Route 17 intersection.
5. The proffered conceptual plan reduces the total square feet of proposed commercial space from 75,000 square feet to 1.5 acres, or 26,136 square feet, of commercial space.
6. The proffer statement removes the cash proffer for both the residential and commercial uses based on existing school capacity to accommodate the projected number of students.
7. The proffers retain the architectural criteria and a mandatory property owners association with maintenance responsibilities for all common and open space areas.
8. The new proffers include all Resource Protection Area buffers, wetlands, and streams in common open space to be maintained by the property owners' association;
9. The new proffers remove the previous proffer to obtain a Phase I study and follow any recommendations for further study.
10. The new proffers retain the landscaping buffer adjacent to the existing residential properties in the Ashby subdivision; and
11. The new proffers retain the same list of prohibited uses with no proposed limit beyond the 0.4 floor area ratio, or 26,136 square feet, permitted by right in the PD-MX district as shown on the proffered conceptual plan.

Staff assessed the application for its consistency with the County's plans and ordinances as well as potential impacts to natural and cultural resources, public facilities and services. The following is a summary of the projected benefits, potential impacts and any mitigation measures proposed by the applicant.

Public Facility Impacts:

Primary impacts of the new development will effect the transportation network, schools, water and sewer, public safety, and emergency services. The applicant submitted both a Transportation Impact Analysis (TIA) and a Community Impact Statement to assess these impacts. Both studies are attached to this staff report.

Transportation

The TIA shows that approximately additional 2,137 daily trips with 243 and 162 trips occurring in the morning and afternoon peak times will be added by this development. To project the traffic generated by the commercial use on the site,

the TIA utilizes traffic generated by a typical 2,000 square foot coffee and donut retail use with a drive-through. The new projected traffic represents a reduction of daily trips from the 4,801 daily trips with 314 during the morning peak hour and 510 during the evening peak hour anticipated from the original proposed development.

Traffic exiting the new project was assumed to be evenly split between northbound and southbound trips. Northbound trips exiting the site from the proposed right-in/right-out main entrance on Route 17 are assume to make a U-turn at the signalized intersection with Ashby Way and Carrollton Boulevard with a recommendation that U-turns be restricted at the median break at the Carrollton fire station.

The analysis also assumed 50% of all outbound trips and 25% of all inbound trips from the new development would use Britt Way and Ashby Way. According to the TIA, this would result in 402 additional daily trips to these existing streets. The existing streets have an average daily traffic of 200 trips per day along Britt Way and 682 along Ashby Way. This is change from the original project which proffered a right-of-way dedication and emergency access only at the Britt Way.

To mitigate the traffic impact from the proposed development, the TIA recommends the following road improvements:

1. At the Carrollton Boulevard / Deep Bottom Drive / Channell Way intersection, no improvements necessary and recommends retaining existing lanes;
2. Recommends optimizing the signal timing at the Carrollton Boulevard / Ashby Way / Omera Drive intersection and extending the southbound left-turn lane storage to provide another 200 feet of storage and adding 200 feet to the taper;
3. Recommends installing a “No U-Turn” sign to prohibit southbound U-turns at the median break in front of the Carrollton VFD;
4. Recommends a right-in/right-out access at the main entrance, closure of the existing median break should Bridgepoint Commons occur prior to the Archer’s Meade development, and construct an exclusive southbound right-turn lane with 200 feet of storage and 200 foot taper into the development; and
5. Development of the commercial property should include a westbound right-turn taper to access the commercial site along the main entrance road.

The proposed traffic improvements are aligned with the Virginia Department of Transportation's (VDOT) 2021 "Route 17 Arterial Preservation Plan"

recommendations.

Schools

Impacts to the County public school system also saw a reduction in potential impacts from the new project compared to the existing approved project. The schools within the County's northern end would serve this development, to include Carrollton Elementary, Westside Elementary, Smithfield Middle School and Smithfield High School.

Out of the 350 residential units currently permitted, a total of 116 units are proffered to be age-restricted, leaving 234 units unfettered. The County's capital impact model shows a total of about 59 students generated by the existing approved project. The model shows about 21 elementary school students, fourteen middle school students, and another 24 high school students. Even with the students generated by the higher number of units, the model shows existing capacity for the northern schools using the September 30, 2024 school enrollment and capacity report.

The County's capital impact model shows the new proposed project with 147 townhome units that are not age-restricted which would generate a total of 37 students. This includes thirteen elementary school students, nine middle school students, and fifteen high school students. Because there are fewer students, there is likewise sufficient capacity for the new project. County schools also reviewed the application and their Cooperative Strategies generation rates show the new development would generate a total of 43 students, with thirteen for Carrollton Elementary, eleven for Westside, six for Smithfield Middle, and thirteen for Smithfield High School. Based on current program capacity and enrollment from September 2024, schools confirmed there is enough space to accommodate the students currently.

Public Safety and Emergency Services

According to the Community Impact Statement revised March 2025, the site shall be served by the Isle of Wight County Sheriff's Office as well as the Carrollton Volunteer Fire Department which also houses emergency medical services. Both the County Sheriff's Office and Fire Rescue Department reviewed the application for potential impacts to services and facilities. The Sheriff's Office commented that the department had sufficient capacity to handle the increased service demand generated by the development, however, continued growth in the area would continue to exacerbate traffic issues along Route 17, and future service needs due

to growth should be further assessed. The Fire Rescue Department anticipates the development will generate 55 additional calls for service with 47 additional EMS calls and eight additional fire service calls. They also stated that current staffing levels were adequate to address the additional calls.

Parks and Recreation

The proposed 147 residential units in the project will generate an anticipated 337 new residents for the County. This number of new residents will continue to decrease the existing level of service for regional and district parks and community center services and facilities without the addition of new services. To help address this impact, the proposed development does propose to include five neighborhood pocket parks with amenities such as benches, gazebos, and playground equipment, a walking trail, permanently preserved common open space areas as well as an extension of the multipurpose trail along the Route 17.

Water and Sewer Utility Services

The site will be served by public water and sewer. Review of utility lines and necessary appurtenant structures will occur at site plan submittal, if the rezoning request is approved by the Board of Supervisors. More information on existing utilities can be found in the attached Community Impact Statement.

Environmental Resources

The site is primarily cleared vacant farmland with wooded tidal wetlands in a natural channel at the west side of the site. Runoff from the site drains to the wetlands at the bottom of the western channel and flows to the south to Creer Creek to a point just south of the Creer Creek reservoir dam. There is an existing swale that crosses the site and drains part of the site to the wetlands to the west. There is a small pocket of isolated freshwater wetlands located at the northeast side of the site near the east end of the existing swale. The site is located within the Chesapeake Bay Preservation Area and contains a 100-foot RPA buffer along the wetlands at the west side of the site. Drainage from the site reaches the Lower Chesapeake Bay via Creer Creek, Brewers Creek, Chuckatuck Creek, and the Lower James River. The site is located in Virginia Hydraulic Unit JL42 (Chuckatuck Creek).

The wetlands and RPA buffer at the west side of the site will remain undisturbed to the greatest extent possible and will be located in common open space areas. Impacts to the RPA buffer will be limited to the stormwater BMP outfall pipe.

The applicant anticipates impacts to the existing isolated wetlands at the north side of the site, but mitigation and permits for the wetland impacts will be required prior to construction plan approval. The Water Quality Impact Assessment is attached to this staff report.

Historical Resources

A previous Phase IA was submitted with the 2008 rezoning application identified 32 acres of the site as having a high probability of archeological resources and recommended a full Phase I study. For prehistoric periods of occupation, any sites present would likely be located in relatively close proximity to the tributary off of Creer Creek, and within the project area. The project area would have been suitable for Native American camps or early historic settlement. The presence of nineteenth- and twentieth-century resources as well as a Native American Woodland period shell midden within one mile radius of the project area indicates that there is potential of finding additional sites dating to this time period. The existing proffered condition include a full Phase I study with a commitment to follow any recommendations for further study. The new proffers omit this condition, however, based on the findings of the Phase 1A, the Zoning Administrator will require a full Phase I study be submitted prior to submission of the preliminary plat.

Fiscal Impacts

The fiscal impact analysis (FIA) submitted with the application estimates total tax revenues for the project over 20 years will result in the amount of \$11,955,710 whereas costs for new facilities are projected to be \$3,211,127 resulting in a factor of revenue versus cost of 3.7. The anticipated revenues is based on average price for the townhomes of \$369,000 and the value for the commercial property to be \$1,250,000. The Commissioner of the Revenue reviewed the latest FIA revisions and is satisfied with the conclusions.

-

COMPREHENSIVE LAND USE PLAN:

The properties are designated as Mixed Use (MU) and Environmental Conservation (EC) on the Future Recommended Land Use Map in the County's 2020 Comprehensive Plan. The MU designation integrates office, commercial, and other uses in one master planned area. The MU land use consists of one or multiple detached or attached single family homes, multi-plex and apartment style housing options, along with office or commercial uses. Preservation of

environmental features will still occur and community amenities are typically offered. MU land use is best located on major transportation routes and at major intersections. MU should consist of large tracts of land capable of being master planned for a diversity and integration of multiple uses. MU should also have access to public water and sewer infrastructure with capacity for more intense development.

The EC land use is identified for the protection of a variety of sensitive environmental features found in the County and serves to create natural connections for wildlife, protect commercial and recreational fisheries, and to provide breaks in and between developments. These areas should remain largely undeveloped and consist of wetlands, floodplains, forest and some areas of farmland. Within residential developments, they should be preserved as protected open spaces. Limited low impact recreational uses such as trails and water access are also appropriate if sited correctly. Specific locations of EC areas are determined with site specific delineations during the plan of development review process.

With its mix of residential units, commercial space, and environmental protection areas, the proposed project can be considered generally consistent with the future recommended land use designations. The proposed location is adjacent to major thoroughfares, offers new transportation connections to existing development, and is served by public water and sewer.

ORDINANCE REVIEW:

The applicants request to place the properties within the PD-MX zoning district with proffered conditions. According to the County's comprehensive plan, the intent of the PD-MX district is to accommodate a diversity of uses at existing or future major road intersections, where public sewer and water are proposed with a capacity for more intensive development. The PD-MX districts within the County's Development Service District also serve as the County's Urban Development Areas (UDAs). According to the Code of Virginia, development within designated UDAs should be based on the principles and features of traditional neighborhood design (TND). These features may include, but are not limited to: (i) pedestrian-friendly road design, (ii) interconnection of new local streets with existing local streets and roads, (iii) connectivity of road and pedestrian networks, (iv) preservation of natural areas, (v) mixed use neighborhoods, including mixed housing types, with affordable housing to meet the projected family income distributions of future residential growth, (vi) reduction of front and side yard setbacks, and (vii) reduction of street widths and turning radii

at subdivision intersections.

While the PD-MX zoning district does not include minimum bulk regulations, it does specify density minimums for both residential and commercial use. It specifies that the minimum density for townhome development is at least six units per acre and a minimum 0.4 Floor Area Ratio for commercial development. This would mean a minimum of 128 townhome units and 21,136 square feet of commercial space. The project proposes 147 townhomes and 26,136 square feet of commercial, thus meeting the minimum requirements. Projects within this district may establish their own setbacks, minimum lot sizes, and lot widths by creating a Neighborhood Plan. The proposed amount of open space at 21 acres exceeds that what is normally required at 750 square feet per unit, or approximately 2.5 acres.

The project's Neighborhood Plan shows a minimum interior lot size of 2,400 square feet and an exterior lot size of 3,200 square feet. Buildings shall be no more than two stories tall, and separation between each unattached set of townhome buildings shall be sixteen feet. Normally, the minimum lot size for a townhome is 1,500 square feet, and the minimum separation between sets of unattached townhomes is thirty feet. Therefore, the proposed minimum lot size is larger, however, the setbacks between unattached townhomes is half what is normally required. The proposed front yard setback is 18.5 feet which is slightly smaller than the typical minimum twenty feet. The proposed setback is consistent with those seen in Traditional Neighborhood Design recommended for UDAs and Mixed Use Areas.

Although a sign is not permitted within the required seventy foot buffer adjacent to Route 17 per Section 4-18005 of the PD-MX regulations, an entrance sign is shown in the Neighborhood Plan book and Master Signage Plan despite staff comments that this is not the appropriate process for this variance request. Staff requested that the sign be removed from the plans until site plan review or a variance application for the sign location is submitted.

The property also lies within the Chesapeake Bay Preservation Area (CBPA) Overlay and Newport Development Service Overlay (NDSO) Districts which require enhanced design criteria for new development in these areas. As proposed, the new project would be consistent with these requirements with the preservation of resource protection areas in common open space areas and all new commercial development meeting NDSO requirements.

AGENCY REVIEW:

Staff distributed the application documents to the following departments and agencies for review and comment. Unless otherwise noted in the above description section, all concerns have been addressed with the current application:

- County Attorney
- Commissioner of the Revenue
- VDOT
- Utility Services
- County Transportation Department
- Isle of Wight County Schools
- Environmental Planner
- Isle of Wight County Museum (Historic Resources)

Please note that should the application be approved, the next step in the applicant's development process is the preparation and submission of a Phase I architectural and archeological study prior to the submission of a preliminary plat. A lot line vacation between the two properties would also be required.

STAFF CONCLUSIONS:

Based an analysis of the application documents, staff identifies the following strengths and weaknesses of the application:

Strengths:

1. The proposed project is generally consistent with the future recommended land use designation of Mixed Use and Environmental Conservation.
2. There is sufficient school, utility, public safety and emergency medical service capacity to serve the additional service demands generated by the project.
3. The proffered conditions include road improvements to address traffic impacts generated by the development.
4. The conceptual plan is generally consistent with the requirements of the PD-MX, NDSO, and CBPA zoning ordinance requirements.
5. The project will include the environmentally sensitive areas in permanently protected common open space areas maintained by the property owner's association.
6. The project retains a small portion of nonresidential commercial development which will generate employment opportunities and additional tax revenues.

Weaknesses:

1. Britt Way and Ashby Way will see an increase in traffic along both roads.

2. The new proffers remove the previous proffer to obtain a Phase I study and follow any recommendations for further study.
3. There is a proposed reduction in commercial space which reduces nonresidential revenues, however, there are less traffic impacts as result.
4. Although a sign is not permitted within the required seventy foot buffer adjacent to Route 17, one is shown in the Neighborhood Plan book and Master Signage Plan despite staff comments that this is not the appropriate process for this variance request.

STAFF RECOMMENDATION:

Based on the strengths listed above, staff recommends approval of the project with the proffered conditions except for the entrance sign location.

ATTACHMENTS:

Description	Type	Upload Date
2008 Bridgepoint Commons Proffer Statement	Backup Material	4/14/2025
2008 Bridge Point Conceptual Plan	Backup Material	4/14/2025
REZN-24-11 Bridge Point Rezoning Statement of Reason	Backup Material	4/14/2025
REZN-24-11 Bridge Point Ownership Affidavit	Backup Material	4/14/2025
March 2025 Proffer Statement	Backup Material	4/14/2025
Concept Plan Rev February 2025	Backup Material	4/14/2025
Open Space Plan Rev February 2025	Backup Material	4/14/2025
Community Impact Statement	Backup Material	4/14/2025
Fiscal Impact Analysis	Backup Material	4/14/2025
Traffic Impact Analysis	Backup Material	4/14/2025
Water Quality Impact Assessment	Backup Material	4/15/2025
Neighborhood Plan March 24, 2025	Backup Material	4/16/2025
2008 Phase IA Cultural Resources Study	Backup Material	4/16/2025
School comments	Backup Material	4/16/2025
Sample Townhome Model Elevations	Backup Material	4/16/2025

**Revised Proffer Statement for Rezoning of
Tax Parcel Identification Numbers 34-01-050 and 34-01-050D**

TO: The Honorable Board of Supervisors and Planning Commission for the County of
Isle of Wight, Virginia

DATE: October 2, 2008

APPLICATION NUMBER: ZA-09-07

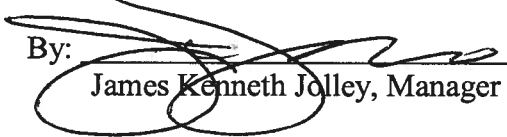
In reference to the above request for rezoning:

Conditions: The undersigned hereby proffer that the development of the above-referenced properties (individually and collectively, the "Property") shall be in accordance with the conditions in this submission.

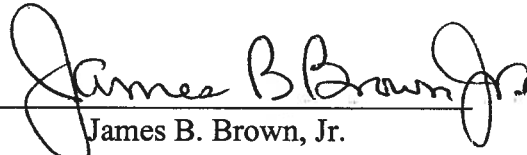
Contract Owner:

Brown, Jolley & Brown, LLC

By:

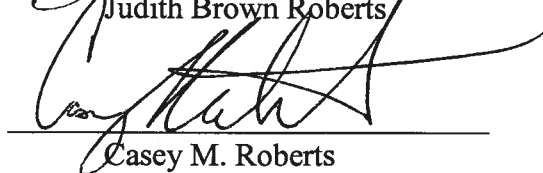

James Kenneth Jolley, Manager

Legal Owners:


James B. Brown, Jr.


Gladys B. Brown


Judith Brown Roberts


Casey M. Roberts


Jayson M. Roberts

Introduction

There is incorporated by reference that certain document entitled, "Concept Plan for Bridge Point Commons," dated June 3, 2008, and revised July 30, 2008, and submitted to the Department of Planning and Zoning in connection with this rezoning application (the "Plan"). The Property shall be developed in general conformance with the Plan.

Brown, Jolley & Brown, LLC proposes to develop a mixed-use development known as Bridge Point Commons on the Property for the purpose of providing housing opportunities and neighborhood services for the residents of Isle of Wight County (the "Project"). The residential portion of the Project will consist of a maximum of 120 multifamily "workforce" rental units and a maximum of 230 owner-occupied multifamily condominium units. A maximum of 116 of the owner-occupied condominium units will consist of "Age-restricted" units. The Project will also contain certain commercial and retail uses on that portion of the Property fronting on Route 17.

These revised Proffers shall be applicable to, and binding upon, the Property and upon approval of these Proffers by the Board of Supervisors and subsequent actions required by the County to officially effectuate this rezoning, then these revised Proffers supersede and replace all prior Proffers heretofore submitted with the rezoning application for the Property.

PROFFERS

The Contract Owner and the Legal Owners (the "Applicant") for rezoning does hereby voluntarily proffer the following conditions with respect to the Property subject to the rezoning as follows:

I. Design and Unit Count

A. The Property shall be developed in accordance with the Plan, the County's Comprehensive Plan and the applicable provisions of the Isle of Wight County Zoning Ordinance.

B. The Applicant, shall, upon rezoning of the Property, develop the Property under the guidelines set forth in the Route 17 Corridor Master Plan adopted by the Board of Supervisors on November 15, 2007. Non-residential uses shall also comply with the Newport Development Service Overlay Architectural Guidelines.

C. The Applicant shall also develop architectural, design and construction standards and guidelines to insure that the building designs and signage within the Project are consistent and complementary. These standards and guidelines, together with building elevations and a signage plan, shall be submitted to the Planning Commission and Board of Supervisors for their approval prior to or concurrent with the submission of the site plan.

D. The maximum amount of vinyl siding used on residential buildings shall not exceed 80% of the buildings exterior vertical area. The minimum amount of brick and/or stone used on residential buildings shall not be less than 20% of the building's exterior vertical area.

E. A minimum of 5% of the residential units in the Project shall be constructed to meet the ADA Accessibility Guidelines for Buildings and Facilities.

F. The number of residential units to be developed shall not exceed 350 units, including a maximum of 120 multifamily "Workforce Housing" rental units and a maximum of 230 owner-occupied multifamily condominium units. No more than 17% of the owner-occupied condominium units shall be sold at a "workforce price," with the remaining units to be sold at market price. In addition, a maximum of 116 of the owner-occupied condominium units shall consist of "Age-restricted" units.

G. Applicant shall cause to be constructed recreational areas and facilities for residents, to include at a minimum: management office space, community meeting room, outdoor pool, and exercise facilities. Open space shall be sufficient to meet the requirements of the County ordinance on a community-wide basis. Residential rental units shall be equipped with washer and dryer hookups.

II. Infrastructure

A. The Applicant shall improve the Property's frontage on Route 17 with the required median break and turn lane improvements and/or relocation at the central entrance to the Project in accordance with Virginia Department of Transportation standards. During the construction of the first phase of the Project, the Applicant shall install at each proposed entrance other improvements identified in the Traffic Impact Study for Bridge Point Commons, dated June 2007 and the Technical Memorandum, dated October 29, 2007, and submitted to the County, that are necessary and directly attributable to the impact on ingress and egress traffic patterns and volumes created by the Project.

B. The Applicant shall extend the existing north bound left turn lane on Carrollton Boulevard at the intersection of Brewer's Neck Boulevard by an additional 150 feet of storage lane plus associated taper. This extension shall be completed prior to the occupancy of the first building in the Project.

C. The Applicant shall utilize Low Impact Development principles as a part of the required Storm Water Management Plan, including the use of Bioretention Basins where feasible and appropriate. Should wet ponds be utilized, as part of the storm water management system or as an amenity, the wet ponds shall utilize mechanical aeration equipment. The Applicant shall maintain the storm water management system in good working order until such time as 80% of the units in the Project are no longer owned by Applicant, at which time the obligation shall be assigned to the property owners' association.

D. That portion of the main entrance roadway for the Project beginning at Route 17 and continuing to the intersection with the private internal roadway connecting to Deep Bottom Drive shall be constructed by the Applicant in accordance with Virginia Department of Transportation standards and offered for dedication to the Virginia Department Secondary System of Roads.

E. Applicant shall design and construct a network of sidewalks and pedestrian ways within the Project and the vegetated buffer area to be established along the frontage of Route 17. In addition, traffic calming measures shall be designed and implemented within the Project to insure a pedestrian friendly environment.

F. The Applicant shall provide a school bus shelter on site in a location reasonably acceptable to the School Board Director of Transportation.

G. The Applicant shall provide Virginia Department of Transportation with a signalization warrant analysis on an annual basis commencing with the first anniversary of approval of this application. If VDOT finds that a traffic light is needed within 20 years of the date of approval of this application or within 5 years of the completion of the Project, whichever comes first, the Applicant shall provide, at Applicant's cost and at the option and request of Isle of Wight County, a traffic light either at the intersection of

Route 17 and Deep Bottom Drive or at the intersection of Route 17 and Bridge Point Commons' main entrance. Notwithstanding the foregoing, the County shall require any adjacent property owners and/or developers that benefit from the installation of such traffic light, to share in the costs of providing such traffic light to the extent the County sees fit.

III. Easements, Right-of-Ways and Buffers

A. Applicant shall provide a ten foot easement to the County for the County's future construction of a pedestrian travel way within the Newport Development Service Overlay District 70 foot setback along Route 17.

B. The Applicant shall provide a right-of-way reservation sufficient for the County to construct a future connecting roadway from the private internal streets of the Project to Britt Way in the adjacent residential subdivision (Ashby) to the south. Upon the County's request, the Applicant shall deed the right-of-way for the connecting roadway to the County at no charge.

C. Should the County so request, the Applicant shall provide an easement to the County to construct an emergency vehicle access to the adjacent Carrollton Fire Station.

D. The Applicant shall provide a minimum 25 foot landscape buffer adjacent to the neighborhood of Ashby, extending from the Carrollton Fire Station property line west to the Britt Way cul-de-sac. At Britt Way, the landscape buffer shall increase to 40 feet and continue along the southern boundary to the western property line. The existing wooded slope within the 40 foot buffer area shall remain undisturbed. BMP's and landscaped berms shall be installed as buffers along the entire length of the southern boundary with the Ashby subdivisions, as shown on the Concept Plan for Bridge Point Commons, dated June 3, 2008, and revised July 30, 2008.

IV. Property Owners' Association and Restrictive Covenants

A. Applicant shall form a Property Owners' Association, which may also include sub-associations, in accordance with Virginia law. The Association shall be responsible for the maintenance of the following shared features and shall carry sufficient reserves and insurance to cover any damages thereto:

1. Storm water management areas (BMP's)
2. Resource Protection Areas (RPA's)
3. All shared private roadways
4. All common areas

5. All community amenities provided for the use of more than any single owner, including, but not limited to, management office space, community meeting room, outdoor pool, and exercise facilities.

B. The face or front of the commercial buildings and structures shall generally be located along the line of the Newport Development Service Overlay District 70 foot setback line off Route 17. This is not meant to preclude placement of buildings to allow for driveways, drive aisles, and fire lanes in the area between the structure and the corridor setback line. Parking for the commercial buildings shall be located behind the front line of these building and structures. Easements for the parking area shall be put in place to provide for the shared use of parking facilities by adjacent parcels and tenants.

C. All permanent outdoor site lighting fixtures installed to illuminate a premise or architectural or landscape feature on private property shall be directed, shielded or located in such a manner that the light source is not visible offsite and the light does not fall onto surrounding properties or create glare hazards within the public right-of-way.

D. The following commercial uses shall be prohibited within the Project:

1. Sale, Assembly or Repair of Farm Equipment
2. Commercial Stables
3. Park and Ride Facility
4. Public Maintenance and Service Facility
5. Laboratory
6. Auction Establishment
7. Commercial Outdoor Entertainment/Sports Recreation
8. Crematorium
9. Construction Equipment Sales and Rental
10. Flea Market
11. Commercial Kennel
12. Manufactured Home Sales
13. Mini Warehouse

14. Motor Vehicle Dealership, New or Used

15. Motor Vehicle Repair, Major or Minor

16. Truck Stop

17. Construction Yard

18. Landfill

19. Recycling Center

20. Communication Tower

E. All rental leases shall contain noise restrictions which meet or exceed Isle of Wight County noise ordinances currently in effect or hereafter adopted.

F. Rental leases shall contain restrictions on the number of individuals that occupy any one unit. Occupancy of the rental units shall not exceed 2 adults per bedroom and 4 children per bedroom and shall meet or exceed the bedroom space per child as determined by the Planning and Zoning Director, based on current State Guidelines for Foster Care.

G. The owners of the Workforce Housing rental units shall not participate in the Section 8 Housing Program for 40 years from the initial date of occupancy of the units.

H. Restrictive covenants and restrictions for the Property will be recorded prior to any outsales in the land records of Isle of Wight County and will contain all applicable items referred to in these proffers.

V. Cash Proffers

A. Residential Units

1. Applicant shall make cash proffers to the County for residential units as follows:

- (a) Owner-Occupied Condominium Units. Applicant shall make a cash proffer to the County of \$13,611.00 for each owner-occupied condominium unit built and offered for sale at market rates, except with respect to those owner-occupied condominium units designated as "Age-restricted" or "Workforce Housing". Payment of this proffer shall be made to the County at the time such Unit is sold. The Applicant shall pay the water and sewer

connection fee for any owner-occupied condominium unit sold at market rates.

(b) “Age-restricted” Condominium Units.

- (i) Applicant shall make a cash proffer to the County of \$1,470.00 for each “Age-restricted” owner-occupied condominium unit built and offered for sale. Payment of this proffer shall be made to the County at the time of the issuance of each individual building permit.
- (ii) The Applicant shall pay the water and sewer connection fee for any “Age-restricted” unit.
- (iii) Any residential units constructed that are designated as “Age Restricted” shall be available for purchase only by individuals that are 55 years old or older, or families in which at least one of the members of the household is 55 years old or older. No person under the age of 18 shall reside in an age-restricted unit longer than 90 days within any 12 month period.
- (iv) The Age-restricted units shall be located on the south side of the Project, adjacent to the Ashby Subdivision.

(c) “Workforce Housing” For-Sale Units.

- (i) At the time of closing to a first-time buyer of a Workforce Housing unit (“Workforce Buyer”) there shall be recorded a Workforce Housing Deed of Trust in favor of the County in the amount of \$20,811.00. The Workforce Housing Deed of Trust shall remain in full force and effect for a period of 20 years and the amount of the Workforce Housing Deed of Trust shall be reduced by 5% each year and shall terminate at the end of such 20 year period. In the event the Workforce Buyer sells the Workforce Housing unit to a qualified applicant (“Subsequent Workforce Buyer”) of a Workforce Housing Unit prior to the expiration of the 20 year period, a Workforce Housing Deed of Trust will be recorded in favor of the County for the then outstanding amount of the original Workforce Housing Deed of Trust against the Workforce Housing Unit sold to the Subsequent Buyer. In the event the Workforce Buyer or Subsequent Workforce Buyer sells the Workforce Housing Unit to a party or parties who do not qualify at the time of sale

pursuant to the County's approval process, the selling party shall pay to the County an amount equal to the then outstanding amount of the Workforce Housing Deed of Trust. The County agrees to subordinate such Workforce Housing Deed of Trust to permit the Workforce Buyer to obtain construction and/or permanent loans to finance the acquisition or purchase of such homes.

- (ii) Workforce Housing For-Sale Units shall be affordable for purchase by households whose maximum income is 120% of the Area Median Income and not less than 80% of the Area Median Income. "Affordability" for Workforce Housing For-Sale Units shall be defined as monthly mortgage payments allocated toward any units which are less than or equal to a maximum of 32% of the specified percentage Area Median Income. For purposes of these proffers "Area Median Income" (AMI) shall be defined as the AMI for the Virginia Beach-Norfolk-Newport News, Virginia Metropolitan Statistical Area (MSA) as published by the U.S. Department of Housing and Urban Development (HUD).

(d) "Workforce Housing" Rental Units.

- (i) After payment of the water and sewer connection fees for the first Workforce Housing rental unit, the Applicant agrees to make a cash proffer to the County of \$5,790.00 for each Workforce Housing rental unit constructed. The Applicant shall not be required to pay any other Workforce Housing rental unit water and sewer connection fees. Payment of this proffer shall be made to the County at the time of the issuance of each individual building permit.
- (ii) The Workforce Rental Housing acreage shall be secured by a Workforce Rental Housing Deed of Trust in favor of the County. The Workforce Rental Housing Deed of Trust shall be subordinate to all construction and permanent financing for the rental units. The Workforce Rental Housing Deed of Trust shall be a lien against the land developed as Workforce Rental Housing, payable only if any of the Workforce units are rented above the amounts set forth in Section V.A.1.(d)(iii) below. The lien amount shall be based upon the value of the acreage (\$185,000 per acre) as stated in the Fiscal Impact Statement dated as of February 22, 2008, multiplied by

the affected acreage, which includes areas of right of ways, vehicular access and parking areas, common areas and amenities. The Workforce Rental Housing Deed of Trust shall be recorded in phases consistent with the number of units and the manner of development, and shall terminate 20 years after the initial date of occupancy of the first rental unit in each phase.

- (iii) The Workforce Housing rental units shall be affordable for rental by households whose maximum income is 105% of the Area Median Income and shall be made available for a range of households so that the average income shall not be less than 90% of the Area Median Income. "Affordability" for Workforce Housing rental units shall be defined as monthly rents allocated toward any units, which are less than or equal to maximum of 32% of the specified percentage of AMI. The owners of any rental units shall confirm that the rents are within this range by letter to the Director of Planning and Zoning within 30 days of each published revision to the AMI. The report shall include, but not be limited to, AMI, calculations to show 105% of AMI, and 32% of 105% of monthly AMI by household size, and the actual rent schedule for the current year and the previous year. These proffers shall remain in place for the Workforce Housing rental units for a minimum of 20 years from the initial date of occupancy of these units.
- (iv) The Applicant shall submit a rent schedule to the Planning Commission and Board of Supervisors for their approval prior to or concurrent with site plan approval.
- (v) The owners of the rental units shall maintain sufficient financial reserves for repair and replacement.

B. Commercial Units

1. A cash proffer of \$632.00 per 1000 square feet of gross floor area of each commercial building constructed shall be made to the County ("Commercial Unit Proffer").
2. Payment of the Commercial Unit Proffer for a commercial building shall be made to the County at the time of building permit approval for such commercial building.

VI. Cultural Resources Assessment

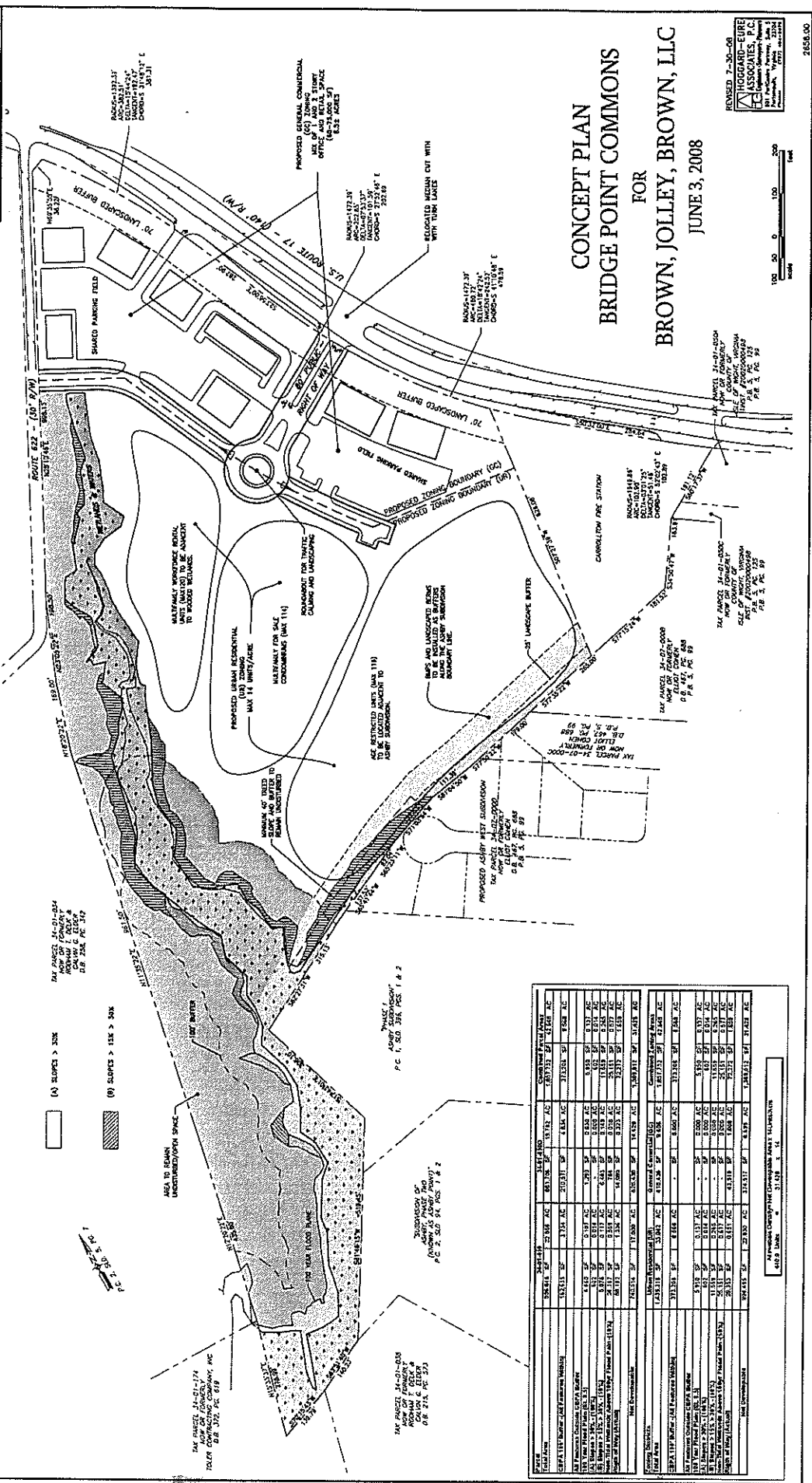
The Applicant hereby proffers to obtain a Phase I level investigation conducted within the parameters recommended by the Phase IA Cultural Resource Assessment. Should the Phase I assessment recommend further study the Applicant will cause further work to be done.

VII. Water Quality Assessment Report

A Water Quality Assessment Report shall be completed and submitted to the Planning Commission and Board of Supervisors for their approval. The Applicant shall use the results of the Report in the overall design of the Project and shall conform to the County's Chesapeake Bay Preservation Ordinance and all other federal, state and local regulations.

VIII. Reversion of Zoning

If a final site development plan is not submitted to the County of Isle of Wight for approval in accordance with County ordinances within 7 years from the date of approval of this application for a change in zoning classification, then the Applicant shall not oppose any action taken by the Board of Supervisors to change the zoning classification back to its original zoning classification in effect prior to the filing of this application.



Field Area	3/24/72	4/1/72	4/8/72	4/15/72	4/22/72	4/29/72	5/6/72	5/13/72	5/20/72	5/27/72	6/3/72	6/10/72	6/17/72	6/24/72	7/1/72	7/8/72	7/15/72	7/22/72	7/29/72	8/5/72	8/12/72	8/19/72	8/26/72	9/2/72	9/9/72	9/16/72	9/23/72	9/30/72	10/7/72	10/14/72	10/21/72	10/28/72	11/4/72	11/11/72	11/18/72	11/25/72	12/2/72	12/9/72	12/16/72	12/23/72	12/30/72	1/6/73	1/13/73	1/20/73	1/27/73	2/3/73	2/10/73	2/17/73	2/24/73	3/2/73	3/9/73	3/16/73	3/23/73	3/30/73	4/6/73	4/13/73	4/20/73	4/27/73	5/4/73	5/11/73	5/18/73	5/25/73	6/1/73	6/8/73	6/15/73	6/22/73	6/29/73	7/6/73	7/13/73	7/20/73	7/27/73	8/3/73	8/10/73	8/17/73	8/24/73	8/31/73	9/7/73	9/14/73	9/21/73	9/28/73	10/5/73	10/12/73	10/19/73	10/26/73	11/2/73	11/9/73	11/16/73	11/23/73	11/30/73	12/7/73	12/14/73	12/21/73	12/28/73	1/4/74	1/11/74	1/18/74	1/25/74	2/1/74	2/8/74	2/15/74	2/22/74	2/29/74	3/6/74	3/13/74	3/20/74	3/27/74	4/3/74	4/10/74	4/17/74	4/24/74	5/1/74	5/8/74	5/15/74	5/22/74	5/29/74	6/5/74	6/12/74	6/19/74	6/26/74	7/3/74	7/10/74	7/17/74	7/24/74	7/31/74	8/7/74	8/14/74	8/21/74	8/28/74	9/4/74	9/11/74	9/18/74	9/25/74	10/2/74	10/9/74	10/16/74	10/23/74	10/30/74	11/6/74	11/13/74	11/20/74	11/27/74	12/4/74	12/11/74	12/18/74	12/25/74	1/1/75	1/8/75	1/15/75	1/22/75	1/29/75	2/5/75	2/12/75	2/19/75	2/26/75	3/5/75	3/12/75	3/19/75	3/26/75	4/2/75	4/9/75	4/16/75	4/23/75	4/30/75	5/7/75	5/14/75	5/21/75	5/28/75	6/4/75	6/11/75	6/18/75	6/25/75	7/2/75	7/9/75	7/16/75	7/23/75	7/30/75	8/6/75	8/13/75	8/20/75	8/27/75	9/3/75	9/10/75	9/17/75	9/24/75	10/1/75	10/8/75	10/15/75	10/22/75	10/29/75	11/5/75	11/12/75	11/19/75	11/26/75	12/3/75	12/10/75	12/17/75	12/24/75	12/31/75	1/7/76	1/14/76	1/21/76	1/28/76	2/4/76	2/11/76	2/18/76	2/25/76	3/4/76	3/11/76	3/18/76	3/25/76	4/1/76	4/8/76	4/15/76	4/22/76	4/29/76	5/6/76	5/13/76	5/20/76	5/27/76	6/3/76	6/10/76	6/17/76	6/24/76	7/1/76	7/8/76	7/15/76	7/22/76	7/29/76	8/5/76	8/12/76	8/19/76	8/26/76	9/2/76	9/9/76	9/16/76	9/23/76	9/30/76	10/7/76	10/14/76	10/21/76	10/28/76	11/4/76	11/11/76	11/18/76	11/25/76	12/2/76	12/9/76	12/16/76	12/23/76	12/30/76	1/6/77	1/13/77	1/20/77	1/27/77	2/3/77	2/10/77	2/17/77	2/24/77	3/2/77	3/9/77	3/16/77	3/23/77	3/30/77	4/6/77	4/13/77	4/20/77	4/27/77	5/4/77	5/11/77	5/18/77	5/25/77	6/1/77	6/8/77	6/15/77	6/22/77	6/29/77	7/6/77	7/13/77	7/20/77	7/27/77	8/3/77	8/10/77	8/17/77	8/24/77	8/31/77	9/7/77	9/14/77	9/21/77	9/28/77	10/5/77	10/12/77	10/19/77	10/26/77	11/2/77	11/9/77	11/16/77	11/23/77	11/30/77	12/7/77	12/14/77	12/21/77	12/28/77	1/4/78	1/11/78	1/18/78	1/25/78	2/1/78	2/8/78	2/15/78	2/22/78	2/29/78	3/6/78	3/13/78	3/20/78	3/27/78	4/3/78	4/10/78	4/17/78	4/24/78	5/1/78	5/8/78	5/15/78	5/22/78	5/29/78	6/5/78	6/12/78	6/19/78	6/26/78	7/3/78	7/10/78	7/17/78	7/24/78	7/31/78	8/7/78	8/14/78	8/21/78	8/28/78	9/4/78	9/11/78	9/18/78	9/25/78	10/2/78	10/9/78	10/16/78	10/23/78	10/30/78	11/6/78	11/13/78	11/20/78	11/27/78	12/4/78	12/11/78	12/18/78	12/25/78	1/1/79	1/8/79	1/15/79	1/22/79	1/29/79	2/5/79	2/12/79	2/19/79	2/26/79	3/5/79	3/12/79	3/19/79	3/26/79	4/2/79	4/9/79	4/16/79	4/23/79	4/30/79	5/7/79	5/14/79	5/21/79	5/28/79	6/4/79	6/11/79	6/18/79	6/25/79	7/2/79	7/9/79	7/16/79	7/23/79	7/30/79	8/6/79	8/13/79	8/20/79	8/27/79	9/3/79	9/10/79	9/17/79	9/24/79	10/1/79	10/8/79	10/15/79	10/22/79	10/29/79	11/5/79	11/12/79	11/19/79	11/26/79	12/3/79	12/10/79	12/17/79	12/24/79	12/31/79	1/7/80	1/14/80	1/21/80	1/28/80	2/4/80	2/11/80	2/18/80	2/25/80	3/4/80	3/11/80	3/18/80	3/25/80	4/1/80	4/8/80	4/15/80	4/22/80	4/29/80	5/6/80	5/13/80	5/20/80	5/27/80	6/3/80	6/10/80	6/17/80	6/24/80	7/1/80	7/8/80	7/15/80	7/22/80	7/29/80	8/5/80	8/12/80	8/19/80	8/26/80	9/2/80	9/9/80	9/16/80	9/23/80	9/30/80	10/7/80	10/14/80	10/21/80	10/28/80	11/4/80	11/11/80	11/18/80	11/25/80	12/2/80	12/9/80	12/16/80	12/23/80	12/30/80	1/6/81	1/13/81	1/20/81	1/27/81	2/3/81	2/10/81	2/17/81	2/24/81	3/2/81	3/9/81	3/16/81	3/23/81	3/30/81	4/6/81	4/13/81	4/20/81	4/27/81	5/4/81	5/11/81	5/18/81	5/25/81	6/1/81	6/8/81	6/15/81	6/22/81	6/29/81	7/6/81	7/13/81	7/20/81	7/27/81	8/3/81	8/10/81	8/17/81	8/24/81	8/31/81	9/7/81	9/14/81	9/21/81	9/28/81	10/5/81	10/12/81	10/19/81	10/26/81	11/2/81	11/9/81	11/16/81	11/23/81	11/30/81	12/7/81	12/14/81	12/21/81	12/28/81	1/4/82	1/11/82	1/18/82	1/25/82	2/1/82	2/8/82	2/15/82	2/22/82	2/29/82	3/6/82	3/13/82	3/20/82	3/27/82	4/3/82	4/10/82	4/17/82	4/24/82	5/1/82	5/8/82	5/15/82	5/22/82	5/29/82	6/5/82	6/12/82	6/19/82	6/26/82	7/3/82	7/10/82	7/17/82	7/24/82	7/31/82	8/7/82	8/14/82	8/21/82	8/28/82	9/4/82	9/11/82	9/18/82	9/25/82	10/2/82	10/9/82	10/16/82	10/23/82	10/30/82	11/6/82	11/13/82	11/20/82	11/27/82	12/4/82	12/11/82	12/18/82	12/25/82	1/1/83	1/8/83	1/15/83	1/22/83	1/29/83	2/5/83	2/12/83	2/19/83	2/26/83	3/5/83	3/12/83	3/19/83	3/26/83	4/2/83	4/9/83	4/16/83	4/23/83	4/30/83	5/7/83	5/14/83	5/21/83	5/28/83	6/4/83	6/11/83	6/18/83	6/25/83	7/2/83	7/9/83	7/16/83	7/23/83	7/30/83	8/6/83	8/13/83	8/20/83	8/27/83	9/3/83	9/10/83	9/17/83	9/24/83	10/1/83	10/8/83	10/15/83	10/22/83	10/29/83	11/5/83	11/12/83	11/19/83	11/26/83	12/3/83	12/10/83	12/17/83	12/24/83	12/31/83	1/7/84	1/14/84	1/21/84	1/28/84	2/4/84	2/11/84	2/18/84	2/25/84	3/4/84	3/11/84	3/18/84	3/25/84	4/1/84	4/8/84	4/15/84	4/22/84	4/29/84	5/6/84	5/13/84	5/20/84	5/27/84	6/3/84	6/10/84	6/17/84	6/24/84	7/1/84	7/8/84	7/15/84	7/22/84	7/29/84	8/5/84	8/12/84	8/19/84	8/26/84	9/2/84	9/9/84	9/16/84	9/23/84	9/30/84	10/7/84	10/14/84	10/21/84	10/28/84	11/4/84	11/11/84	11/18/84	11/25/84	12/2/84	12/9/84	12/16/84	12/23/84	12/30/84	1/6/85	1/13/85	1/20/85	1/27/85	2/3/85	2/10/85	2/17/85	2/24/85	3/2/85	3/9/85	3/16/85	3/23/85	3/30/85	4/6/85	4/13/85	4/20/85	4/27/85	5/4/85	5/11/85	5/18/85	5/25/85	6/1/85	6/8/85	6/15/85	6/22/85	6/29/85	7/6/85	7/13/85	7/20/85	7/27/85	8/3/85	8/10/85	8/17/85	8/24/85	8/31/85	9/7/85	9/14/85	9/21/85	9/28/85	10/5/85	10/12/85	10/19/85	10/26/85	11/2/85	11/9/85	11/16/85	11/23/85	11/30/85	12/7/85	12/14/85	12/21/85	12/28/85	1/4/86	1/11/86	1/18/86	1/25/86	2/1/86	2/8/86	2/15/86	2/22/86	2/29/86	3/6/86	3/13/86	3/20/86	3/27/86	4/3/86	4/10/86	4/17/86	4/24/86	5/1/86	5/8/86	5/15/86	5/22/86	5/29/86	6/5/86	6/12/86	6/19/86	6/26/86	7/3/86	7/10/86	7/17/86	7/24/86	7/31/86	8/7/86	8/14/86	8/21/86	8/28/86	9/4/86	9/11/86	9/18/86	9/25/86	10/2/86	10/9/86	10/16/86	10/23/86	10/30/86	11/6/86	11/13/86	11/20/86	11/27/86	12/4/86	12/11/86	12/18/86	12/25/86	1/1/87	1/8/87	1/15/87	1/22/87	1/29/87	2/5/87	2/12/87	2/19/87	2/26/87	3/5/87	3/12/87	3/19/87	3/26/87	4/2/87	4/9/87	4/16/87	4/23/87	4/30/87	5/7/87	5/14/87	5/21/87	5/28/87	6/4/87	6/11/87	6/18/87	6/25/87	7/2/87	7/9/87	7/16/87	7/23/87	7/30/87	8/6/87	8/13/87	8/20/87	8/27/87	9/3/87	9/10/87	9/17/87	9/24/87	10/1/87	10/8/87	10/15/87	10/22/87	10/29/87	11/5/87	11/12/87	11/19/87	11/26/87	12/3/87	12/10/87	12/17/87	12/24/87	12/31/87	1/7/88	1/14/88	1/21/88	1/28/88	2/4/88	2/11/88	2/18/88	2/25/88	3/4/88	3/11/88	3/18/88	3/25/88	4/1/88	4/8/88	4/15/88	4/22/88	4/29/88	5/6/88	5/13/88	5/20/88	5/27/88	6/3/88	6/10/88	6/17/88	6/24/88	7/1/88	7/8/88	7/15/88	7/22/88	7/29/88	8/5/88	8/12/88	8/19/88	8/26/88	9/2/88	9/9/88	9/16/88	9/23/88	9/30/88	10/7/88	10/14/88	10/21/88	10/28/88	11/4/88	11/11/88	11/18/88	11/25/88	12/2/88	12/9/88	12/16/88	12/23/88	12/30/88	1/6/89	1/13/89	1/20/89	1/27/89	2/3/89	2/10/89	2/17/89	2/24/89	3/2/89	3/9/89	3/16/89	3/23/89	3/30/89	4/6/89	4/13/89	4/20/89	4/27/89	5/4/89	5/11/89	5/18/89	5/25/89	6/1/89	6/8/89	6/15/89	6/22/89	6/29/89	7/6/89	7/13/89	7/20/89	7/27/89	8/3/89	8/10/89	8/17/89	8/24/89	8/31/89	9/7/89	9/14/89	9/21/89	9/28/89	10/5/89	10/12/89	10/19/89	10/26/89	11/2/89	11/9/89	11/16/89	11/23/89	11/30/89	12/7/89	12/14/89	12/21/89	12/28/89	1/4/90	1/11/90	1/18/90	1/25/90	2/1/90	2/8/90	2/15/90	2/22/90	2/29/90	3/6/90	3/13/90	3/20/90	3/27/90	4/3/90	4/10/90	4/17/90	4/24/90	5/1/90	5/8/90	5/15/90	5/22/90	5/29/90	6/5/90	6/12/90	6/19/90	6/26/90	7/3/90	7/10/90	7/17/90	7/24/90	7/31/90	8/7/90	8/14/90	8/21/90	8/28/90	9/4/90	9/11/90	9/18/90	9/25/90	10/2/90	10/9/90	10/16/90	10/23/90	10/30/90	11/6/90	11/13/90	11/20/90	11/27/90	12/4/90	12/11/90	12/18/90	12/25/90	1/1/91	1/8/91	1/15/91	1/22/91	1/29/91	2/5/91	2/12/91	2/19/91	2/26/91	3/5/91	3/12/91	3/19/91	3/26/91	4/2/91	4/9/91	4/16/91	4/23/91	4/30/91	5/7/91	5/14/91	5/21/91	5/28/91	6/4/91	6/11/91	6/18/91	6/25/91	7/2/91	7/9/91	7/16/91	7/23/91	7/30/91	8/6/91	8/13/91	8/20/91	8/27/91	9/3/91	9/10/91	9/17/91	9/24/91	10/1/91	10/8/91	10/15/91	10/22/91	10/29/91	11/5/91	11/12/91	11/19/91	11/26/91	12/3/91	12/10/91	12/17/91	12/24/91	12/31/91	1/7/9
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5857 Harbour View Boulevard, Suite 202
Suffolk, Virginia 23435
O. 757.935.9014 F. 757.935.9015
www.landplanningsolutions.com

Bridge Point Rezoning Narrative Description

The applicant, Quality Homes of Currituck, is seeking to rezone two vacant parcels along Route 17 from the existing Urban Residential (UR) and General Commercial (GC) zoning district to the Planned Development Mixed-Use District (PD-MX) to create a moderate density, walkable townhome community with a commercial property at the site's entrance. The first parcel, Tax Map 34-01-050, is 22.86 AC and the second parcel, Tax Map 34-01-050D, is 19.78 AC for a combined total of 42.64 AC. The site is bounded by Deep Bottom Drive (Route 662) to the northwest, Carrolton Boulevard (Route 17) to the northeast, the Carrolton Fire Station to the southeast, and single-family homes to the southwest. The first 350' or so on both parcels is presently zoned GC and the remainder of the property is zoned UR. The applicant proposes to convert the property to the PD-MX zone, similar to other nearby recent developments along this corridor, to allow for a creative and more flexible planned community. The conceptual master plan proposes a 70' enhanced landscape buffer and multi-use trail parallel to Carrolton Boulevard, a total of 147 townhomes, one +/-1.5-acre commercial parcel, stormwater management, park areas, and preserved environmental features. The property is currently zoned to allow 350 total units. Our proposal for 147 units is less than half the density and intensity of the current zoning in place.

The Isle of Wight 2020 Comprehensive Plan designates this property as part of the Mixed-Use Development zone within the Newport Development Service District, one the county's three focused growth areas. The existing uses to the south of the subject property consist of a post office, two neighborhood-scale strip retail centers comprised of retail, offices, and restaurants, a storage facility, gasoline service station, single-family residences, and the Carrolton Fire Station. Located ¼ mile north of our site at the Brewers Neck/Route 17/Spadea Way intersection, there is large mixed-use development known as Bartlett Station under construction. This project includes a Publix grocery store, credit union, two-story medical office building, 6-plex residential units, and others. Thus, Carrolton Boulevard is currently a mixed-use corridor that is continuing to become more diverse over the next several years.

Our proposal for townhomes and one commercial site will be a great compliment to the new mixed-use center to the north and the overall vision for the Newport DSD. Rather than becoming another large commercial competitor or generating a high volume of new traffic too close to the existing major intersection at Route 17/Brewers Neck Boulevard, new moderately priced townhome rooftops will support the success of the Bartlet Station MUD. Our medium density project will also create an appropriate transition between the single-family detached residences to the southwest and the Route 17 corridor to the northeast. Additionally, the multiuse trail that would be included as part of this project would aid in furthering pedestrian and bicycle access along Carrolton Boulevard. Overall, we believe this request to change the existing UR and GC zoning designation of the property to the PD-MX district is appropriate given the existing and future development patterns for the area.

Sincerely,

Melissa Venable
Land Planning Solutions



WAIVER AND RELEASE OF CLAIMS

I, Justin Old, owner, developer or duly authorized representative for owner or developer, of Tax Map Parcel # 34-01-050 and 34-01-050D on behalf of myself, my descendants, ancestors, dependents, heirs, executors, administrators, assigns, and successors, hereby covenant not to sue and fully release, acquit, and discharge Isle of Wight County, as well as its officers, employees, agents, servants, representatives, assigns, and successors (collectively referred to as "County Releasees") with respect to and from any and all claims, wages, rights, agreements, contracts, covenants, actions, suits, causes of action, obligations, debts, expenses, attorney fees, damages, judgments, orders, and liabilities of whatever kind or nature in law, equity, or otherwise, whether known or unknown, and suspected or unsuspected, which I, or any party for whom I am acting as authorized representative, may have against County Releasees arising out of, or in any way connected with, my payment of a/the voluntary cash proffer amount for said parcel/lot, in the amount of three hundred seventy-five thousand one hundred fourteen Dollars (\$375,114.00), as memorialized in that Deed of Trust, recorded in the Isle of Wight County Circuit Court Clerk's Office as Instrument Number _____, notwithstanding the provisions of Section 15.2-2303.1:1 of the Code of Virginia (1950, as amended).

I acknowledge that I have read the foregoing, understand its contents, and accept and agree to the provisions it contains and hereby execute it voluntarily and knowingly and with full understanding of its consequences.

PLEASE READ CAREFULLY. THIS AGREEMENT INCLUDES A RELEASE OF KNOWN AND UNKNOWN CLAIMS.

Justin Old
Printed Name

1/9/25
Date

[Signature]
Signature

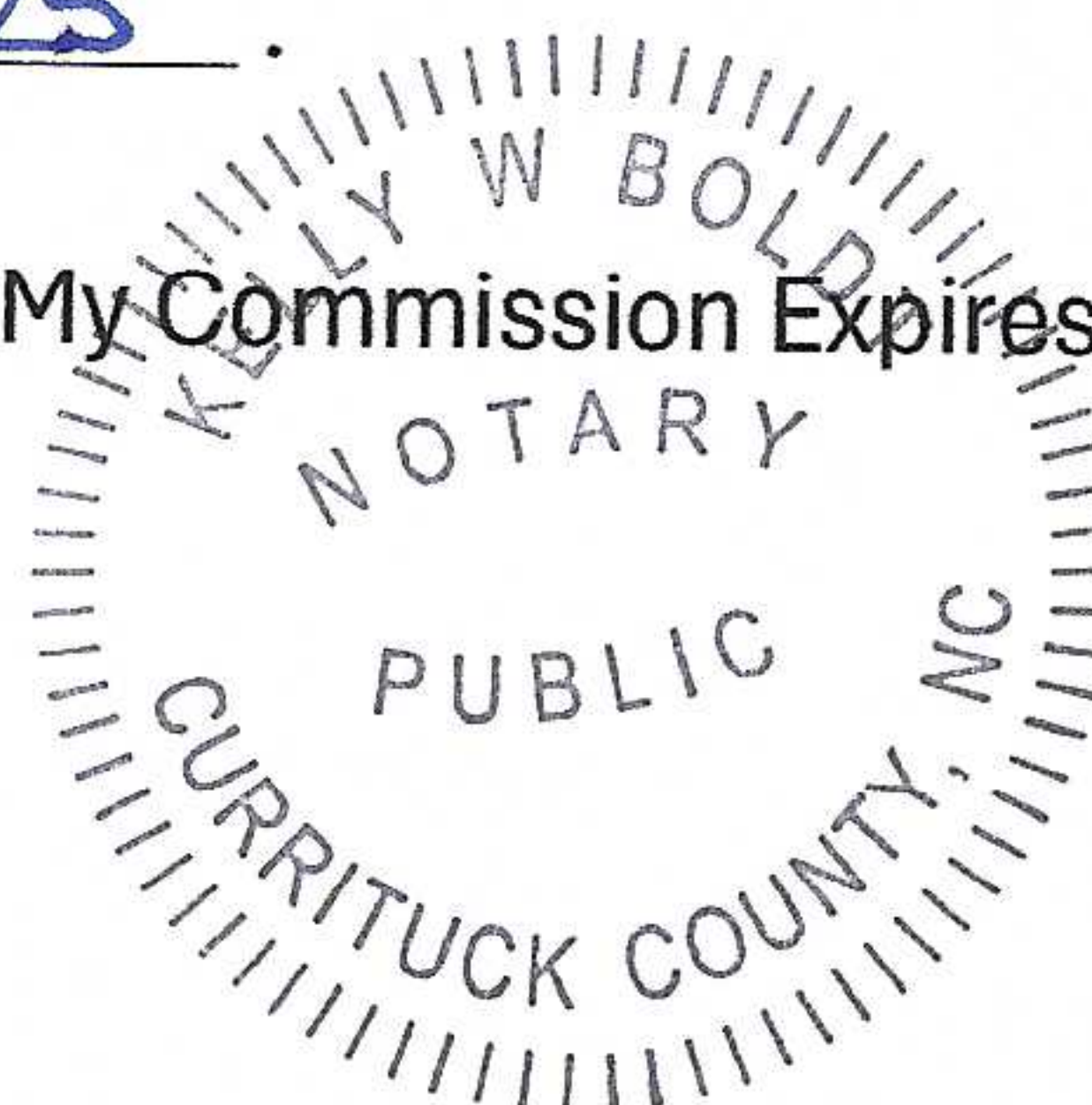
~~Commonwealth of Virginia~~ State of North Carolina
~~County of Isle of Wight~~ County of Currituck

Subscribed and sworn to before me, Kelley W Boldt,
A Notary Public in and for the County of ~~Isle of Wight~~ Currituck, Commonwealth ~~of Virginia~~ State of ~~Virginia~~ North Carolina, this 9 day of January, 2025.

Kelley W Boldt
Notary Public

My Commission Expires

Nov 17, 2028





Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA
DEPARTMENT OF COMMUNITY DEVELOPMENT

AFFIDAVIT OF OWNERSHIP

This 7th day of February ~~January~~, 2025.
(day) (month) (year)

Charles Brown Jr. Properties, LLC, owner of 34-01-050D
(owner) (address and/or tax map number)

give my permission to: Allied Properties, LLC; Justin Old, to make
(applicant)
application to Isle of Wight County Department of Community Development for the aforementioned property.

[Signature]
(signature of owner)

Casey M. Roberts
(printed name)

Commonwealth of Virginia
City of Virginia Beach
~~County of Isle of Wight~~

Subscribed and sworn to before me Erika Snyder Beatty
A Notary Public in and for the City of Virginia Beach
~~County of Isle of Wight~~, Commonwealth
of Virginia, this 7th day of February, 2025.

[Signature]
Notary Public



My Commission Expires 9-30-25





Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA
DEPARTMENT OF COMMUNITY DEVELOPMENT

AFFIDAVIT OF OWNERSHIP

This 31st day of January, 2025
(day) (month) (year)

I, Main Development, LLC, owner of 34-01-050
(owner) (address and/or tax map number)

give my permission to: Allied Properties, LLC; Justin Old, to make
(applicant)
application to Isle of Wight County Department of Community Development for the aforementioned
property.

[Signature]
(signature of owner)

James B. Brown II
(printed name)

Commonwealth of Virginia

County of Isle of Wight

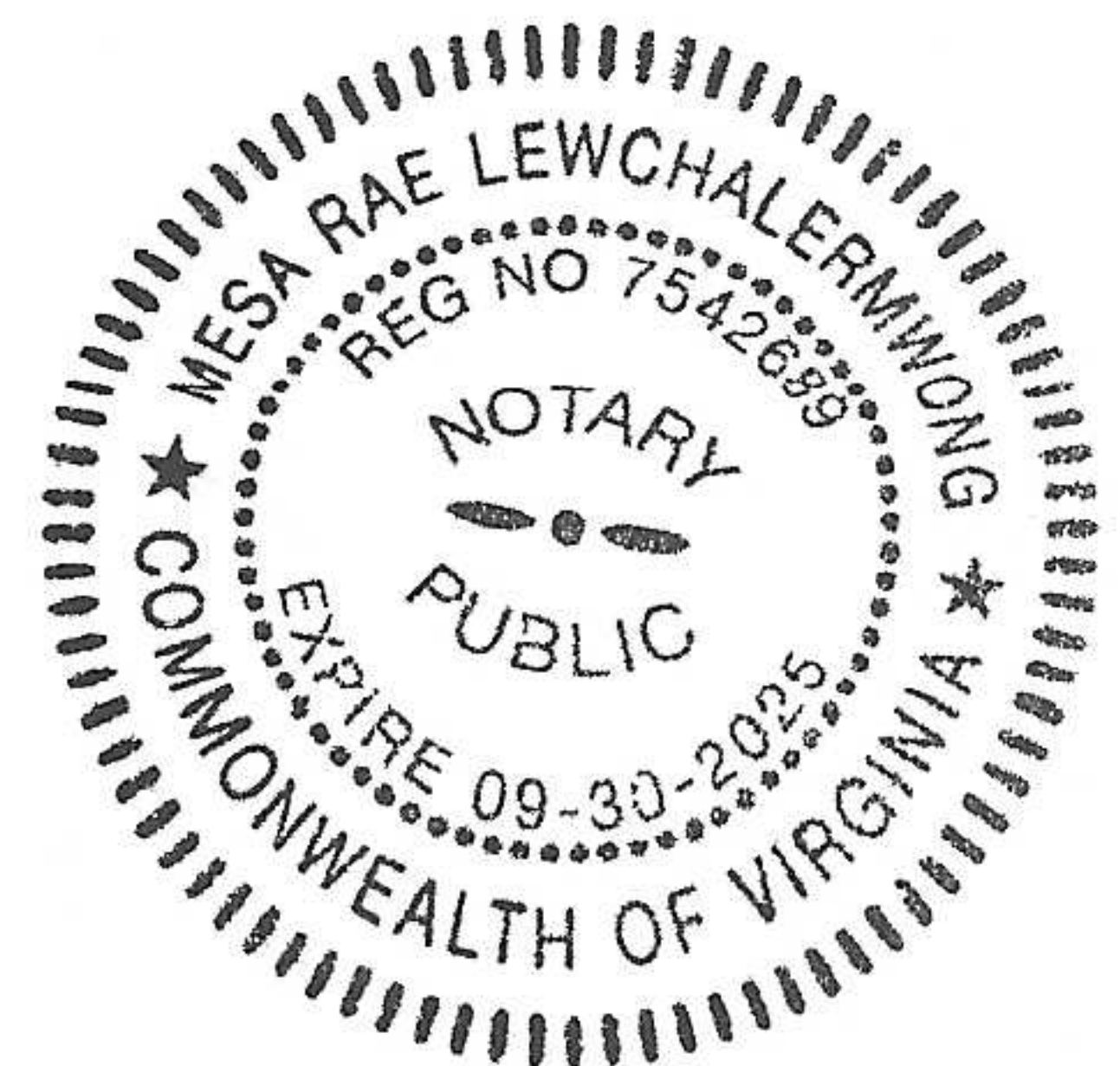
Subscribed and sworn to before me Mesa Lenchalermwong,

A Notary Public in and for the County of Isle of Wight, Commonwealth

of Virginia, this 31 day of January, 2025.

[Signature]
Notary Public

My Commission Expires 9/30/2025



**COUNTY OF ISLE OF WIGHT
PROFFER STATEMENT**

Owner's name(s): MAIN DEVELOPMENT, LLC and CHARLES S. BROWN JR. PROPERTIES, LLC

Prospective owner: ALLIED PROPERTIES, LLC

Applicants' name(s): ALLIED PROPERTIES, LLC

Project name: BRIDGE POINT COMMONS

Date: March 21, 2025

Parcel-Tax Map Numbers: 34-01-050 & 34-01-050D

Deed book reference: Instrument no. 180003694 and 190005070

Proposed Zoning: C-PD-MX

These proffers are made as of the 21st day of March 2025 by Main Development, LLC and Charles S. Brown Jr. Properties, LLC, Owners and Allied Properties, LLC., Applicant, (collectively "Applicants"), for Tax Map Parcel Numbers 34-01-050 & 34-01-050D, containing approximately 42.65 acres of land which is referred to herein as the "Property". Applicants have filed an application for a new rezoning to allow C-PD-MX, Conditional Planned Development Mixed-Use District, with the Isle of Wight County Planning and Zoning Department. The Property is currently zoned CONDITIONAL URBAN RESIDENTIAL (C-UR) and CONDITIONAL GENERAL COMMERCIAL (C-GC). Applicants voluntarily proffer that the development of the Property proposed for rezoning under this application shall be in strict accordance with the conditions set forth below. Applicants do hereby waive any right to challenge, in any judicial or administrative proceedings, the legality of such conditions or to assert a claim for compensation resulting from such conditions (except where compensation is expressly provided for in the conditions) under federal or Virginia law.

These proffered conditions ("Proffers") are the only conditions offered on this rezoning, and any prior proffered conditions on the Property are hereby superseded by these proffers and any and all previous proffers on the Property are hereby void and of no further force and effect.

All improvements, land, easements, dedications, gifts, proffers and other conveyances to the County shall be in fee simple, without cloud of title or encumbrance of any kind.

I. Land Use

1. Design and Unit Count

- A. The Property shall be developed in accordance with the Bridge Point Commons Conceptual Layout dated January 8, 2025, and no more than one hundred forty-seven (147) units will be built. (Exhibit A)
- B. The Property shall be developed in accordance with VDOT's Route 17 Arterial Preservation Plan, the County's Comprehensive Plan and the applicable provisions of the Isle of Wight County Zoning Ordinance.
- C. The Applicant, shall, upon rezoning of the Property, develop the Property under the guidelines set forth in the Route 17 Corridor Master Plan adopted by the Board of Supervisors on November 15, 2007.
- D. The Applicant has developed a "Neighborhood Plan Book" including architectural, design, construction standards and guidelines and building elevations to ensure that the building designs and signage within the Project are consistent and complementary. This plan book shall be submitted to the Planning Commission and Board of Supervisors for their approval concurrent with the submission of the rezoning application.
- E. The maximum amount of vinyl siding used on residential buildings shall not exceed 80% of the building's exterior front façade. The minimum amount of brick and/or stone used on residential buildings shall not be less than 20% of the building's exterior front facade.

2. Infrastructure and Buffers

- A. The Applicant shall utilize Low Impact Development principles as a part of the required Storm Water Management Plan, including the use of Bioretention Basins where feasible and appropriate. Should wet ponds be utilized, as part of the stormwater management system or as an amenity, the wet ponds shall utilize mechanical aeration equipment. The Applicant shall maintain the storm water management system in good working order until such time as 75% of the units in the Project are no longer owned by Applicant, at which time the obligation shall be assigned to the property owners' association.
- B. The Applicant shall provide a minimum 25-foot landscape buffer adjacent to the neighborhood of Ashby, extending from the Carrolton Fire Station property line west to the Britt Way cul-de-sac. At Britt Way, the landscape buffer shall increase to 40 feet and continue along the southern boundary to the western property line. The existing wooded slope within the 40-foot buffer area shall remain undisturbed. BMP's and landscaped berms shall be installed as buffers along the entire length of the southern boundary with the Ashby subdivision, as shown on the Conceptual Plan, dated January 8, 2025.

3. Property Owners' Association and Restrictive Covenants

A. Applicant shall form a Property Owners' Association, which may also include sub-associations, in accordance with Virginia law and membership in the association will be mandatory for all property owners. The Association shall be responsible for the maintenance of the following shared features and shall carry sufficient reserves and insurance to cover any damages thereto:

1. Storm water management areas (BMP' s)
2. Resource Protection Areas (RPA's)
3. All common areas and buffer areas
4. All community amenities for the use of the residents, including but not limited to, benches, gazebos, picnic areas, paved trails, exercise facilities, play equipment, etc. shall be finalized and approved with the Director of Planning during final engineering.

B. The face or front of the commercial buildings and structures shall generally be located along the line of the Newport Development Service Overlay District 70-foot setback line off Route 17. This is not meant to preclude placement of buildings to allow for driveways, drive aisles, and fire lanes in the area between the structure and the corridor setback line. Parking for the commercial buildings shall be located behind the front line of these buildings and structures. Easements for the parking area shall be put in place to provide for the shared use of parking facilities by adjacent parcels and tenants.

C. All permanent outdoor site lighting fixtures installed to illuminate a premise or architectural or landscape feature on private property shall be directed, shielded or located in such a manner that the light source is not visible offsite, and the light does not fall onto surrounding properties or create glare hazards within the public right-of-way.

The following commercial uses shall be prohibited within the Project:

1. Sale, Assembly or Repair of Farm Equipment
2. Commercial Stables
3. Park and Ride Facility
4. Public Maintenance and Service Facility
5. Laboratory
6. Auction Establishment
7. Commercial Outdoor Entertainment/Sports Recreation
8. Crematorium
9. Construction Equipment Sales and Rental
10. Flea Market
11. Commercial Kennel
12. Manufactured Home Sales
13. Mini Warehouse
14. Motor Vehicle Dealership, New or Used
15. Motor Vehicle Repair, Major or Minor
16. Truck Stop
17. Construction Yard
18. Landfill
19. Recycling Center
20. Communication Tower

II. Cash Proffers

Not needed for schools at this time based upon updated school capacity information from the County.

III. Water and Sewer Improvements

The units shall be served by central water and sewer systems to be constructed by the Applicants in accordance with Isle of Wight County's development standards for new water and sewer utilities. The applicant shall convey all required water and sewer improvements to the County at no cost at such time as they are completed.

IV. Transportation

1. The applicant shall construct commercial entrances to the commercial parcel as may be required by VDOT and as specifically referenced in the Traffic Impact Analysis submitted as part of this application.
2. In accordance with the Traffic Impact Analysis submitted by VHB, dated June 21, 2024, and revised October 30, 2024, January 31, 2025, and March 24, 2025, the applicant agrees to the following:
 - A. At Carrollton Blvd. and the entrance to the site, the applicant shall construct the site driveway to provide right in/right out access only. The applicant will also construct an exclusive southbound right turn lane with 200' of storage and a 200' taper, prior to the first c/o being issued for the development.

- B. At Carrollton Blvd./Ashby Way/Omera Drive, the applicant agrees to maintain existing laneage and provide optimized signal timings.
- C. The developer will extend the southbound left-turn lane on Route 17 at the intersection of Carrollton Blvd./Ashby Way/Omera Drive to provide 200' of storage and a 200' taper prior to the first c/o being issued for any development.
- D. Should Bridgepoint Commons development occur prior to the Archer's Meade development, the site driveway shall be constructed with a channelized island within the development to restrict the site entrance to a right-in/right-out; and if Bridgepoint Commons is developed prior to Archer's Meade, the developer agrees to close the existing median break on Carrollton Blvd. (Route 17).
- E. The developer agrees to construct a connection to Britt Way and will facilitate this connection to include removal of the existing bulb and geometric changes required on Britt Way to connect to the Bridgepoint development, prior to the first c/o being issued for the development.

V. Common Areas

- 1. Open space shall be reserved for use by residents and their guests as shown on the Bridge Point Commons Conceptual Layout dated January 8, 2025. (Exhibit A)
- 2. The Homeowner's Association created for the development shall be specifically responsible for the landscaping and maintenance of all open space, buffers and common areas and for the maintenance of all BMP structures.

VI. General

- 1. Successors and Assigns - This Proffer Agreement shall be binding upon and shall inure to the benefit of the parties hereto, and their respective heirs, successors and/or assigns. Any obligation(s) of Applicants hereunder shall be binding upon and enforceable against any subsequent Applicants or Applicants of the Property or any portion thereof.
- 2. Severability - In the event that any clause, sentence, paragraph, subparagraph, section or subsection of these Proffers shall be judged by any court of competent jurisdiction to be invalid or unenforceable for any reason, including a declaration that it is contrary to the Constitution of the Commonwealth of Virginia or of the United States, or if the application thereof to any Applicants of any portion of the Property or to any government agency is held invalid, such judgment or holding shall be confined in its operation to the clause, sentence, paragraph, subparagraph, section or subsection hereof, or the specific application thereof directly involved in the controversy in which the judgment or holding shall have been rendered or made, and shall not in any way affect the validity of any other clause, sentence, paragraph, subparagraph, section or provision hereof.
- 3. Void if the Application is not approved - In the event that the Application is not approved by the County, these Proffers shall be null and void.

SIGNATURE PAGE

Owner: **MAIN DEVELOPMENT, LLC**

By: _____
Signature

Name: _____

Title: _____

Commonwealth of Virginia

City/ County of _____

Subscribed and sworn to before me _____,

A Notary Public in and for the City/County of _____,

Commonwealth of Virginia, this _____ day of _____, 2024.

Notary Public

My Commission Expires _____

SIGNATURE PAGE

Owner: **CHARLES S. BROWN JR. PROPERTIES, LLC**

By _____
Signature

Name: _____

Title: _____

Commonwealth of Virginia

City/ County of _____

Subscribed and sworn to before me _____,

A Notary Public in and for the City/County of _____,

Commonwealth of Virginia, this _____ day of _____, 2024.

Notary Public

My Commission Expires: _____

SIGNATURE PAGE

Applicant: **ALLIED PROPERTIES, LLC**

By 
Justin Old, Manager

State of: North Carolina

City/ County of Currituck

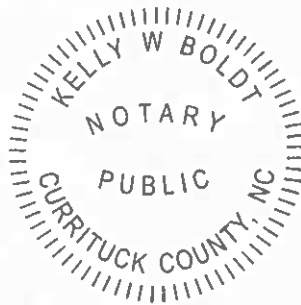
Subscribed and sworn to before me Kelly W Boldt,

A Notary Public in and for the City/County of Currituck,

State of North Carolina, this 24 day of March, 2024⁵.

Kelly W Boldt
Notary Public

My Commission Expires Nov 17, 2028



Bridge Point

Conceptual Master Plan

Isle of Wight, Virginia
January 8, 2025

SITE DATA:

Parcel #:
34-01-050: 22.86 a.c.
34-01-050D: 19.78 a.c.
Total Site Area: 42.64 a.c.
Net Developable Area: 21.38 a.c. (see rezoning exhibit)

Current Zoning: UR +/- 33.38 a.c. & GC +/- 9.26 a.c.
Proposed Zoning: PD-MX Conditional for all 42.64 a.c.

Proposed Residential Development:

Front Setback:	18.5'
Side Setback:	0' for interior units, 8' for end units
Building Separation:	16'
Rear Setback:	20'
Minimum Required PD-MX Density :	128 units required minimum
(6 units/a.c. for townhomes inside UDA)	147 units proposed
Area Devoted to Residential Uses:	+/-40% of site or 19.44 a.c.
Required Parking:	2 spaces per dwelling unit

Proposed Commercial Development:

Front Setback:	70' along Route 17
Corner Setback:	15'
Side Setback:	10'
Rear Setback:	10' from RPA
Max. Floor Area Ratio:	50% of net developable commercial area or 26,136 SF
Area Devoted to Commercial:	+/-10% of site or 1.5 a.c.
Required Parking:	In accordance with Sec. 10-1010 of the Isle of Wight Zoning Ordinance

Total Area Devoted to Open Space: +/-50% of overall site or 21.70 a.c.
Visual Buffer: 70' along Route 17

Note: The 100' Resource Protection Area (RPA) buffer will be included in common open space areas and not within individual lots.



Bridge Point Open Space Plan

Isle of Wight, Virginia
January 8, 2025

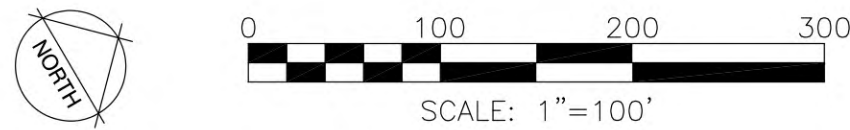


Open Space Calculations:

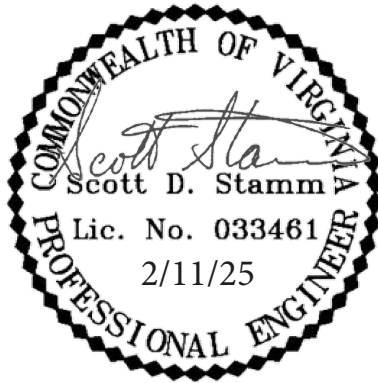
Gross Site Area:	42.64 a.c.
Open Space in Critical Areas:	15.91 a.c. or 37.3%
Open Space outside Critical Areas:	5.79 a.c. or 13.5%
Total Open Space Provided:	21.70 a.c. or 50.8%

LEGEND:

- Usable Open Space
- Park Areas
- Existing Wetlands
- New Ponds
- Trail



COMMUNITY IMPACT STATEMENT



BRIDGE POINT CARROLLTON, VIRGINIA

FEBRUARY 11, 2025

PREPARED FOR:
QUALITY HOMES OF CURRITIUCK



LAND PLANNING SOLUTIONS

1403 GREENBRIER PARKWAY STE. 205
CHESAPEAKE, VA 23320
O 757.935.9014 F 757.935.9015

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5857 Harbour View Boulevard, Suite 202
Suffolk, Virginia 23435
O. 757.935.9014 F. 757.935.9015
www.landplanningsolutions.com

Bridge Point
Carrollton, Virginia

Community Impact Statement

September 11, 2024

Project Description

Quality Homes of Currituck plans to develop Parcel 34-01-050D and part of Parcel 34-01-050 into a residential townhome neighborhood with 147 single family attached residential units. The site is located on US Route 17 (Carrollton Boulevard) just east of Route 622 (Deep Bottom Drive) in Carrollton, Isle of Wight County, Virginia.

The north sides of both parcels are currently zoned GC (General Commercial) along the frontage to Route 17 and are zoned UR (Urban Residential) on the southern portion of the property. For development of the proposed townhome community, the site will be rezoned to PD-MX, Planned Development Mixed-Use.

The site is bounded to the west by wetlands, Route 622 and vacant farmland, to the north by US Route 17, to the east by the Carrollton Volunteer fire station and to the south by single family residences.

Existing Conditions

The site is primarily cleared vacant farmland with wooded tidal wetlands in a natural channel at the west side of the site. Runoff from the site drains to the wetlands at the bottom of the western channel and flows to the south to Creer Creek to a point just south of the Creer Creek reservoir dam. There is an existing swale that crosses the site and drains part of the site to the wetlands to the west. There is a small pocket of isolated freshwater wetlands located at the northeast side of the site near the east end of the existing swale. The site is located within the Chesapeake Bay Preservation Area and contains a 100-foot RPA buffer along the wetlands at the west side of the site. Drainage from the site reaches the Lower Chesapeake Bay via Creer Creek, Brewers Creek, Chuckatuck Creek, and the Lower James River. The site is located in Virginia Hydraulic Unit JL42 (Chuckatuck Creek).

The site is accessible from US Route 17, Carrollton Boulevard. US Route 17 is a four-lane divided major arterial highway. A median break is located along the frontage to the site to

provide access to the site for north-bound traffic. The south side of the site is also accessible from the cul-de-sac at the west end of Britt Way.

Public Utilities in the vicinity of the site include a 16-inch water main on the north side of Route 17, an 8-inch water main in Britt Way, and a sanitary sewer pump station to the east of the site on Parcel 34I-04-000A. The site is served by the Carrollton Volunteer Fire Department from the fire station located adjacent to the east side of the property. The site is served by Isle of Wight County Schools.

Proposed Conditions

It is proposed to develop the site into a residential community with 147 single family attached townhome units with public streets, and areas reserved for stormwater management. The remaining commercial parcel at the north end of the site will be reserved for future development and will be accessible from the proposed road into the site. Secondary access to the site will be provided by a connection to the cul-de-sac at the end of Britt Way. The wetlands and RPA buffer at the west side of the site will remain undisturbed to the greatest extent possible. Impacts to the RPA buffer will be limited to the stormwater BMP outfall pipe. Impacts to the existing isolated wetlands at the north side of the site are anticipated, but mitigation for the wetland impacts will be provided. Please refer to the accompanying Water Quality Impact Assessment for additional information regarding wetland impacts.

The site will be served by Isle of Wight County water and sewer. Details on these connections may be found in under their relevant sections below.

Water

The domestic and fire supply demands for the proposed development will be met with Isle of Wight County water. It is expected that the water service will be looped through the site from the 16-inch water main on the north side of US Route 17 and the 8-inch water main in Britt Way. It is anticipated that these connections will provide sufficient domestic water service and fire protection to the site. During final design, a current fire flow test will be obtained as a basis for developing a water model to determine the size requirements of the proposed water mains throughout the site to meet domestic demand and fire flow requirements.

Domestic water calculations for the townhomes are based on Virginia Department of Health (VDH) Waterworks Regulations of 100 gallons per day per person and 3.1 people per household for an average demand of 310 gallons per day per household with a 24 hour duration, and a Peak Factor of 2.5. For the commercial parcel, an average daily demand of 1,000 gallons per acre was assumed with a flow duration of 12 hours and a peak factor of 3. The water calculations may be seen below.

WATER FLOW CALCULATIONS

Proposed Use / Node	Quantity	Unit	Average Flow per unit (GPD)	Average Day Demand (GPD)	Max Day Demand* (GPD)	Total Max Day Demand (gpm)
Residential Dwelling						
Townhomes	147	Units	310	45,570	113,925	79.1
Commercial Land	1.5	acre	1,000	1,500	4,500	6.3
Fire Flow						1,500
Total Water Flow		149		47,070		1,585

* Peaking factor = 2.5 Residential; 3.0 Commercial

Fire Protection

The site will be served by the Carrollton Volunteer Fire Department from the fire station located on the property adjacent to the site at 15020 Carrollton Boulevard.

The fire flow requirements for the townhomes were calculated based on the 2012 International Fire Code. The type of construction is 5B (wood frame), and the total fire flow area is 3,600 SF. The fire flow results are shown below.

FIRE FLOW REQUIREMENTS

Fire flow calculations based on the 2012 International Fire Code

PROPOSED USE	TYPE OF CONSTRUCTION	TOTAL FLOOR AREA	FIRE FLOW REQUIRED (gpm)*	MINIMUM FIRE HYDRANTS REQUIRED**
TOWNHOUSE	V-B	3,600	1,500	1

*from Table B105.1 of the 2012 IFC

No Reduction in Fire Flow

**from Table C105.1 of the 2012 IFC

It is anticipated that the commercial development will also have a fire flow requirement of 1,500 gpm since the buildings will be equipped with an automatic sprinkler system that will reduce the required fire flow by 75% with a minimum flow of 1,500 gpm.

During final design, a current fire flow test will be obtained as a basis for developing a water model to determine the size requirements of the proposed water mains throughout the site to meet domestic demand and fire flow requirements.

Sanitary Sewer

The site is within the service area of the County pump station located behind the nearby fire station on Parcel 34I-04-00A. Gravity sewer will be provided in the proposed streets to collect sewerage from the proposed development and convey it to the pump station through a dedicated public utility easement. It is anticipated that the public utility easement will extend to the eastern edge of the site and across the southern portion of county-owned parcels 34-01-050A and 34I-04-000A and enter the pump station at the closest existing manhole to the pump station.

The sanitary sewer calculations for the townhomes are based on an average sewage flow of 100 gallons per day per person and 3.1 people per household for an average flow of 310 gallons per day per household with a 24 hour duration, and a Peak Factor of 2.5. For the commercial parcel, an average daily flow rate of 1,000 gallons per acre was assumed with a flow duration of 12 hours and a peak factor of 3. The sewer calculations may be seen below.

SEWER FLOW CALCULATIONS

Project	Quantity	Unit	Average Flow* per unit (GPD)	Average Daily Flow (GPD)	(GPM)	Duration (hours)	Sanitary PF*	Max. Daily Flow (GPM)	(GPD)
Project Flows									
Townhomes	147	ERU	310	45,570	31.6	24	2.5	79.1	113,925
Commercial Space	1.5	Acres	1,000	1,500	2.1	12	3.0	6.3	4,500
Total Project Flows								85.4	118,425
Total Sewage Flow				47,070				85.4	118,425

SEWER FLOW CALCULATIONS

Project	Quantity	Unit	Average Flow* per unit (GPD)	Average Daily Flow (GPD)	(GPM)	Duration (hours)	Sanitary PF*	Max. Daily Flow (GPM)	(GPD)
Project Flows									
Ex Homes	28	ERU	310	8,680	6.0	24	2.5	15.1	21,700
Townhomes	147	ERU	310	45,570	31.6	24	2.5	79.1	113,925
Commercial Space	1.6	Acres	1,000	1,600	2.2	12	3.0	6.7	4,800
Retail space	25,040	S.F.	0.2	5,008	7.0	12	3.0	20.9	15,024
Restaurant - VDH		Seat	30	0	0.0	16	3.0	0.0	0
Total Project Flows								121.7	133,749
Total Sewage Flow				52,178				121.7	133,749

Based on the plans for the Carrollton Cove Shoppes, the PS was designed for 350 gpm at 124 ft or 300 gpm at 135 ft. This is well above the proposed 122 gpm. During final design, the capacity of the existing pump station will be analyzed to determine if any upgrades are required to meet the additional demand generated by the development.

Drainage and Stormwater Management

There is a significant natural drainage channel on the west side of the site that will be utilized for site drainage. There is also a drainage ditch running east to west that bisects the site and drains portions of the existing cleared land to the channel at the west side of the site. There is another drainage channel at the southern property line that drains the southern portion of the site to the main channel at the west side of the site. The main channel flows south to Creer Creek. The site will be designed to comply with all applicable state and local stormwater regulations during the development of the site and after final stabilization has been achieved. Stormwater management will be provided primarily by a wet pond BMP at the southwest side of the site adjacent to the existing channel and tidal wetlands. Additional BMPs upstream of the proposed pond will be provided to meet current water quality requirements. An underground storm sewer system will collect all practical storm runoff and divert it to the proposed BMPs for water quality treatment as well as detention for stormwater quantity purposes. After treatment, the water will be released

through an outfall structure and pipe toward existing wetlands in the southwestern portion of the site. The proposed BMPs will also serve as sediment traps and sediment basins during site construction. It is anticipated that 20.5± acres will be disturbed during construction. Impacts to the 100-foot RPA buffer will be minimized to the greatest extent possible. Impacts to the RPA will be limited to excavation for the installation of stormwater outfall pipes. Additional information pertaining to stormwater management can be found in the accompanying Water Quality Impact Assessment.

Additional Public Facilities

Please refer to the accompanying Traffic Impact Analysis by McPherson Consulting for discussion of the adequacy of the public roadways serving the proposed development. Please refer to the accompanying Fiscal Impact Assessment for discussion of the adequacy of the public schools and other major locally financed facilities.

APPENDIX A
PUBLIC UTILITIES MAP

APPENDIX B
TRAFFIC IMPACT ASSESSMENT

Bridge Point Commons

Isle of Wight County, Virginia

PREPARED FOR

Land Planning Solutions
5857 Harbour View Boulevard, Suite 202
Suffolk, Va, 23435
757.935.9014

PREPARED BY



VHB

4500 Main Street, Suite 400
Virginia Beach, VA 23462
757.233.3205

1/29/25

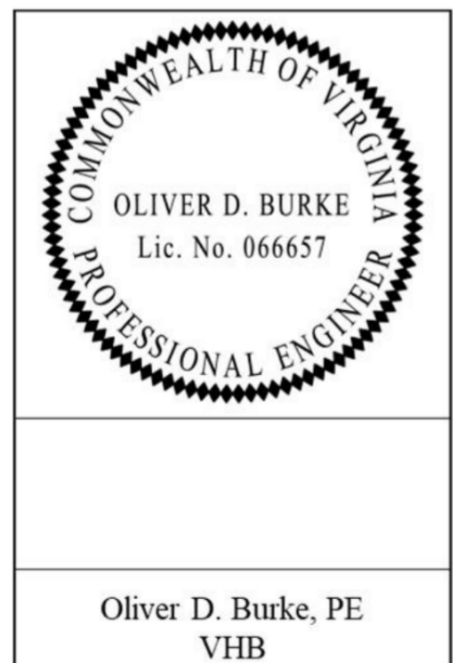


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Executive Summary

The Bridge Point Commons site is a 42-acre site located in Isle of Wight County, Virginia, west of Carrollton Boulevard (U.S. Route 17) between Deep Bottom Drive (U.S. Route 662) and Ashby Way. Primary site access will be provided via a right-in/right-out access along Carrollton Boulevard south of Deep Bottom Drive. Secondary site access will be granted via a connection to the adjacent neighborhood via Ashby Way, which will provide a signalized connection to Carrollton Boulevard.

The study area, as identified by Isle of Wight County and Virginia Department of Transportation (VDOT) staff, includes two intersections located along Carrollton Boulevard. A traffic signal is located at the Carrollton Boulevard and Ashby Way intersection. The Carrollton Boulevard and Deep Bottom Drive / Channell Way intersection will operate unsignalized with two-way stop-control.

The proposed Bridge Point Commons development is projected to include 147 single family attached residential units and one commercial outparcel. A detailed site plan is included within the **Appendix**. To mitigate the impacts associated with the proposed development, the following improvements are recommended:

Carrollton Boulevard / Deep Bottom Drive / Channell Way (unsignalized)

- No improvements necessary, maintain existing laneage.

Carrollton Boulevard / Ashby Way / Omera Drive (signalized)

- Provide optimized signal timings.
- Extend southbound left-turn lane storage to provide 200' storage and 200' taper.

Carrollton Boulevard / Commercial Median Break (unsignalized)

- Install a "No U-Turn" sign to prohibit southbound U-turns.

Carrollton Boulevard / Site Driveway (proposed RI/RO – unsignalized)

- Construct site driveway to provide right-in/right-out access.
 - *Existing median break closure to be performed by an adjacent development.*
 - *Should Bridgepoint Commons occur prior to the Archer's Meade development, the site driveway shall be constructed to include median break closure to restrict the site entrance to a right-in/right-out.*
- Construct an exclusive southbound right-turn lane with 200' storage/200' taper.

Site Driveway / Commercial Outparcel Driveway (proposed unsignalized T-intersection)

- Construct westbound right-turn taper.



1

Introduction

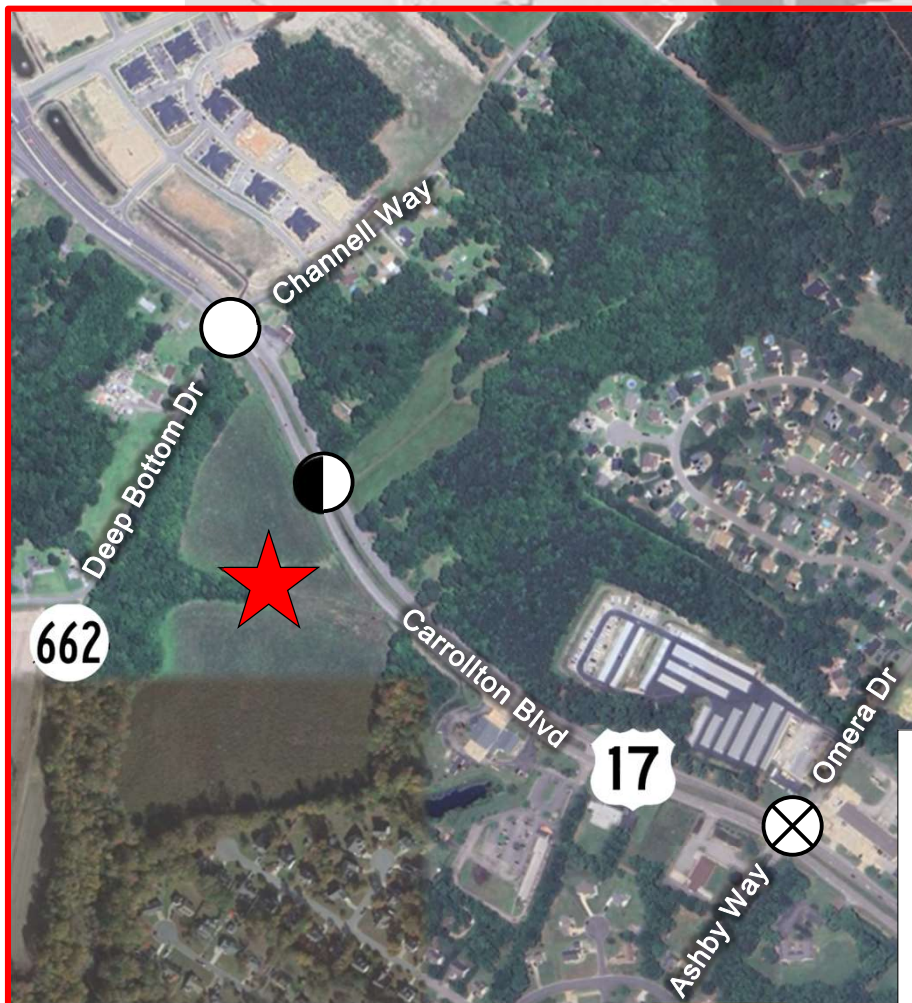
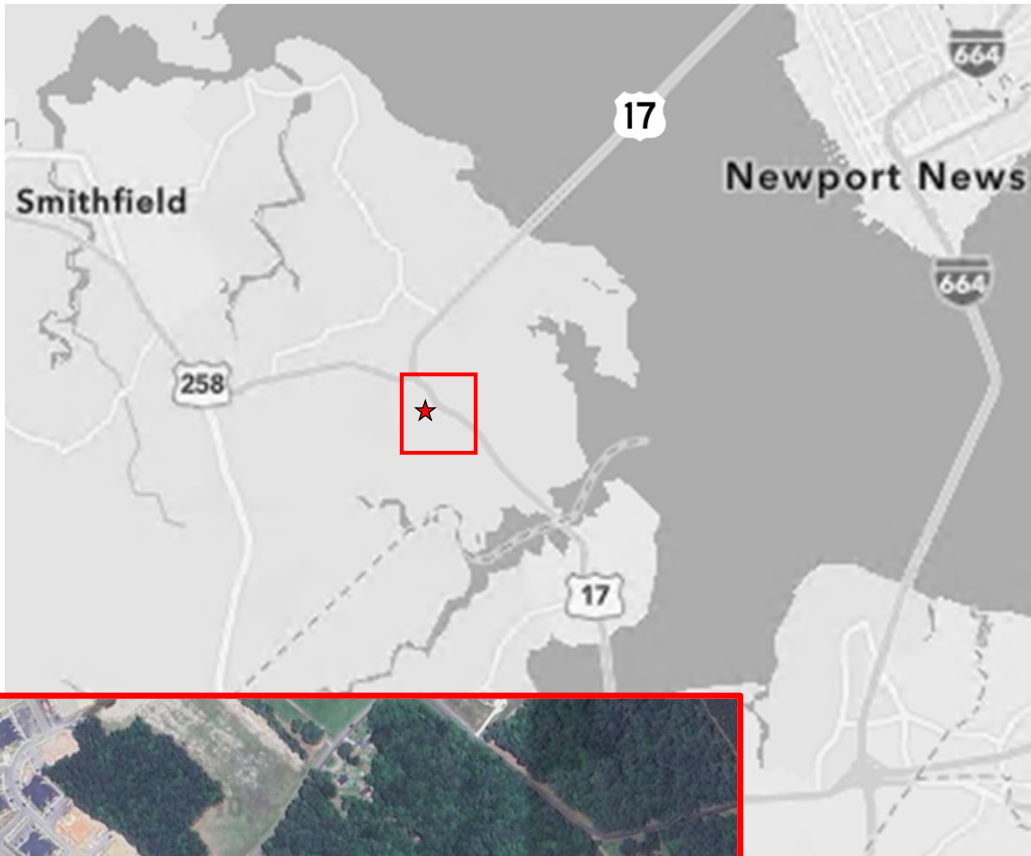
1.1 Project History and Background

The proposed Bridge Point Commons development is a 42-acre development located in Isle of Wight County, VA. The site is located west of Carrollton Boulevard (U.S. Route 17) between Deep Bottom Drive and Ashby Way. Primary site access will be provided along Carrollton Boulevard via an unsignalized right-in/right-out driveway located along Carrollton Boulevard. **Figure 1** illustrates the site location and two study area intersections. As shown in Figure 1, Carrollton Boulevard runs in an approximate north/south direction and all other segments in an east/west direction.

Vanasse, Hangen, & Brustlin Inc. (VHB) was retained to perform a traffic impact analysis for the proposed development. This report has been prepared based on VDOT and Isle of Wight County criteria for submittal. The study will evaluate existing and future traffic conditions and make recommendations to mitigate traffic impacts, if necessary. Assumptions regarding the study area, count data, traffic generation, and trip distribution patterns were discussed with VDOT and Isle of Wight County. Based on the size and location of the proposed development, a VDOT Chapter 527 scoping meeting was not required; however, this document has been prepared based on criteria for both Isle of Wight County and VDOT.

Study Area

North
Not to scale



Legend

- Site
- Signalized Study Intersections
- Unsignalized Study Intersections
- Proposed RI/RO Driveway

1.2 Study Area

The study area for this analysis includes the following roadways and intersections as illustrated in **Figure 1**:

Roadway

- Route 17 | Carrollton Boulevard

Intersections

- Carrollton Boulevard / Deep Bottom Drive/ Channell Way (unsignalized)
- Carrollton Boulevard / Ashby Way / Omera Drive (signalized)

Study area roadways and intersections were identified during conversations with VDOT and Isle of Wight County staff.

1.3 Existing Land Use

The Bridge Point Commons parcel is currently vacant and zoned as General Commercial (GC) and Urban Residential (UR) with a request to rezone 8 acres of the GC portion of the site to UR. The proposed zoning will support both the residential and commercial land uses outlined in detail in **Chapter 4**.

1.4 Existing Conditions

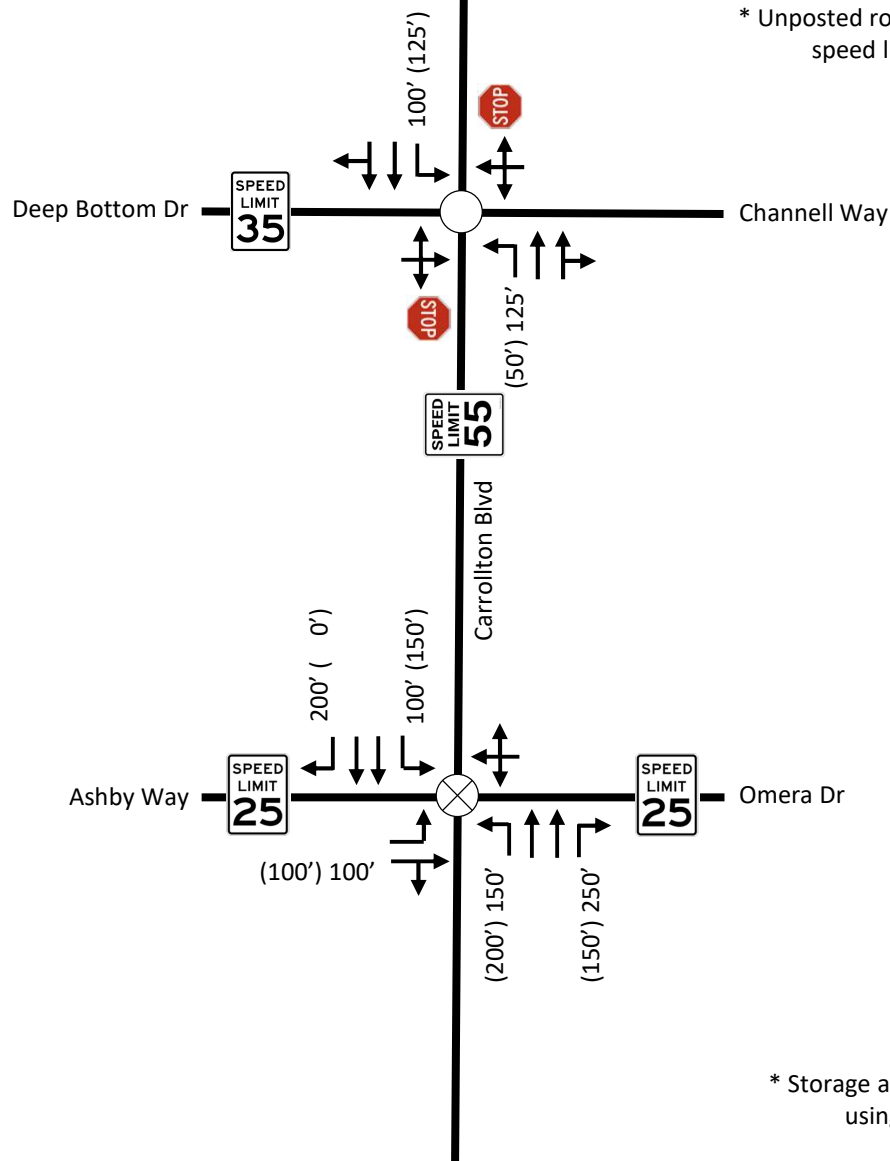
Route 17 Carrollton Boulevard is the primary external roadway serving the development, which is illustrated in **Figure 2**.

The following provides a short description of the study area roadways:

Route 17 Carrollton Boulevard – is a four-lane, principal arterial that provides access to numerous residential neighborhoods and commercial areas. Within the vicinity of the site, Carrollton Boulevard extends from the City of Suffolk line to the south and the James River Bridge to the north. It is a major thoroughfare providing access to local connector streets including Ashby Way and Deep Bottom Drive. In the project vicinity, Carrollton Boulevard has a posted speed limit of 55 miles per hour (mph) and has a collected average daily traffic (ADT) volume from the *VDOT Traffic Engineering Annual Average Daily Traffic Volume Estimates by Section of Route – Isle of Wight County* of 15,400 vehicles per day (vpd).

Figure 2 illustrates the existing roadway conditions and intersection laneages within the study area.

Existing Roadway Conditions



* Unposted roadways depict statutory speed limit of 55mph per VDOT guidelines

* Storage and taper lengths measured using online aerial imagery and rounded to nearest 25'.

Legend

- ← - Laneage
- ⊗ - Signalized Intersection
- - Unsignalized Intersection
- XX' (XX') - Storage' (Taper')
- STOP / Yield - Stop/Yield
- ▴ - Channelized Right Turn



2

Analysis of Existing Conditions

2.1 Capacity Analysis at Critical Points

Intersection turning movement counts were used in conjunction with the number of lanes and traffic operations at each study intersection to determine existing and future levels of service. Level of service (LOS) describes traffic conditions—the amount of traffic congestion—at an intersection or on a roadway. **Table 1** shows the LOS and delay range for signalized and unsignalized intersections.

Table 1 Levels of Service and Ranges of Delay

LOS	Delay per Vehicle (seconds per vehicle)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

2.2 Turning Movement Counts (TMCs)

8-hour turning movement counts were collected by Data Collection Group at each of the following study area intersections on March 26, 2024, during the AM (6:00 to 10:00) and PM (2:30 to 6:30) peak periods at the following intersections:

- Carrollton Boulevard / Deep Bottom Drive/ Channell Way
- Carrollton Boulevard / Ashby Way / Omera Drive

The peak hour within each 4-hour period was used for AM and PM traffic analysis. This is a conservative approach as it reflects the highest demand at each intersection.

2.3 Average Daily Traffic (ADT) Counts

Average daily traffic counts, including vehicle speed data, were collected by Data Collection Group along each of the following roadways within the immediate vicinity of the site location:

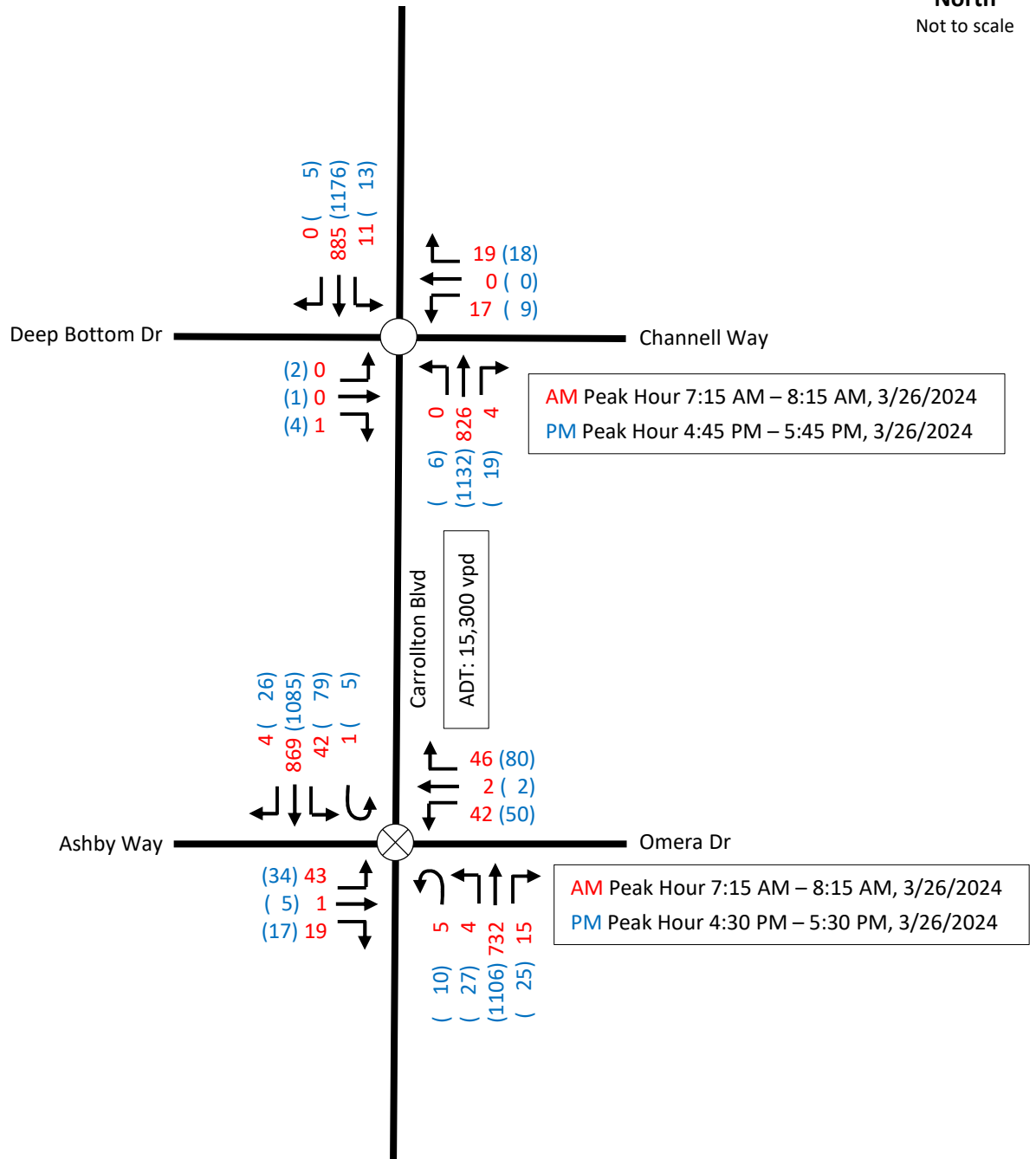
- Ashby Way W
- Britt Way

Raw TMC data as well as vehicle speed data is included within the **Appendix**. ADT counts along Carrollton Boulevard were obtained from the *2022 AADT Report for Isle of Wight County* published by VDOT.

TMC and ADT data are illustrated in **Figure 3**.

2024 Existing Peak Hour Volumes

North
Not to scale



2.4 Capacity and Levels of Service Analyses at Critical Points

Capacity analyses for the signalized and unsignalized intersections in the AM and PM peak hours were performed for the study area intersections.

Analyses were completed to determine the operating characteristics using Synchro Professional 11.0, which uses methodologies contained in the 2000 Highway Capacity Manual (HCM) and HCM 6th edition.

Level of service analyses were performed using existing signal timings along with the 2024 volumes with the existing roadway network. To compare operations among various scenarios, detailed analyses are illustrated in **Tables 4 – 6** in **Chapter 6** to provide a side-by-side comparison.



3

Future Conditions without Development

Background traffic growth is the increase in traffic volumes due to usage increases and non-specific growth throughout an area. One method of determining reasonable growth rates for an area is to research past traffic counts for a roadway or intersection and review historical data or use knowledge of the surrounding area. Based on a review of online VDOT traffic data over a 5-year period and conversations with VDOT and Isle of Wight County staff, background traffic assumed a 2.0% annual growth rate along the entire roadway network. Detailed data is included in the **Appendix**. Based on information provided by the development, the project buildout of the site will be complete by 2029. A growth rate of 2.0%, applied exponentially over 5- and 11-years results in growth factors of 1.10 and 1.24, respectively and is applied to existing TMC volumes to generate the 2029 and 2035 background volumes.

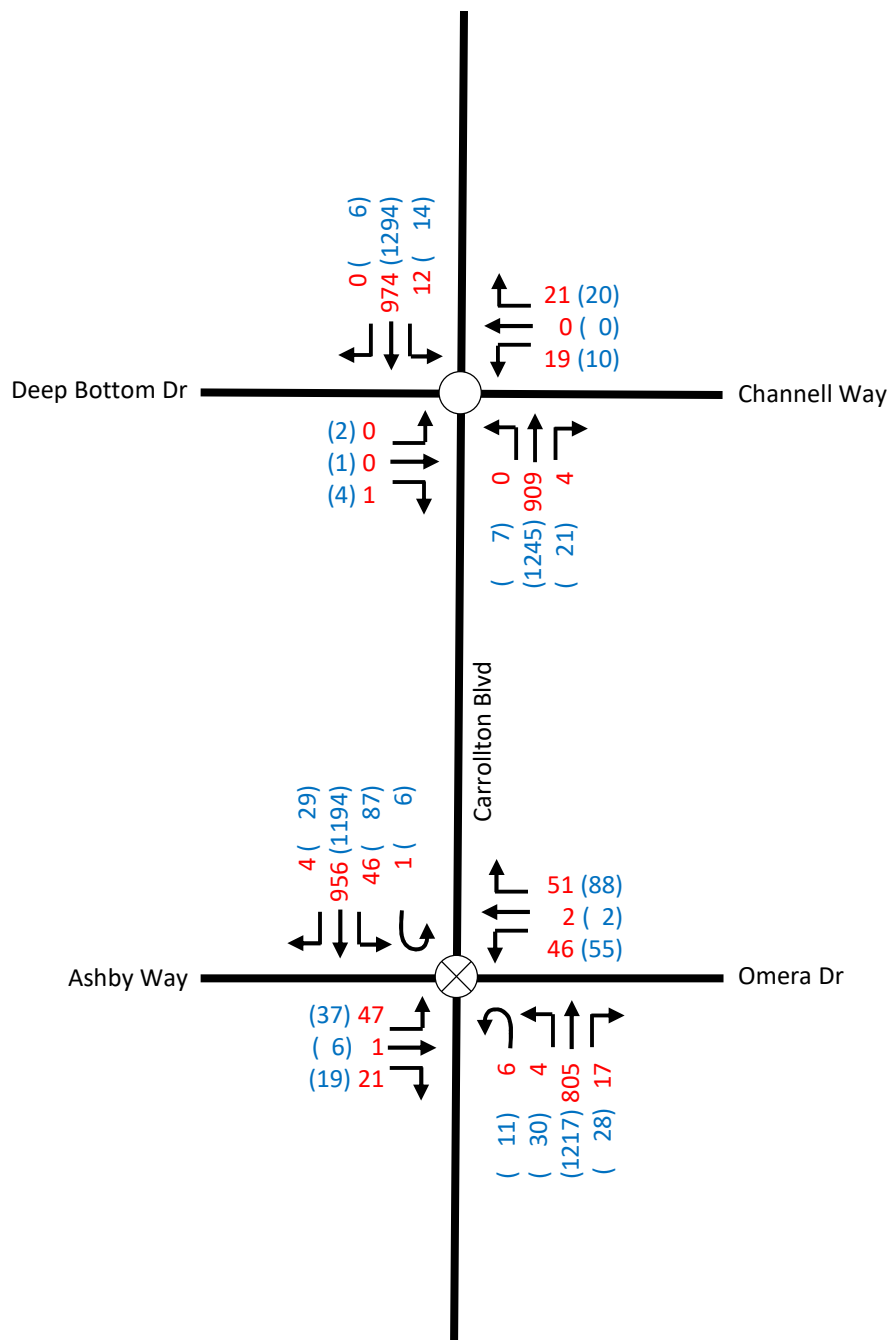
3.1 Approved Development

Based on the conservative annual growth rate used to project regional growth, additional developments are assumed to be included in the general background growth rate. Therefore, no additional approved developments were included in background traffic volumes.

The following figures illustrate the study area intersections background traffic volumes for 2029 and 2035 conditions in the AM and PM peak hours, respectively. These volumes were generated by applying the above growth rate factors to the existing TMC data.

- **Figure 4** – 2029 Background Volumes | AM and PM Peak Hours
- **Figure 5** – 2035 Background Volumes | AM and PM Peak Hours

2029 Background Volumes | AM & PM Peak Hours

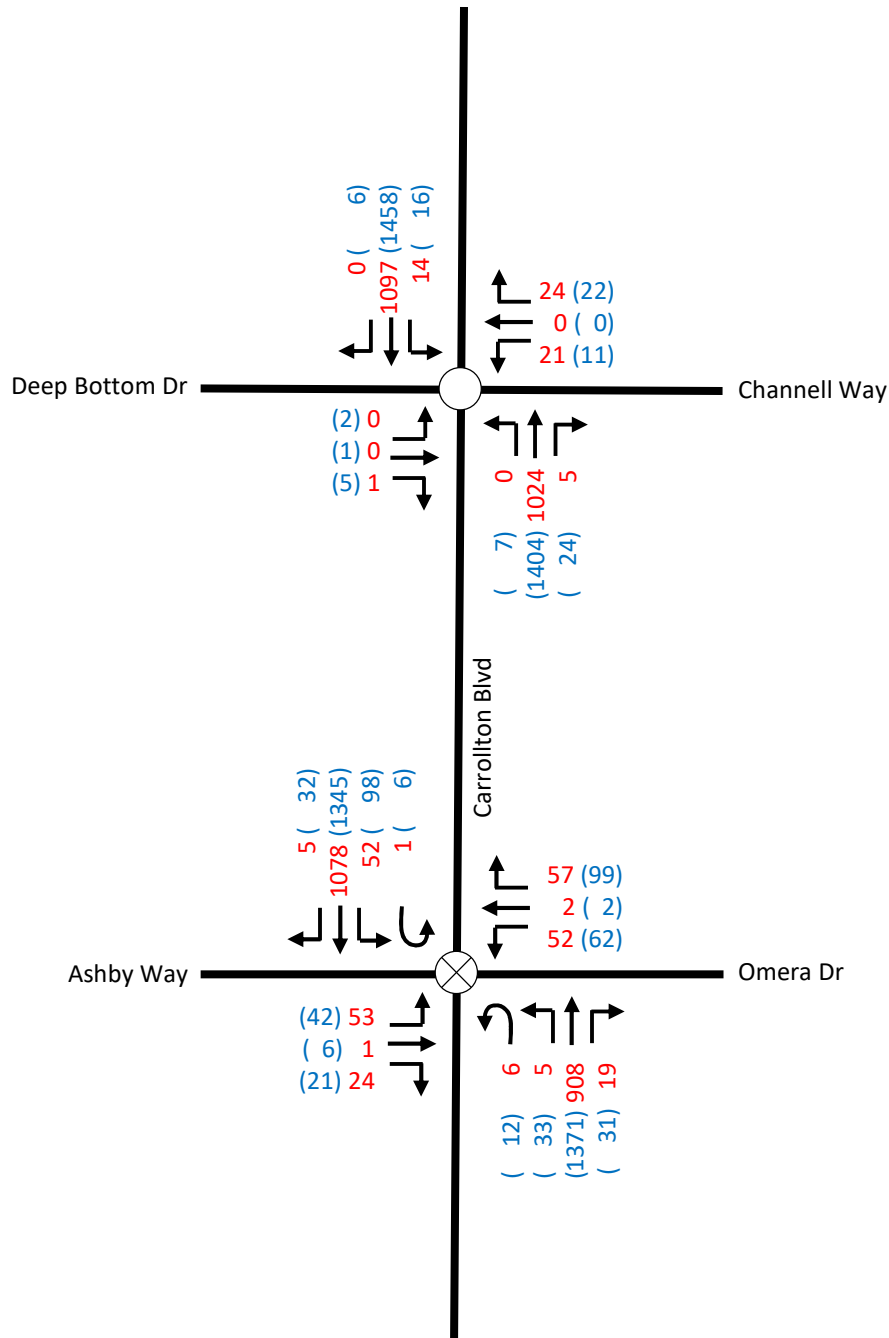


Legend

- ← - Movement
- ⊗ - Signalized Intersection
- - Unsignalized Intersection
- XX (XX) - AM (PM) Peak Hour Trips

2035 Background Volumes | AM & PM Peak Hours

North
Not to scale



Legend

← - Movement

⊗ - Signalized Intersection

○ - Unsignalized Intersection

XX (XX) - AM (PM) Peak Hour Trips

3.2 Capacity and Levels of Service Analyses at Critical Points

Capacity analyses for the signalized and unsignalized intersections in the AM and PM peak hours were performed for the study area intersections.

Analyses were completed to determine the operating characteristics using Synchro Professional 11.0, which uses methodologies contained in the 2000 Highway Capacity Manual (HCM) and HCM 6th edition.

Level of service analyses were performed using existing signal timings along with the 2029 and 2035 Background volumes with the existing roadway network. To compare operations among various scenarios, detailed analyses are illustrated in **Tables 4 – 6** in **Chapter 6** to provide a side-by-side comparison.



4

Trip Generation

4.1 Trip Generation

Traffic generated by the proposed development was determined using trip generation methodology contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. Trip generation for the site utilizes information for ITE Land Use Code 215: Single Family-Attached Housing to generate traffic for the 147 townhomes included on the site and an average sized Coffee/Donut Shop with Drive-Thru (ITE Land Use Code: 937) for the commercial outparcel site generated trips. **Table 2** summarizes the proposed site traffic.

Table 2 Proposed Trip Generation

Land Use (code)	Variable	Daily		AM Peak		PM Peak	
		In	Out	In	Out	In	Out
Residential							
Single Family Attached Housing (215)	147 Units	535	535	18	53	50	34
Commercial							
Coffee/Donut Shop w/Drive-Thru (937)	2 KSF	534	533	88	84	39	39
Total		2,137		243		162	

As shown in Table 2 above, the site has the potential to generate 2,137 trips per day with 243 and 162 trips occurring during the AM and PM peak periods, respectively.

4.2 Internal Capture

Internal capture accounts for those motorists who access multiple land uses during a single trip and do not access the external roadway network. Based on the land use proposed for the site, no internal capture was applied.

4.3 Pass-by

Based on the nature of this development, it was assumed that the site will generate all new traffic along the surrounding roadway network. Therefore, no pass-by reductions were applied to the analysis.



5

Site Traffic Distribution and Traffic Assignment

5.1 Trip Distribution

The directional distribution and assignment of trips generated by the proposed development is based on an understanding of travel patterns within the study area, and discussions with VDOT and Isle of Wight County staff. External distribution to the surrounding roadways is described below:

- 50% to/from the north via Carrollton Boulevard
- 50% to/from the south via Carrollton Boulevard

These external distributions were used as a basis to project detailed distributions within the study network and are illustrated in **Figure 6**. It is assumed that those trips associated with the commercial outparcel will solely utilize the proposed site driveway along Carrollton Boulevard, while 25% of the inbound residential trips will access the site via the existing neighborhood connection along Ashby Way. It is assumed that 50% of the outbound residential trips will utilize the Ashby way connection.

Northbound trips exiting the site via the proposed right-in/right-out driveway are assumed to make a U-turn at the signalized intersection of Carrollton Boulevard / Ashby Way and Omera Drive. The nearest available U-turn location is the unsignalized T-intersection connecting a commercial driveway to Carrollton Boulevard. To encourage the use of the existing southbound left-turn lane and controlled U-turns at the signalized intersection of Carrollton Boulevard / Ashby Way and Omera Drive, it is recommended to restrict U-turns at the T-intersection median opening to maintain through capacity along Carrollton Blvd.

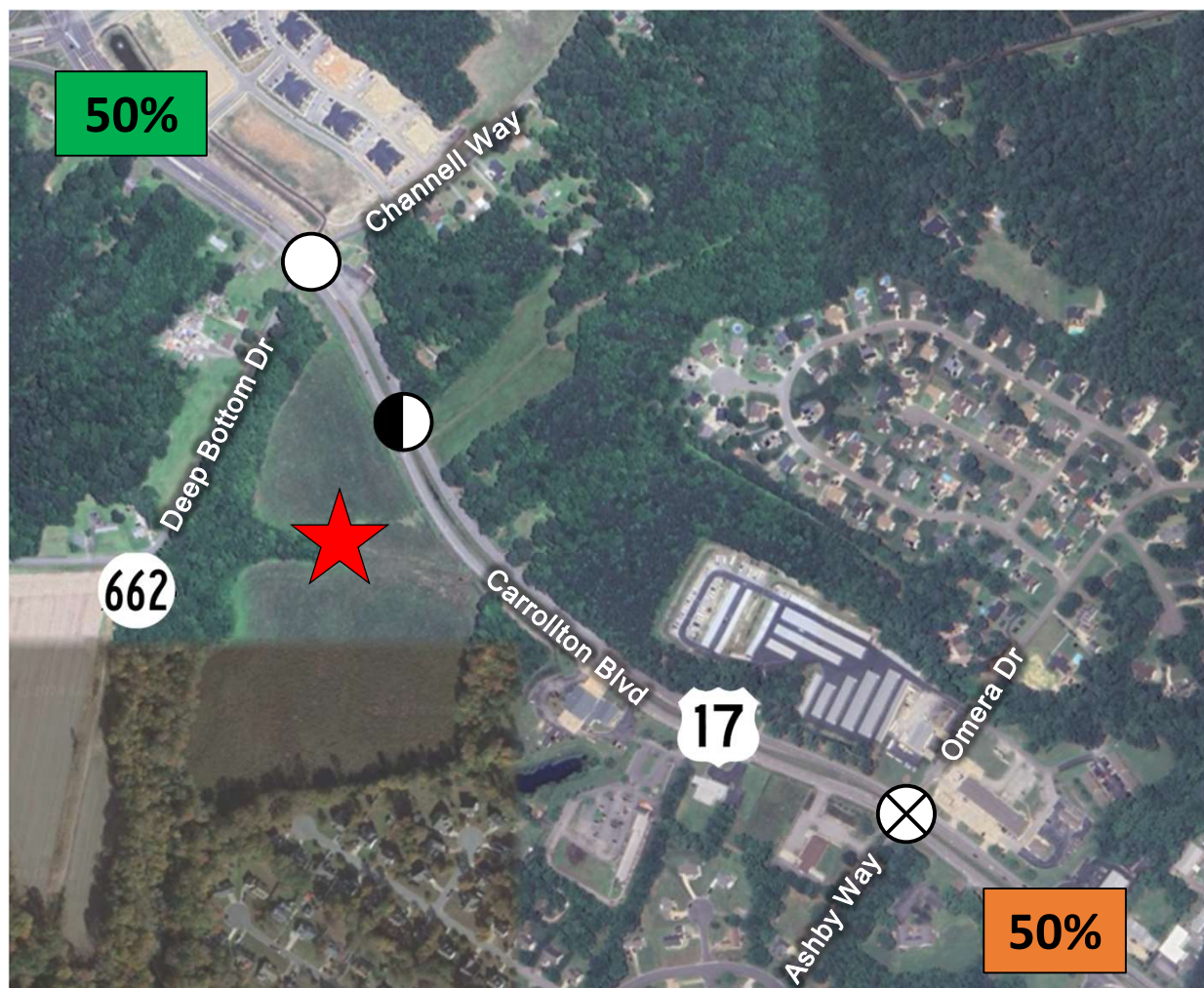
Detailed distributions of both the commercial and residential site traffic are included within the **Appendix**.

5.2 Trip Assignment

The trip distribution percentages shown in the appendix were applied to the proposed trip generation outlined in **Table 2** to generate the site traffic assignment. The total site generated traffic through the study intersections is illustrated in **Figure 7**.

External Trip Distribution

North
Not to scale



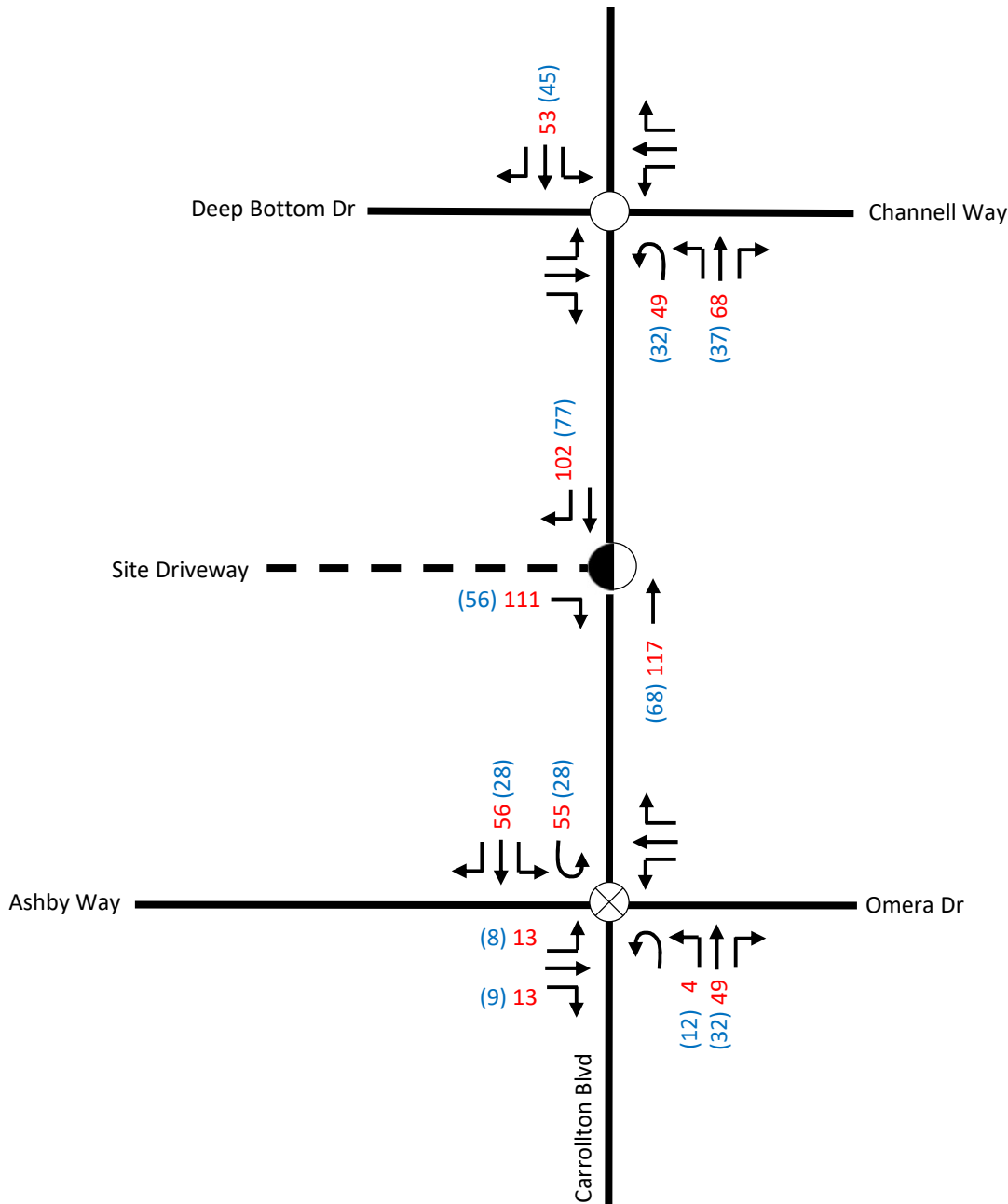
To/From	Distribution
Carrollton Blvd (Rt. 17) N	50%
Carrollton Blvd (Rt. 17) S	50%
Total	100%

Legend

-  - Site
-  - Signalized Study Intersections
-  - Unsignalized Study Intersections
-  - Unsignalized RI/RO Intersection
-  - External Distribution

Site Generated Traffic

North
Not to scale



Land Use ITE Code: 215 & 934	AM Peak	PM Peak
Inbound	106	89
Outbound	137	73
Total	243	162

Legend



- Movement



- Signalized Intersection



- Unsignalized Intersection



- Unsignalized RI/RO Intersection

XX (XX)

- Inbound & Outbound AM (PM) Peak Hour Trips



6

Future Conditions with Development

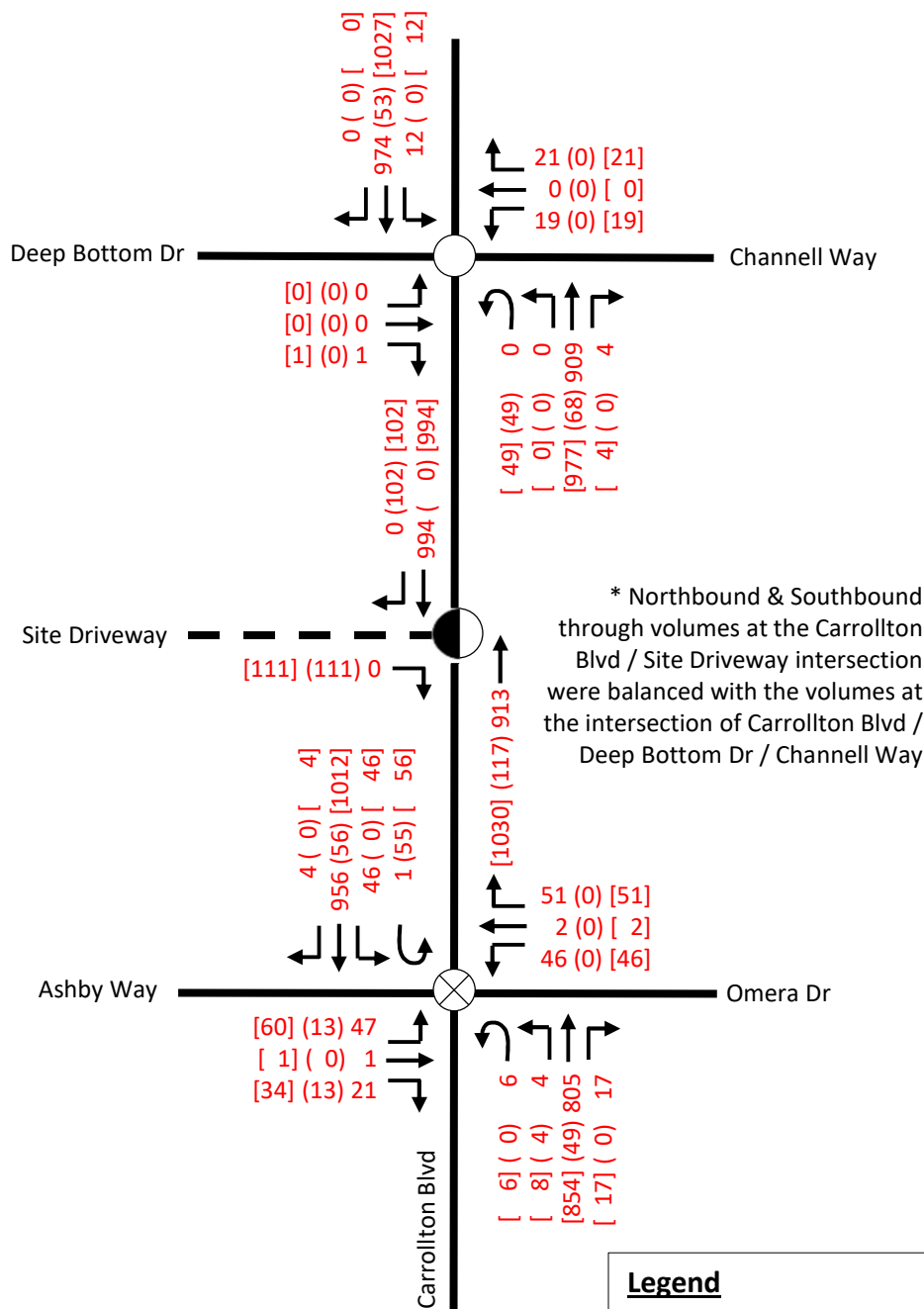
6.1 Future Traffic Volumes

Total future traffic volumes represent the addition of traffic generated by the proposed Bridge Point Commons development in addition to the background traffic volumes. These resulting volumes are also referred to as “build” volumes. The future build conditions were generated by combining the 2029 and 2035 background conditions with the proposed site generated traffic volumes and are illustrated in the following figures:

- **Figure 8** – 2029 Build Volumes | AM Peak Hour
- **Figure 9** – 2029 Build Volumes | PM Peak Hour
- **Figure 10** – 2035 Build Volumes | AM Peak Hour
- **Figure 11** – 2035 Build Volumes | PM Peak Hour

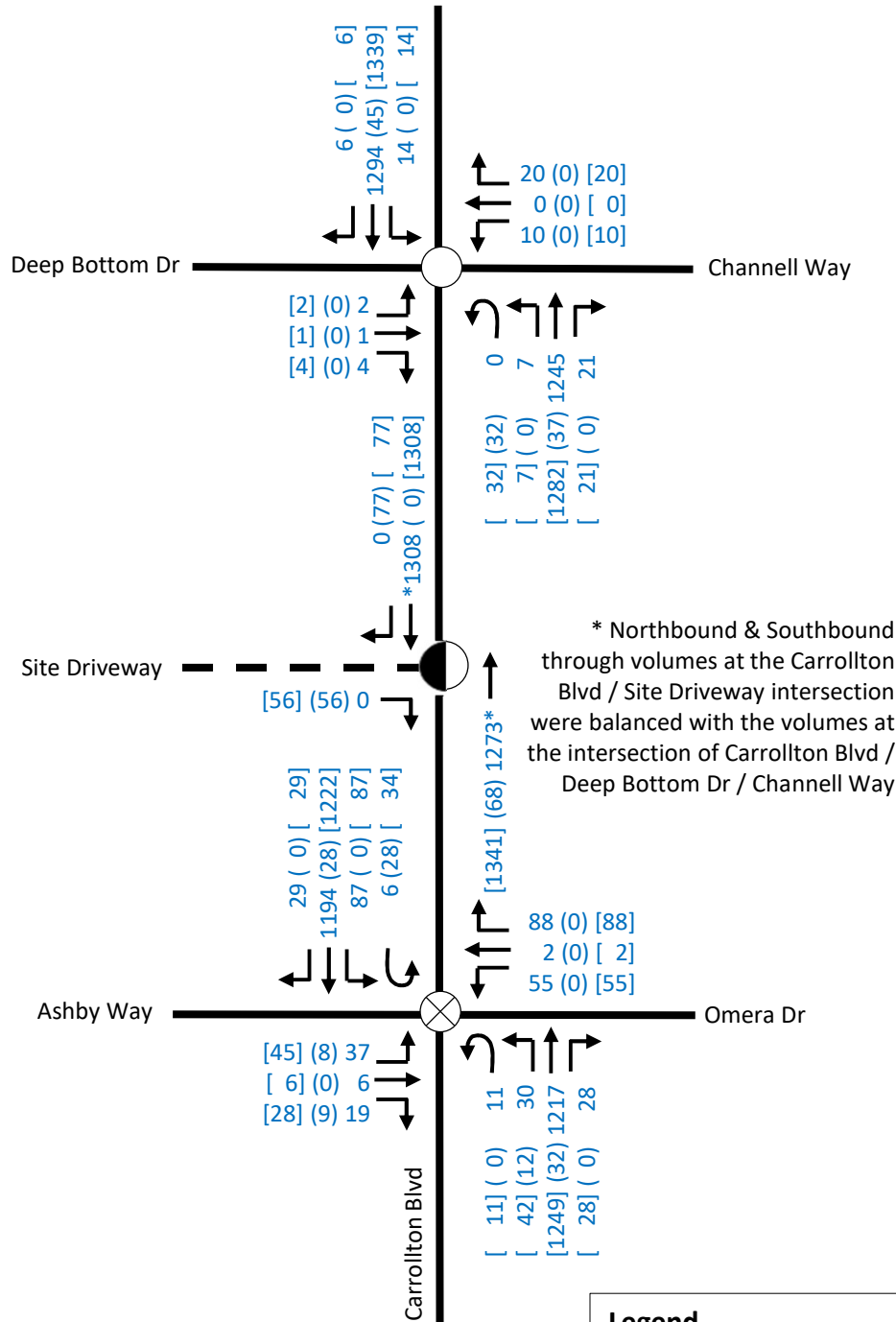
2029 Build Volumes | AM Peak Hour

North
Not to scale



2029 Build Volumes | PM Peak Hour

North
Not to scale



Legend

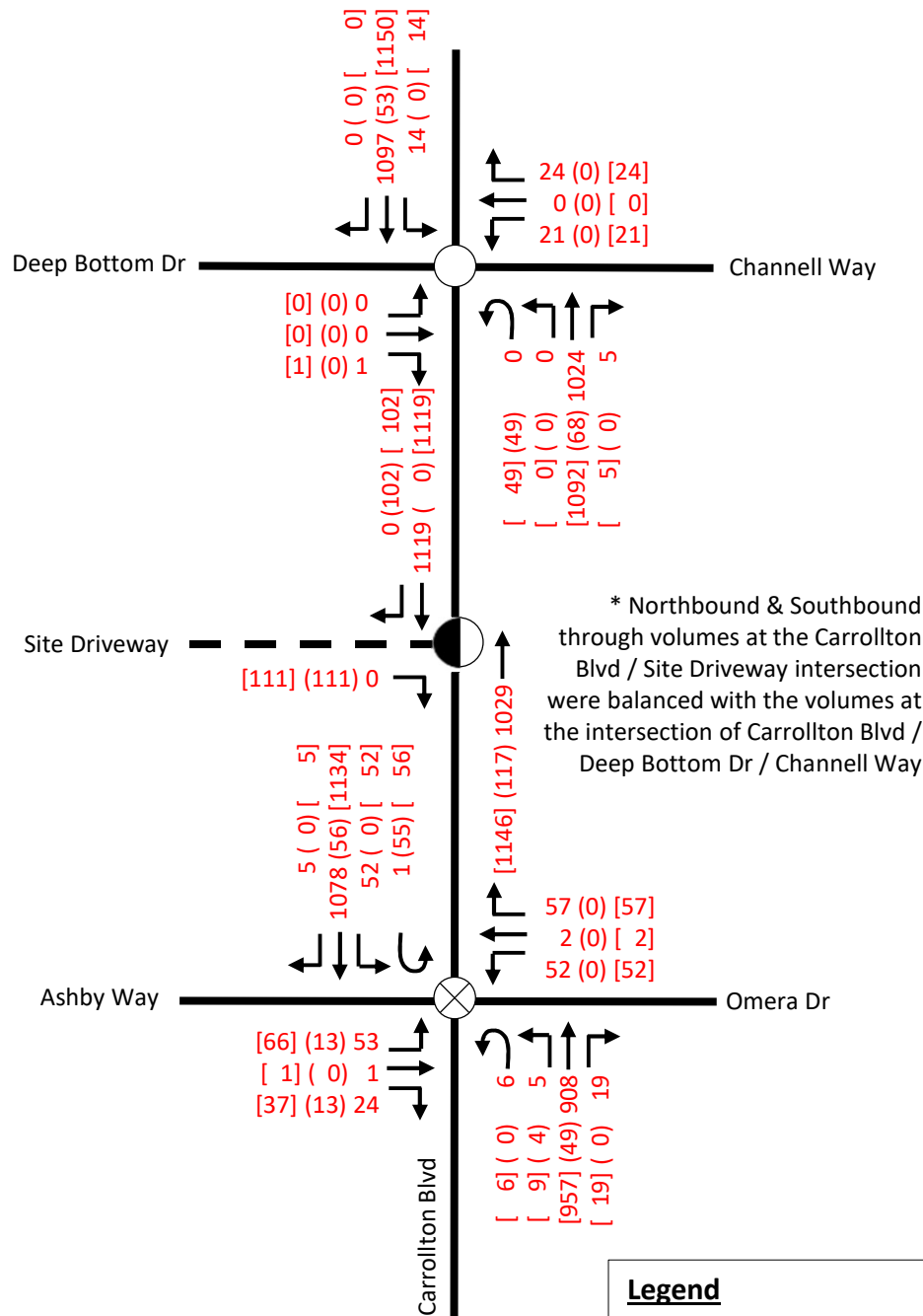
- ← Movement
- ⊗ Signalized Intersection
- Unsignalized Intersection
- ◐ Unsignalized RI/RO Intersection

XX (XX) [XX] – Background (Site Volume) [Build]



2035 Build Volumes | AM Peak Hour

North
Not to scale

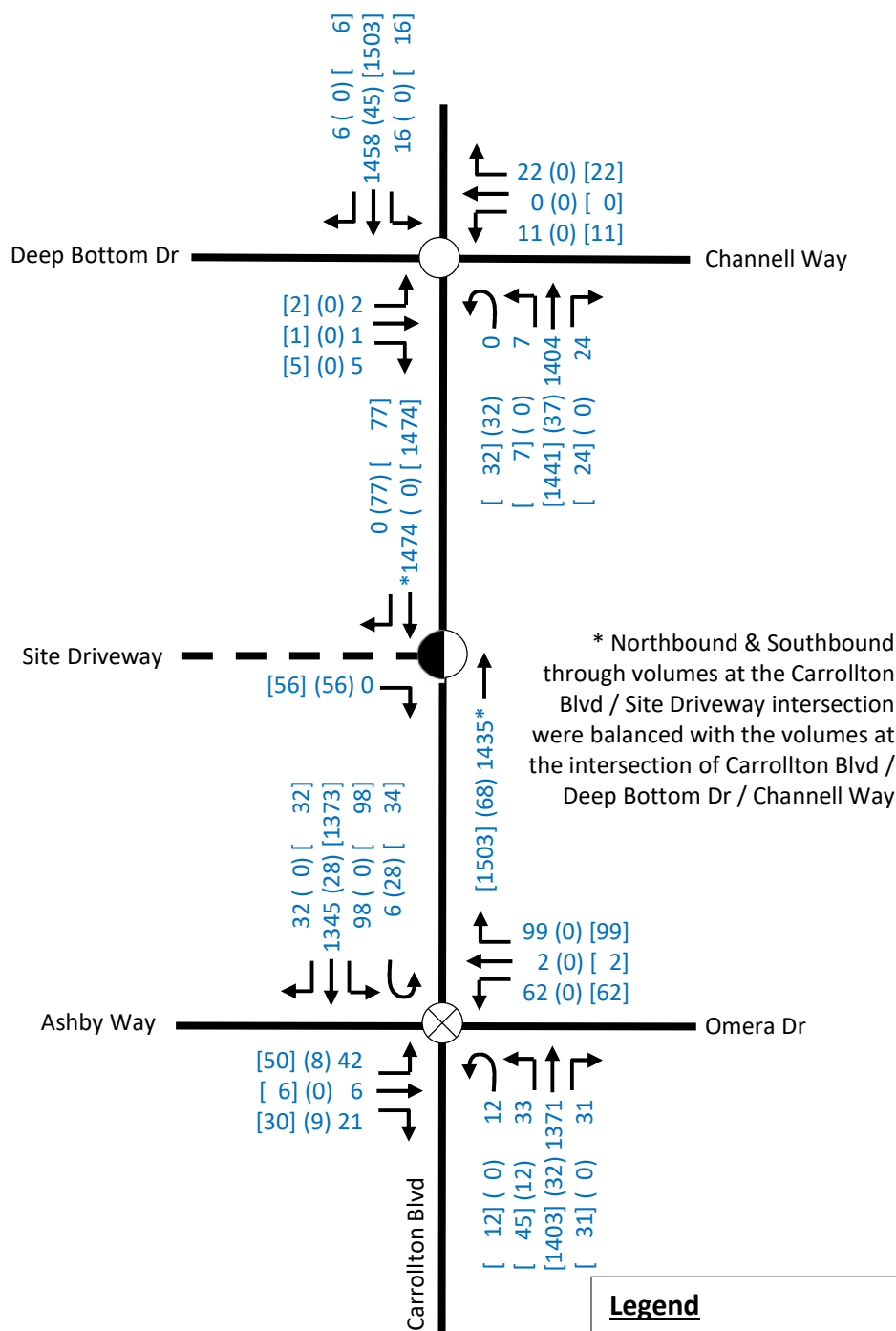


Legend

- ← Movement
- ⊗ Signalized Intersection
- Unsignalized Intersection
- ◐ Unsignalized RI/RO Intersection
- XX (XX) [XX] – Background (Site Volume) [Build]

2035 Build Volumes | PM Peak Hour

North
Not to scale



* Northbound & Southbound through volumes at the Carrollton Blvd / Site Driveway intersection were balanced with the volumes at the intersection of Carrollton Blvd / Deep Bottom Dr / Channell Way

6.2 Capacity and Level of Service Analyses at Critical Points

Capacity analyses for the study area intersections in the AM and PM peak hours were performed for no build and build conditions. Analyses were completed to determine the operating characteristics of the study area intersections and roadways using *Synchro Professional 11.0 with SimTraffic*, which uses methodologies contained in the *2000 Highway Capacity Manuals (HCM)* and *HCM 6th* edition.

To compare operations among various scenarios, detailed analyses are illustrated in **Tables 4 – 6** to provide a side-by-side comparison for the following five conditions:

- **Existing Conditions**
- **2029 No Build Conditions**
(2.0% annual growth for 5 years)
- **2029 Build Conditions***
(2029 No Build plus generated site traffic)
- **2035 No Build Conditions**
(2.0% annual growth for 11 years)
- **2035 Build Conditions***
(2035 No Build plus generated site traffic)

*Build conditions are reported both with and without intersection improvements at the intersection of Carrollton Boulevard / Omera Drive and Ashby Way to illustrate benefits of proposed improvements.

Existing scenario analysis utilizes recorded PHFs, while future analysis scenarios use the higher of existing PHF or 0.92, as outlined in the VDOT Traffic Operations Safety Analysis Manual (TOSAM). This change in PHF may result in improvements in delay between existing and future no-build scenarios.

6.2.1 Carrollton Boulevard / Deep Bottom Drive / Channell Way

At this intersection, Route 17 (Carrollton Boulevard) is oriented in a north/south direction while Deep Bottom Drive and Channell Way are oriented in an east/west direction. This unsignalized intersection currently provides the following laneage:

- Carrollton Boulevard (northbound) – one exclusive left-turn lane, one through lane, and one shared through-right-turn lane.
- Carrollton Boulevard (southbound) – one exclusive left-turn lane, one through lane, and one shared through-right-turn lane.
- Deep Bottom Drive (eastbound) – one shared left-through-right-turn lane.
- Channell Way (westbound) – one shared left-through-right-turn lane.

Table 4 illustrates the delay and LOS results for the Route 17 Carrollton Boulevard / Deep Bottom Drive / Channell Way intersection for the scenarios listed above. Detailed analysis is included in the **Appendix**.

Table 4 Carrollton Boulevard / Deep Bottom Drive / Channell Way Unsignalized Intersection Level of Service

Scenario	Delay per Lane Group by Approach [sec/veh] (Level of Service)											
	Eastbound			Westbound			Northbound			Southbound		
	LT	TH	RT	LT	TH	RT	U-LT	TH	RT	LT	TH	RT
AM Peak Hour												
Existing	15.7 (C)			34 (D)			0 (A)	- (-)		9.9 (A)	- (-)	
							0 (A)		0.2 (A)			
2029 No Build	16.6 (C)			40.5 (E)			0 (A)	- (-)		10.2 (B)	- (-)	
							0 (A)		0.1 (A)			
2029 Build	17.2 (C)			76.4 (F)			20 (C)	- (-)		10.6 (B)	- (-)	
							1 (A)		0.1 (A)			
2035 No Build	18.2 (C)			64.3 (F)			0 (A)	- (-)		10.8 (B)	- (-)	
							0 (A)		0.1 (A)			
2035 Build	18.9 (C)			161.8 (F)			24 (C)	- (-)		11.2 (B)	- (-)	
							1 (A)		0.1 (A)			
PM Peak Hour												
Existing	110.7 (F)			105 (F)			11.7 (B)	- (-)		12 (B)	- (-)	
							0.1 (A)		0.3 (A)			
2029 No Build	93.6 (F)			93 (F)			12.5 (B)	- (-)		12.3 (B)	- (-)	
							0.1 (A)		0.1 (A)			
2029 Build	144.2 (F)			182 (F)			29 (D)	- (-)		12.6 (B)	- (-)	
							0.8 (A)		0.1 (A)			
2035 No Build	155.2 (F)			252.7 (F)			13.8 (B)	- (-)		13.7 (B)	- (-)	
							0.1 (A)		0.1 (A)			
2035 Build	304.6 (F)			534.2 (F)			38.8 (E)	- (-)		14 (B)	- (-)	
							1 (A)		0.1 (A)			

- (-) = Free movement 0s of delay

This unsignalized intersection currently operates at an overall approach level of service (LOS) A along the mainline approaches during both the AM and PM peak hour periods. During the build scenarios, the intersection maintains overall LOS A along mainline approaches with the longest delays occurring along the eastbound and westbound side street approaches during all scenarios. The increase in delay along these approaches is a result of a reduction in mainline gaps as mainline traffic increases as a result of background growth and site traffic.

The Bridge Point Commons development does not have access to Deep Bottom Drive and therefore, does not assign any traffic to either of the side street approaches. Furthermore, while the side street delays increase, these approaches carry less than 50 vehicles during a peak hour and do not warrant a traffic signal.

Restrictions to side street access to right-on/right-out movement would reduce side street delays, however, this modification is not recommended as part of the development of Bridgepoint Commons. This intersection was included as part of the Rte. 17 Arterial Preservation Plan that includes comprehensive recommendations based on overall traffic and recent improvements to the Brewer Neck Boulevard and Carrollton Boulevard intersection. Improvements to this intersection to alleviate side street delays should be developed with the ultimate configuration of the corridor and are beyond the responsibility of this development.

6.2.2 Carrollton Boulevard / Ashby Way / Omera Drive

At this intersection, Route 17 (Carrollton Boulevard) is oriented in a north/south direction while Ashby Way and Omera Drive are oriented in an east/west direction. This signalized intersection currently provides the following laneage:

- Carrollton Boulevard (northbound) – one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane.
- Carrollton Boulevard (southbound) – one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane.
- Ashby Way (eastbound) – one exclusive left-turn lane and one shared through-right-turn lane.
- Omera Drive (westbound) – one shared left-through-right-turn lane.

Table 5 illustrates the delay and LOS results for the Route 17 Carrollton Boulevard / Ashby Way and Omera Drive intersection for the scenarios listed above and does not include the recommended improvements outlined within the executive summary.

Table 6 illustrates the improved delay and LOS results for the Route 17 Carrollton Boulevard / Ashby Way and Omera Drive intersection due to the recommended optimized signal timings and roadway improvements, outlined in the Executive Summary. Detailed analysis for all scenarios is included in the **Appendix**.

Table 5 Carrollton Boulevard / Ashby Way / Omera Drive Signalized Intersection Level of Service – No Recommendations

Scenario	Overall Delay (LOS)	Delay per Lane Group by Approach [sec/veh] (Level of Service)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour													
Existing	20.7 (C)	32.7 (C)	30.2 (C)		32.6 (C)			52.0 (D)	20.4 (C)	14.1 (B)	11.4 (B)	18.8 (B)	12.2 (B)
		31.8 (C)		20.8 (C)				18.2 (B)					
2029 No Build	19.5 (B)	35.1 (D)	31.1 (C)		31.5 (C)			43.0 (D)	19.1 (B)	12.7 (B)	10.6 (B)	18.0 (B)	11.0 (B)
		33.8 (C)		19.2 (B)				17.6 (B)					
2029 Build	21.5 (C)	35.3 (D)	32.3 (C)		35.2 (D)			62.4 (E)	23.2 (C)	14.7 (B)	11.3 (B)	18.2 (B)	11.2 (B)
		34.2 (C)		23.7 (C)				17.5 (B)					
2035 No Build	22.1 (C)	36.5 (D)	31.2 (C)		31.5 (C)			44.5 (D)	21.9 (C)	13.2 (B)	11.8 (B)	20.9 (C)	11.4 (B)
		34.8 (C)		22.0 (C)				20.5 (C)					
2035 Build	24.2 (C)	36.1 (D)	32.6 (C)		35.9 (D)			60.0 (E)	26.5 (C)	15.0 (B)	13.5 (B)	20.8 (C)	11.5 (B)
		34.9 (C)		26.8 (C)				20.2 (C)					
PM Peak Hour													
Existing	53.9 (D)	35.5 (D)	32.7 (C)		31.2 (C)			35.7 (D)	87.1 (F)	16.2 (B)	15.9 (B)	27.3 (C)	14.7 (B)
		34.2 (C)		83.5 (F)				25.9 (C)					
2029 No Build	40.6 (D)	34.8 (C)	32.1 (C)		32.7 (C)			34.9 (C)	58.3 (E)	14.4 (B)	15.3 (B)	26.6 (C)	13.1 (B)
		33.7 (C)		56.6 (E)				25.5 (C)					
2029 Build	52.8 (D)	33.6 (C)	31.6 (C)		34.4 (C)			36.4 (D)	82.1 (F)	15.4 (B)	16.6 (B)	31.2 (C)	14.1 (B)
		32.7 (C)		79.0 (E)				29.5 (C)					
2035 No Build	94.7 (F)	35.7 (D)	32.6 (C)		31.3 (C)			35.6 (D)	152 (F)	16.1 (B)	16.0 (B)	57.0 (E)	14.5 (B)
		34.5 (C)		145.6 (F)				53.0 (D)					
2035 Build	128.3 (F)	33.6 (C)	31.5 (C)		32.0 (C)			36.7 (D)	202.0 (F)	17.4 (B)	17.5 (B)	87.9 (F)	15.8 (B)
		32.7 (C)		192.0 (F)				79.9 (E)					

This signalized intersection currently operates at an overall LOS C and D in the AM and PM peak hours, respectively. During the PM peak hour 2035 Background and Build scenarios, the intersection operates at an overall LOS F with the highest delays occurring at the Northbound approach. These heavy delays are a result of increased mainline traffic along Carrollton Boulevard as a result from natural growth as well as added site traffic combined with inefficient vehicle splits and signal operations.

As illustrated in Table 5, all scenarios are modeled in Synchro with existing lane configurations and signal timing operations for comparison. Optimized signal timings and lengthening the southbound left-turn lane storage are proposed at the intersection to improve intersection delays. These results with recommendations are outlined in **Table 6**.

Table 6 Carrollton Boulevard / Ashby Way / Omera Drive Signalized Intersection Level of Service – With Recommendations

Scenario	Overall Delay (LOS)	Delay per Lane Group by Approach [sec/veh] (Level of Service)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour													
2029 No Build w/Reccs	18.6 (B)	37.6 (D)	33.1 (C)		34.3 (C)			40.5 (D)	17.6 (B)	11.9 (B)	13.5 (B)	16.7 (B)	10.5 (B)
		36.2 (D)		17.7 (B)				16.6 (B)					
2029 Build w/Reccs	22.7 (C)	39.0 (D)	35.3 (D)		39.2 (D)			43.8 (D)	26.3 (C)	16.5 (B)	16.9 (B)	17.0 (B)	10.7 (B)
		37.7 (D)		26.4 (C)				17.0 (B)					
2035 No Build w/Reccs	20.6 (C)	40.0 (D)	32.9 (D)		34.9 (C)			40.0 (D)	19.6 (B)	12.3 (B)	14.8 (B)	19.0 (B)	10.8 (B)
		37.7 (D)		19.7 (B)				18.8 (B)					
2035 Build w/Reccs	25.1 (C)	40.3 (D)	35.4 (D)		42.0 (D)			44.8 (D)	29.9 (C)	16.7 (B)	17.9 (B)	18.9 (B)	10.8 (B)
		38.5 (D)		29.9 (C)				18.8 (B)					
PM Peak Hour													
2029 No Build w/Reccs	25.5 (C)	50.5 (D)	47.7 (D)		49.4 (D)			50.0 (D)	24.9 (C)	13.6 (B)	23.1 (C)	21.6 (C)	13.1 (B)
		49.4 (D)		25.5 (C)				21.5 (C)					
2029 Build w/Reccs	29.1 (C)	51.7 (D)	47.8 (D)		49.3 (D)			46.9 (D)	29.7 (C)	15.1 (B)	24.4 (C)	24.8 (C)	14.7 (B)
		50.0 (D)		30.0 (C)				24.5 (C)					
2035 No Build w/Reccs	33.2 (C)	51.5 (D)	48.0 (D)		50.6 (D)			47.3 (D)	36.1 (D)	15.3 (B)	24.2 (C)	28.0 (C)	14.9 (B)
		50.1 (D)		36.0 (C)				27.4 (C)					
2035 Build w/Reccs	36.3 (D)	53.3 (D)	48.6 (D)		51.4 (D)			47.6 (D)	41.3 (D)	15.9 (B)	25.9 (C)	29.6 (C)	15.3 (B)
		51.3 (D)		41.0 (D)				28.9 (C)					

Optimized signal timings and lengthening the southbound left-turn lane storage are proposed at the intersection to improve intersection delays. The Background scenarios (2029, 2035 No Build w/Reccs) are modeled with proposed configurations and signal timing operations for comparison. Build scenarios with recommendations (2029, 2035 Build w/Reccs) analysis reflects optimized signal timings which incorporated changes to cycle lengths and green times only. With optimized signal timings, the intersection will operate at an overall acceptable LOS D or better in the AM and PM peak hour periods with minimal additional overall intersection delay with the proposed site.

6.2.3 Carrollton Boulevard / Site Driveway (RI/RO)

The proposed driveway will provide primary access to the site along Route 17 Carrollton Boulevard with limited access. Build scenario analysis assumed the following laneage:

- Carrollton Boulevard (northbound) – two through lanes.
- Carrollton Boulevard (southbound) – two through lanes, and one exclusive right-turn lane.
- Site Driveway (eastbound) – one exclusive right-turn lane.

Table 6 illustrates the delay and LOS results for the site driveway during the 2029 and 2035 scenarios. Detailed analysis is included in the **Appendix**.

Table 7 Site Driveway Level of Service

Scenario	Overall Delay (LOS)	Delay per Lane Group by Approach [sec/veh] (Level of Service)				
		Eastbound	Northbound		Southbound	
		RT	TH	RT	TH	RT
AM Peak Hour						
2029 Build	1.0 (A)	14.8 (B)	- (-)		- (-)	
2035 Build	1.1 (A)	16.3 (C)	- (-)		- (-)	
PM Peak Hour						
2029 Build	0.6 (A)	16.5 (C)	- (-)		- (-)	
2035 Build	0.7 (A)	18.5 (C)	- (-)		- (-)	

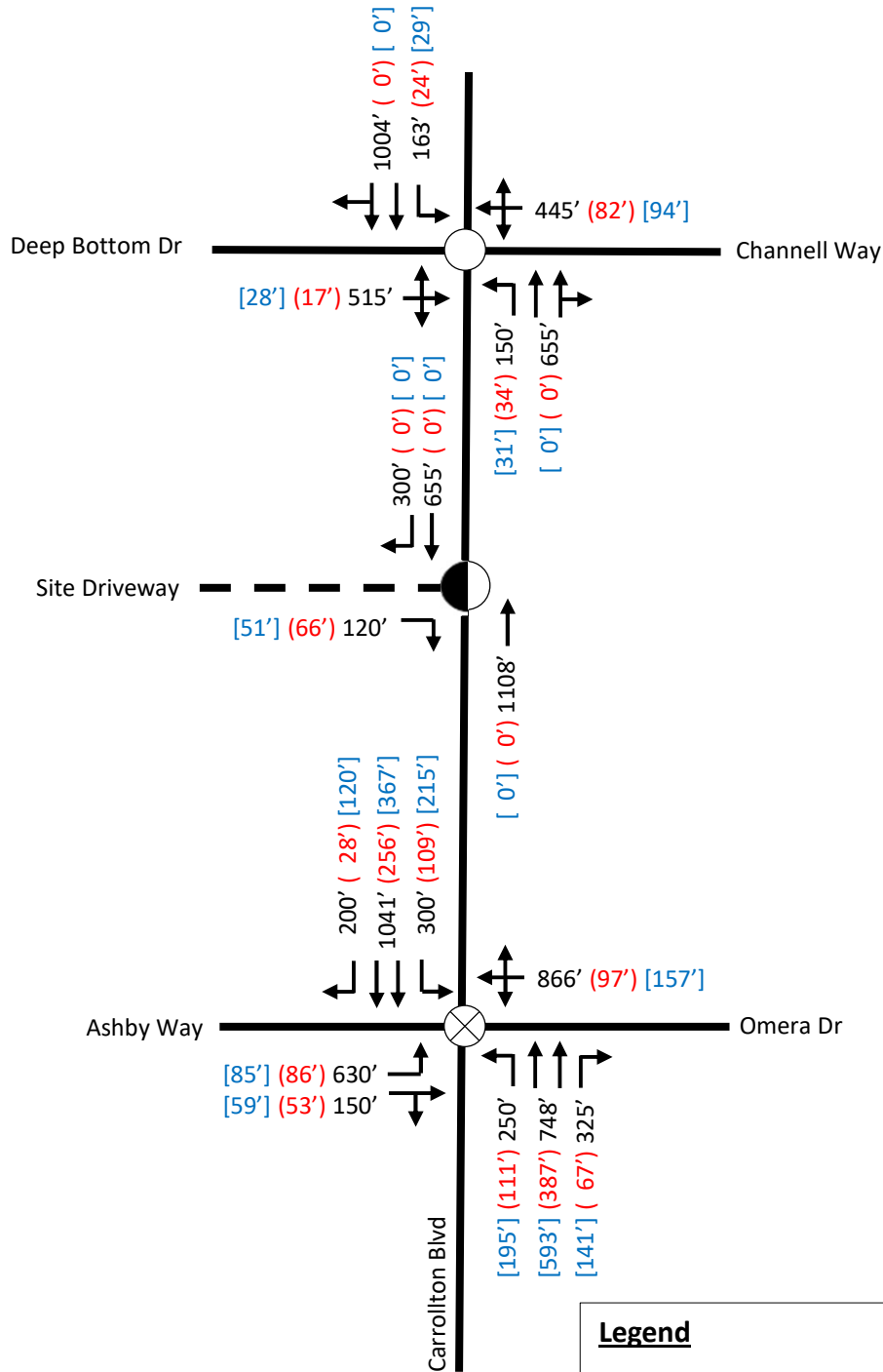
The unsignalized right-in/right-out intersection operates at an overall LOS A under all scenarios. Turn lane warrants were performed for the southbound right-turn movement using guidance outlined in the VDOT Road Design Manual, Appendix F. Based on this analysis, a southbound right-turn lane is warranted and recommended at this location. Detailed analysis is illustrated within the **Appendix**.

6.2.4 Queuing Analysis

To further evaluate the potential impacts of the Bridge Point Commons development, queuing analysis was performed for the study area intersections using SimTraffic Software. The 95th percentile queue lengths in feet (ft) are generated from ten (10) simulation runs and are summarized for the 2035 AM and PM peak periods in **Figure 12**, per guidance provided in the VDOT TOSAM. Detailed queuing reports are included within the **Appendix**.

During the 2035 Build PM Peak scenario, both the 95th percentile and the maximum queue length for the southbound left-turn lane at the Route 17 Carrollton Boulevard / Ashby Way and Omera Drive intersection exceeds existing storage and will require the turn lane be extended to provide 200' of storage and 200' of taper. The commercial parcel accounts for approximately 75% of site generated trips at the movement, therefore, this improvement is not required until the development of the commercial outparcel. A supplemental analysis was performed for the 2035 build scenario with residential only trips and illustrates the 95th percentile queue length is accommodated within the existing storage length with residential-only trips. The Bridgepoint Commons site will increase traffic volumes at the northbound left-turn movement at this intersection which, combined with the existing volumes, generates 45 Trips during the PM peak. Under the Horizon Build scenario, the 95th percentile queue length is accommodated within the existing storage length and therefore no additional capacity is recommended.

Queuing | 2035 Build AM & PM Peak Hours



6.2.5 Impacts to Adjacent Neighborhood

The Bridge Point Commons development will have two points of access to the development – one restricted right-in/right-out access along Carrollton Boulevard as well as a connection to the adjacent neighborhood via Britt Way and Ashby Way. A portion of the Bridge Point Commons residential trips were assigned to the Britt Way connection to access the signalized Carrollton Boulevard / Ashby Way and Omera Drive intersection with a signalized access to travel northbound on Carrollton Boulevard.

The agreed-upon distribution assigned 25% of inbound and 50% of outbound trips to Britt Way and Ashby Way. This results in 402 additional daily trips to these residential streets, which currently have an average daily traffic (ADT) of 200 vehicles per day (VPD) along Britt Way and 682 VPD along Ashby Way W. While there is an increase in trips, these local streets are still well below capacity for a 2-lane local street. Additionally, with this connection, these existing neighborhood streets will be included in the secondary state roadway system.

Speed data along these two streets indicate that the 85th percentile speeds are at, or less than the posted speed limit of 25 mph. Based on the residential nature of Bridge Point Commons and the alignment of the proposed connection, the additional traffic is not anticipated to increase speeds along these roadways.

Conclusion and Recommended Improvements

The Bridge Point Commons site is a 42-acre site located in Isle of Wight County, Virginia, west of Carrollton Boulevard (U.S. Route 17) between Deep Bottom Drive (U.S. Route 662) and Ashby Way. Primary site access will be provided via a right-in/right-out access along Carrollton Boulevard south of Deep Bottom Drive. Secondary site access will be granted via a connection to the adjacent neighborhood via Ashby Way, which will provide a signalized connection to Carrollton Boulevard.

The study area, as identified by Isle of Wight County and VDOT staff, includes two intersections located along Carrollton Boulevard. A traffic signal is located at the Carrollton Boulevard / Ashby Way and Omera Drive intersection. The Carrollton Boulevard / Deep Bottom Drive and Channell Way intersection will operate unsignalized with two-way stop-control.

The proposed Bridge Point Commons development will increase traffic volumes within the study area. To mitigate the impacts associated with the proposed development, the following improvements are recommended:

Carrollton Boulevard / Deep Bottom Drive / Channell Way (unsignalized)

- No improvements necessary, maintain existing laneage.

Carrollton Boulevard / Ashby Way / Omera Drive (signalized)

- Provide optimized signal timings.
- Extend southbound left-turn lane storage to provide 200' storage and 200' taper.

Carrollton Boulevard / Commercial Median Break (unsignalized)

- Install a "No U-Turn" sign to prohibit southbound U-turns.

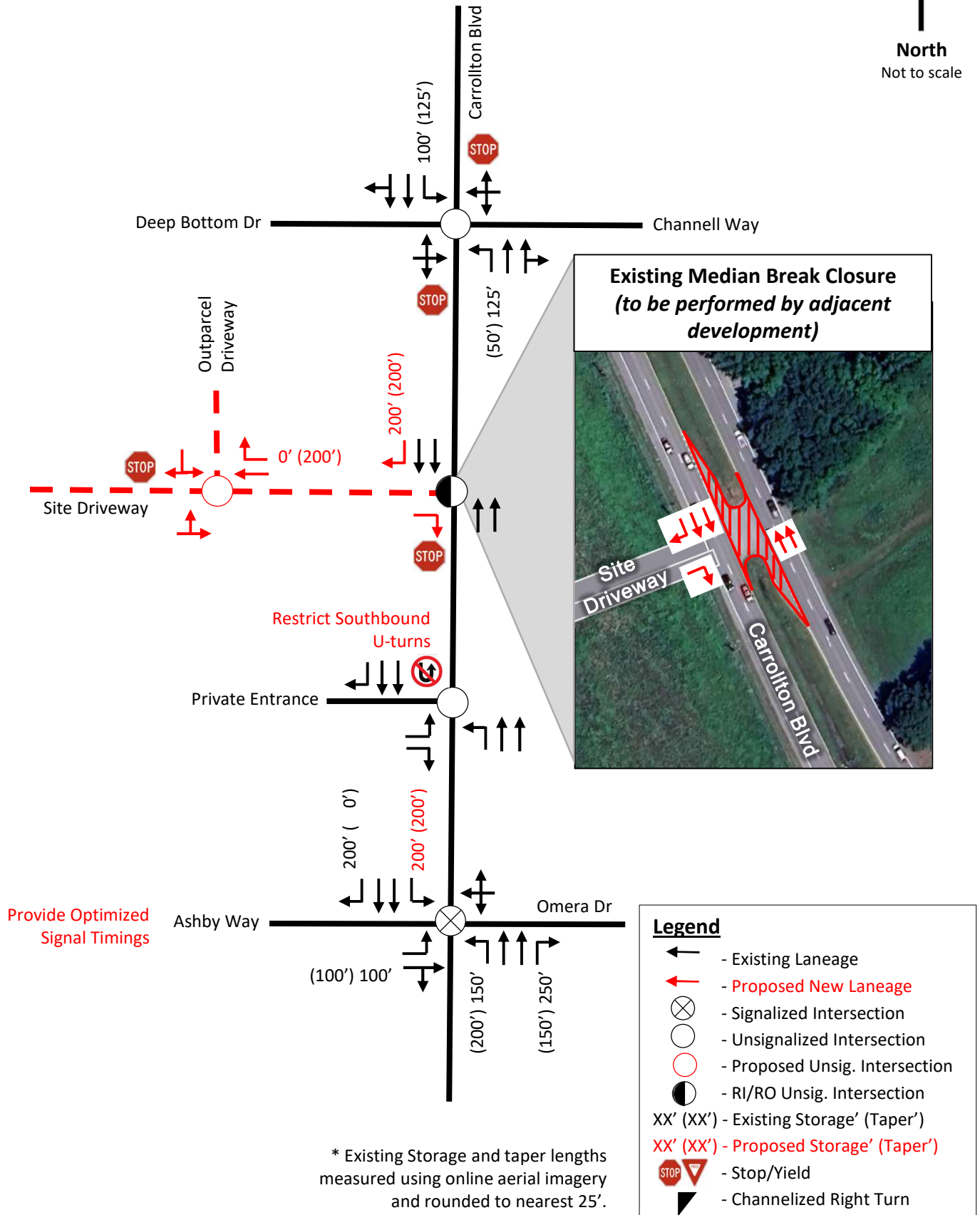
Carrollton Boulevard / Site Driveway (proposed RI/RO – unsignalized)

- Construct site driveway to provide right-in/right-out access.
 - *Existing median break closure to be performed by an adjacent development.*
 - *Should Bridgepoint Commons occur prior to the Archer's Meade development, the site driveway shall be constructed to include median break closure to restrict the site entrance to a right-in/right-out.*
- Construct an exclusive southbound right-turn lane with 200' storage/200' taper.

Site Driveway / Commercial Outparcel Driveway (proposed unsignalized T-intersection)

- Construct westbound right-turn taper.

Recommended Improvements



APPENDIX C
FISCAL IMPACT ASSESSMENT

Fiscal Impact Analysis Update for Bridgepoint Commons Rezoning – 1/24/25

I. Overview/Executive Summary

The purpose of this report is to document findings from a fiscal impact analysis of a revised development previously approved for 350 total units located in Isle of Wight County, Virginia—specifically, tax parcels 34-01-050 and 34-01-050D. Together, these parcels are hereinafter referred to as “Bridge Point Commons,” with a reduced density of 147 new duplexes (single-family attached units). Our analysis updates an earlier, in-depth study from 2007 on these tax parcels, along with a 2018 county-wide fiscal study for Isle of Wight. We estimate total tax revenues over 20 years in the amount of \$11,955,710 whereas costs for new facilities are projected to be \$3,211,127 for the new, 147-unit development. Therefore, the project’s estimated factor of revenue vs. cost is 3.7.

II. Scope and Methods

The purpose of this analysis is to ascertain the net budgetary impact on Isle of Wight County, Virginia. We provide estimates of revenues (net inflows) as well as costs (outflows) to determine the overall total impact. For data inputs, we followed guidance to include all direct revenues and costs associated with new growth/development. Unlike an economic impact analysis, it does not include spin-off, or indirect, impacts from development but rather identifies whether sufficient revenues will be generated from the new development to cover all related direct costs. This analysis is based on current inflation adjustments from some detailed, line-by-line analysis of municipal costs related to education, public safety, and infrastructure which included both a relatively up-to-date, in-depth exploration of three different development paths for the County (TischlerBise, 2018) as well as a Worksheet “A” and “B” incorporating scenarios with and without an assisted care facility (Anonymous, 2007). We relied on a number of documents provided by Isle of Wight County, as well as other fiscal impacts provided to the county.

Inflation Impact: The recent period contained a notable period of inflation, which prompted our consideration several different measurements of overall price increases, also known as inflation. We could have used, for example, the GDP deflator, the producer price index (PPI), or the consumer price index (CPI). We chose the CPI for the following reasons:

- The CPI is designed to measure the change in prices paid by consumers for a basket of goods and services, which is more directly relevant to the costs of municipal services compared to the GDP deflator or the PPI
- Although the GDP deflator and the PPI are used in some economic analysis settings (e.g., for academic research), for the present scope of work relating to a fiscal impact analysis, the CPI is the standard index referenced for adjusting historical costs to current dollar values.

Therefore, the analysis below will employ the CPI method, using 2018 as the base year. When possible, we will use current estimates, but for the in-depth cost measures, we provided estimates based on the CPI.

III. Revenue Projections

Revenues for the Isle of Wight relate to taxes on residential and commercial property.

Assumptions: The present analysis assumes 10,000 square feet of commercial building use along with 147 duplexes, at an estimated assessment from the Commissioner of Revenue, of \$369,000 per home. From Isle of Wight guidance, the current real estate tax rate is \$0.73 per \$100, which is different from the assumption of TischlerBise (2018) which was for \$0.85 per \$100. We applied \$0.73 per \$100 estimate to both residential and commercial portions of the property.

Commercial: The commercial revenues will relate to the value of the unimproved lot (land) as well as the value related to improvements associated with the construction of a commercial facility.

Fiscal Impact Analysis Update for Bridgepoint Commons Rezoning – 1/24/25

Land: We are utilizing the usable commercial acreage, outside of wetlands, of 1.6 acres, which had a value of \$300,000 per acre in 2007, and in 2025 corresponds to around \$200,000. This amounts (1.6 times \$200k) to \$320,000 for the land.

Improvements: We now value the commercial improvements of approximately 10,000sf for building area, which was previously estimated at a rate of \$150 per square foot. For 2025, the value would be \$93, leading to an “improvement” figure of \$930,000. We then combine the value of the land and the improvements, with a total amount of \$1,250,000. At a rate of \$0.73 per \$100, this amounts to a commercial tax revenue of \$9,125.

Total Commercial Revenue: \$9,125.

Residential: The residential portion of the project consists of 147 duplex single-family attached products priced on average of \$369,000 per assessment each with the land.

Land and Improvements: We have a relatively recent assessment of the projected value of the properties, provided by the builder in this project, for the “Thornewood” model which is a 1,956 square foot unit. The homes are estimated at an assessment of \$369,000 each.

Total Residential Revenue: At an assessed tax value of \$369,000 each, 147 duplexes would provide a projected improvement value of \$54,243,000. That equates to an annual tax revenue to the county of \$395,974 for the residential portion.

Total Residential Revenue: \$395,974

We then combine the estimates to arrive at the total estimated annual tax revenue for Isle of Wight County in the first year of the project, using the assumptions enumerated above:

Total Revenue (Commercial plus Residential): $9,125 + 395,974 = \$404,919$

Total Estimated Tax Revenue, first year: \$404,919

Estimated increase per year: 2.8%

Total Estimated Tax Revenue over 20 years: \$8,177,000 (according to the Commissioner of Revenue)

IV. Analysis of Needed Public Facilities

Commercial Parcel

Based upon average rate of retail and offices

Improvements:	10,000 SF
Facilities Cost (per 1,000 SF):	\$982 (1.6 x \$614 from 2007 FIA)
Total Cost of Facilities:	\$9,820

Residential Parcels

Facilities Cost (1.6 x \$13,611 from 2007 FIA):	\$21,777.60
Duplex units:	147
Total Cost of Facilities:	\$3,201,307.20

Total Estimated Cost of New Public Facilities: \$3,211,127.20

Fiscal Impact Analysis Update for Bridgepoint Commons Rezoning – 1/24/25

Estimated factor of revenue vs. cost: 3.7

Fiscal Impact Analysis Update for Bridgepoint Commons Rezoning – 1/24/25

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Fiscal Impact Analysis Update for Bridgepoint Commons Rezoning – 1/24/25

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Bridge Point Commons

Isle of Wight County, Virginia

PREPARED FOR

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PREPARED BY



VHB

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3/24/25

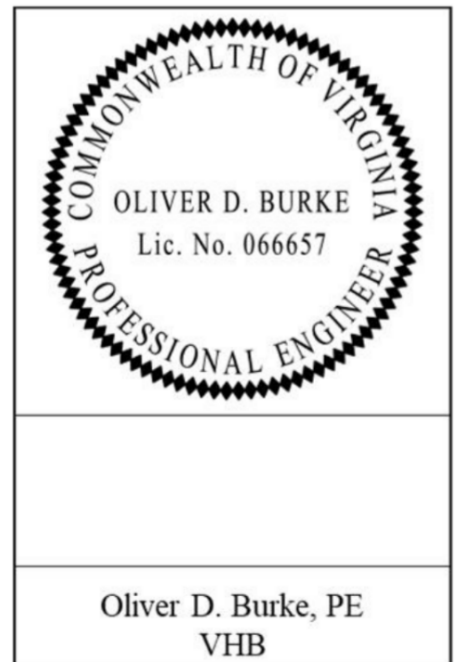


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Executive Summary

The Bridge Point Commons site is a 42-acre site located in Isle of Wight County, Virginia, west of Carrollton Boulevard (U.S. Route 17) between Deep Bottom Drive (U.S. Route 662) and Ashby Way. Primary site access will be provided via a right-in/right-out access along Carrollton Boulevard south of Deep Bottom Drive. Secondary site access will be granted via a connection to the adjacent neighborhood via Ashby Way, which will provide a signalized connection to Carrollton Boulevard.

The study area, as identified by Isle of Wight County and Virginia Department of Transportation (VDOT) staff, includes two intersections located along Carrollton Boulevard. A traffic signal is located at the Carrollton Boulevard and Ashby Way intersection. The Carrollton Boulevard and Deep Bottom Drive / Channell Way intersection will operate unsignalized with two-way stop-control.

The proposed Bridge Point Commons development is projected to include 147 single family attached residential units and one commercial outparcel. A detailed site plan is included within the **Appendix**. To mitigate the impacts associated with the proposed development, the following improvements are recommended:

Carrollton Boulevard / Deep Bottom Drive / Channell Way (unsignalized)

- No improvements necessary, maintain existing laneage.

Carrollton Boulevard / Ashby Way / Omera Drive (signalized)

- Provide optimized signal timings.
- Extend southbound left-turn lane storage to provide 200' storage and 200' taper.

Carrollton Boulevard / Commercial Median Break (unsignalized)

- Install a "No U-Turn" sign to prohibit southbound U-turns.

Carrollton Boulevard / Site Driveway (proposed RI/RO – unsignalized)

- Construct site driveway to provide right-in/right-out access.
 - *Existing median break closure to be performed by an adjacent development.*
 - *Should Bridgepoint Commons occur prior to the Archer's Meade development, the site driveway shall be constructed to include median break closure to restrict the site entrance to a right-in/right-out.*
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Site Driveway / Commercial Outparcel Driveway (proposed unsignalized T-intersection)

- Construct westbound right-turn taper.



1

Introduction

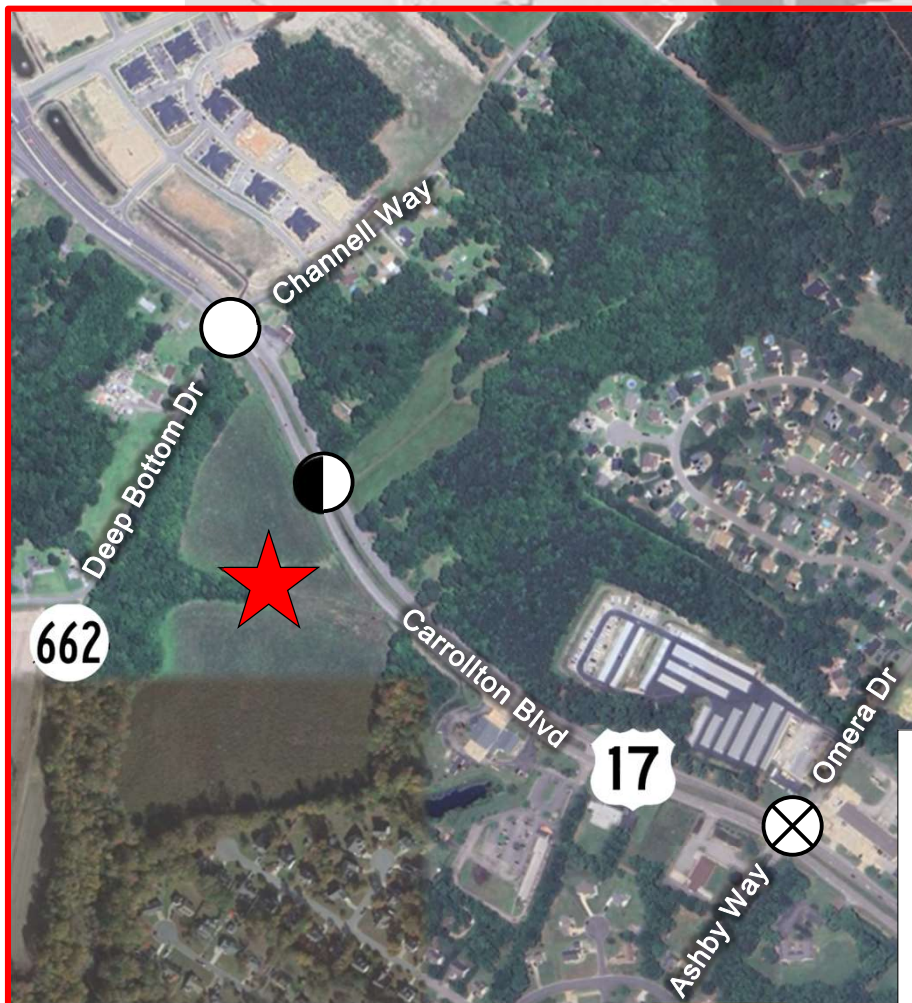
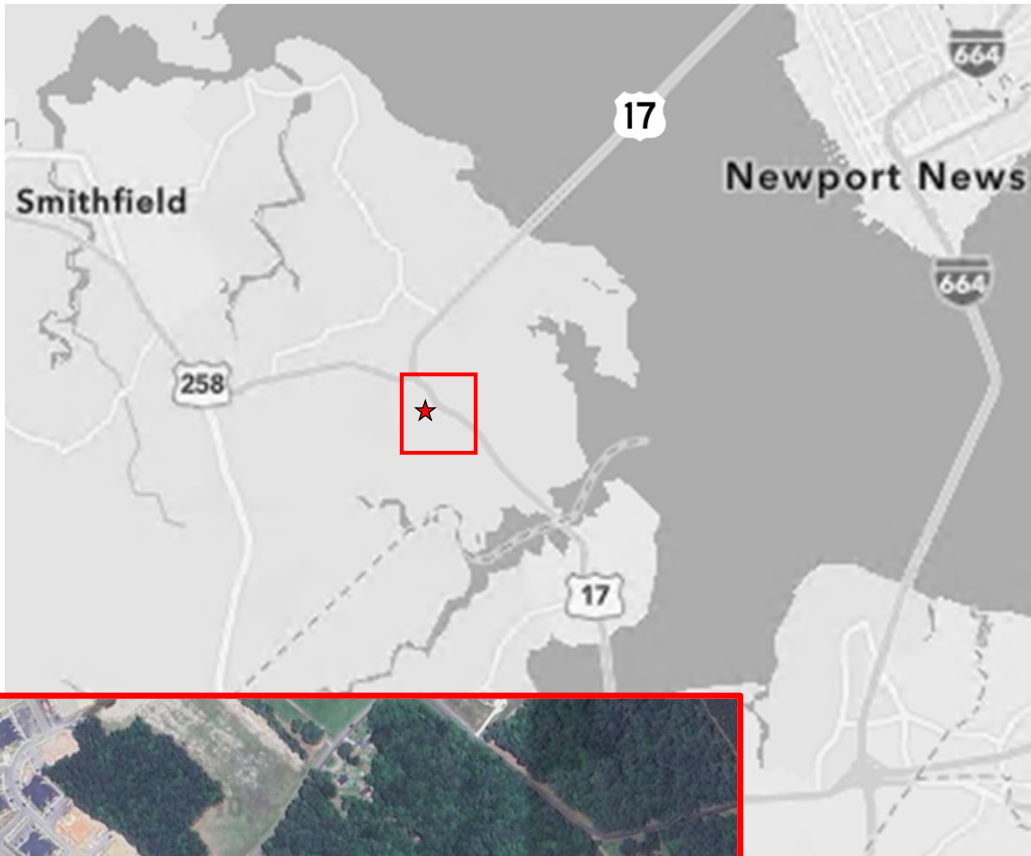
1.1 Project History and Background

The proposed Bridge Point Commons development is a 42-acre development located in Isle of Wight County, VA. The site is located west of Carrollton Boulevard (U.S. Route 17) between Deep Bottom Drive and Ashby Way. Primary site access will be provided along Carrollton Boulevard via an unsignalized right-in/right-out driveway located along Carrollton Boulevard. **Figure 1** illustrates the site location and two study area intersections. As shown in Figure 1, Carrollton Boulevard runs in an approximate north/south direction and all other segments in an east/west direction.

Vanasse, Hangen, & Brustlin Inc. (VHB) was retained to perform a traffic impact analysis for the proposed development. This report has been prepared based on VDOT and Isle of Wight County criteria for submittal. The study will evaluate existing and future traffic conditions and make recommendations to mitigate traffic impacts, if necessary. Assumptions regarding the study area, count data, traffic generation, and trip distribution patterns were discussed with VDOT and Isle of Wight County. Based on the size and location of the proposed development, a VDOT Chapter 527 scoping meeting was not required; however, this document has been prepared based on criteria for both Isle of Wight County and VDOT.

Study Area

North
Not to scale



Legend

-  - Site
-  - Signalized Study Intersections
-  - Unsignalized Study Intersections
-  - Proposed RI/RO Driveway

1.2 Study Area

The study area for this analysis includes the following roadways and intersections as illustrated in **Figure 1**:

Roadway

- Route 17 | Carrollton Boulevard

Intersections

- Carrollton Boulevard / Deep Bottom Drive/ Channell Way (unsignalized)
- Carrollton Boulevard / Ashby Way / Omera Drive (signalized)

Study area roadways and intersections were identified during conversations with VDOT and Isle of Wight County staff.

1.3 Existing Land Use

The Bridge Point Commons parcel is currently vacant and zoned as General Commercial (GC) and Urban Residential (UR) with a request to rezone 8 acres of the GC portion of the site to UR. The proposed zoning will support both the residential and commercial land uses outlined in detail in **Chapter 4**.

1.4 Existing Conditions

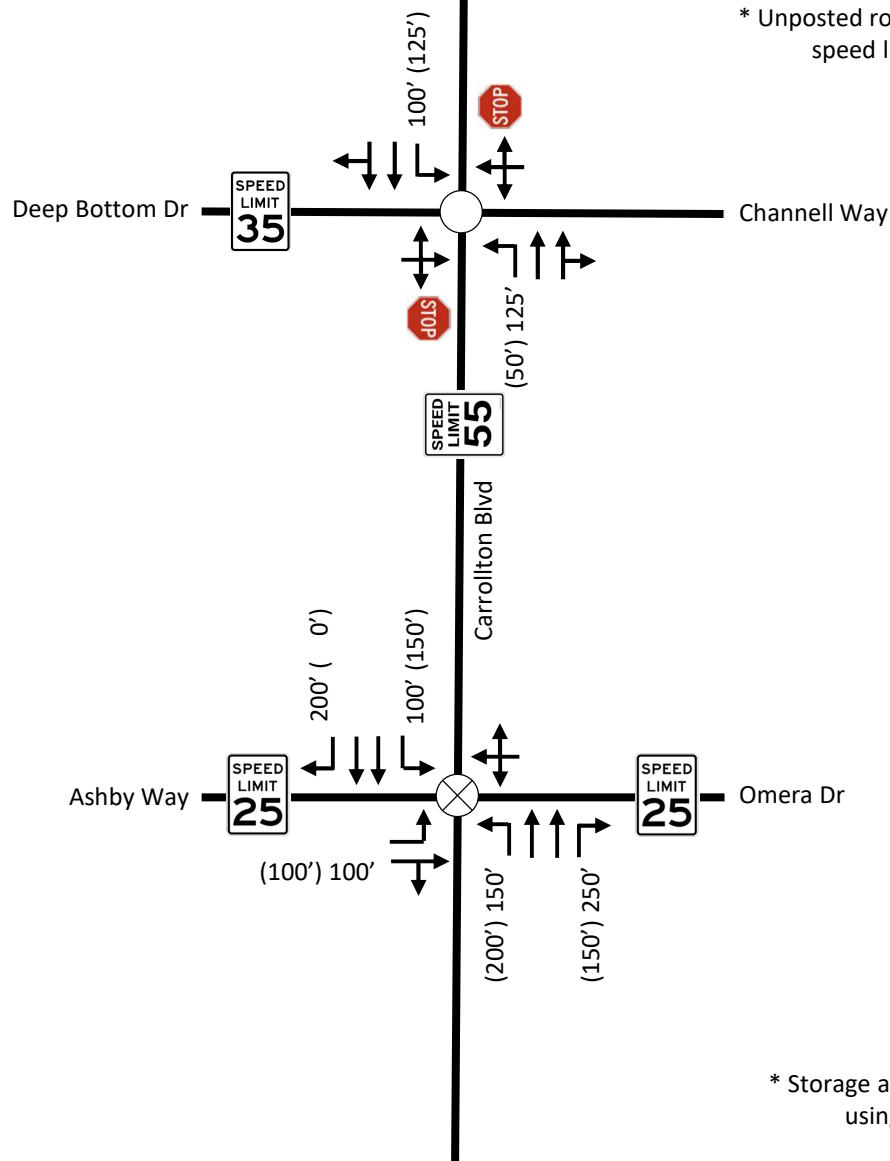
Route 17 Carrollton Boulevard is the primary external roadway serving the development, which is illustrated in **Figure 2**.

The following provides a short description of the study area roadways:

Route 17 Carrollton Boulevard – is a four-lane, principal arterial that provides access to numerous residential neighborhoods and commercial areas. Within the vicinity of the site, Carrollton Boulevard extends from the City of Suffolk line to the south and the James River Bridge to the north. It is a major thoroughfare providing access to local connector streets including Ashby Way and Deep Bottom Drive. In the project vicinity, Carrollton Boulevard has a posted speed limit of 55 miles per hour (mph) and has a collected average daily traffic (ADT) volume from the *VDOT Traffic Engineering Annual Average Daily Traffic Volume Estimates by Section of Route – Isle of Wight County* of 15,400 vehicles per day (vpd).

Figure 2 illustrates the existing roadway conditions and intersection laneages within the study area.

Existing Roadway Conditions



* Unposted roadways depict statutory speed limit of 55mph per VDOT guidelines

* Storage and taper lengths measured using online aerial imagery and rounded to nearest 25'.

Legend

- ← - Laneage
- ⊗ - Signalized Intersection
- - Unsignalized Intersection
- XX' (XX') - Storage' (Taper')
- STOP - Stop/Yield
- ▲ - Channelized Right Turn

2

Analysis of Existing Conditions

2.1 Capacity Analysis at Critical Points

Intersection turning movement counts were used in conjunction with the number of lanes and traffic operations at each study intersection to determine existing and future levels of service. Level of service (LOS) describes traffic conditions—the amount of traffic congestion—at an intersection or on a roadway. **Table 1** shows the LOS and delay range for signalized and unsignalized intersections.

Table 1 Levels of Service and Ranges of Delay

LOS	Delay per Vehicle (seconds per vehicle)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

2.2 Turning Movement Counts (TMCs)

8-hour turning movement counts were collected by Data Collection Group at each of the following study area intersections on March 26, 2024, during the AM (6:00 to 10:00) and PM (2:30 to 6:30) peak periods at the following intersections:

- Carrollton Boulevard / Deep Bottom Drive/ Channell Way
- Carrollton Boulevard / Ashby Way / Omera Drive

The peak hour within each 4-hour period was used for AM and PM traffic analysis. This is a conservative approach as it reflects the highest demand at each intersection.

2.3 Average Daily Traffic (ADT) Counts

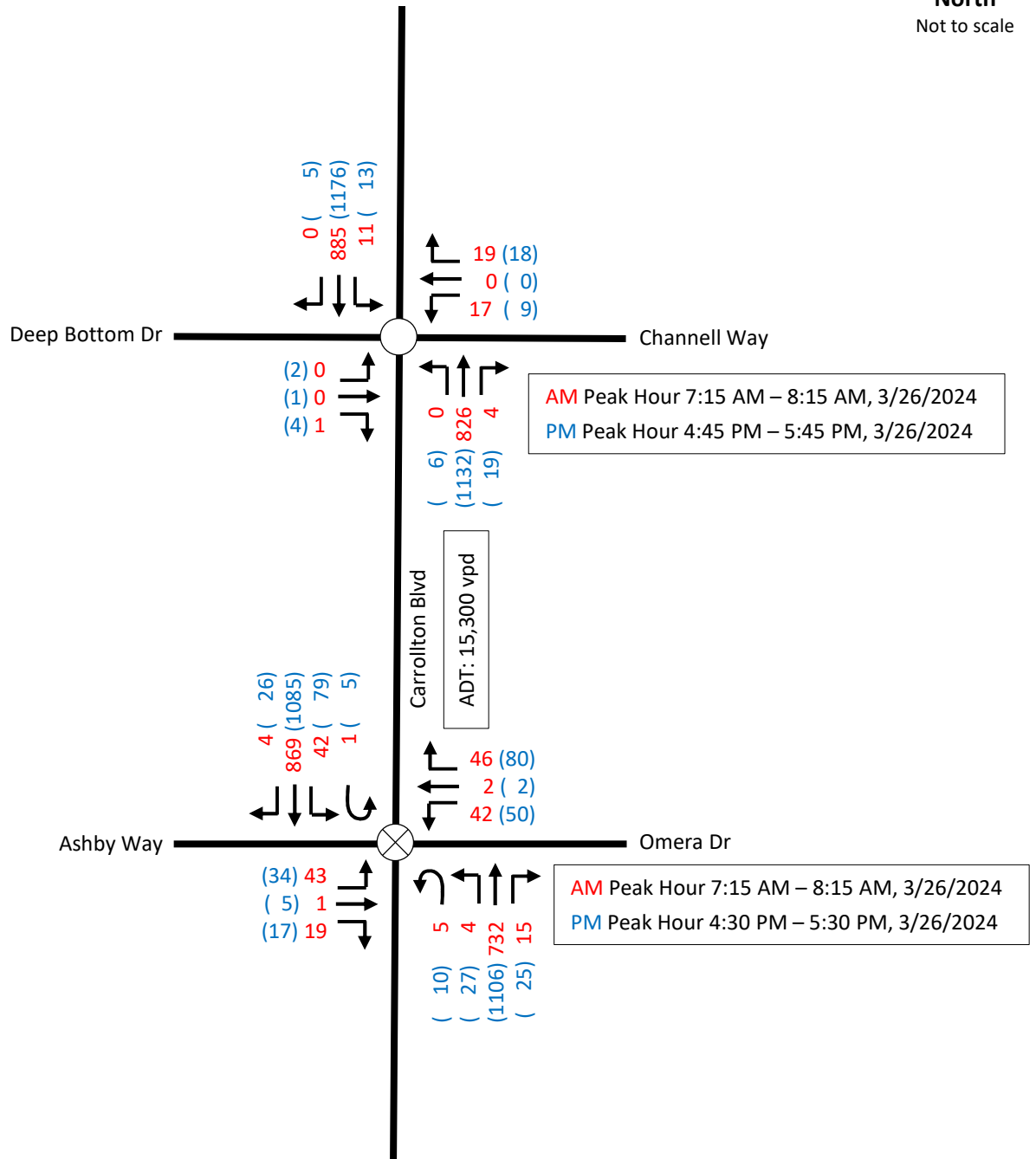
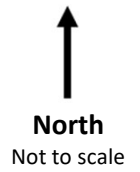
Average daily traffic counts, including vehicle speed data, were collected by Data Collection Group along each of the following roadways within the immediate vicinity of the site location:

- Ashby Way W
- Britt Way

Raw TMC data as well as vehicle speed data is included within the **Appendix**. ADT counts along Carrollton Boulevard were obtained from the *2022 AADT Report for Isle of Wight County* published by VDOT.

TMC and ADT data are illustrated in **Figure 3**.

2024 Existing Peak Hour Volumes



2.4 Capacity and Levels of Service Analyses at Critical Points

Capacity analyses for the signalized and unsignalized intersections in the AM and PM peak hours were performed for the study area intersections.

Analyses were completed to determine the operating characteristics using Synchro Professional 11.0, which uses methodologies contained in the 2000 Highway Capacity Manual (HCM) and HCM 6th edition.

Level of service analyses were performed using existing signal timings along with the 2024 volumes with the existing roadway network. To compare operations among various scenarios, detailed analyses are illustrated in **Tables 4 – 6** in **Chapter 6** to provide a side-by-side comparison.



3

Future Conditions without Development

Background traffic growth is the increase in traffic volumes due to usage increases and non-specific growth throughout an area. One method of determining reasonable growth rates for an area is to research past traffic counts for a roadway or intersection and review historical data or use knowledge of the surrounding area. Based on a review of online VDOT traffic data over a 5-year period and conversations with VDOT and Isle of Wight County staff, background traffic assumed a 2.0% annual growth rate along the entire roadway network. Detailed data is included in the **Appendix**. Based on information provided by the development, the project buildout of the site will be complete by 2029. A growth rate of 2.0%, applied exponentially over 5- and 11-years results in growth factors of 1.10 and 1.24, respectively and is applied to existing TMC volumes to generate the 2029 and 2035 background volumes.

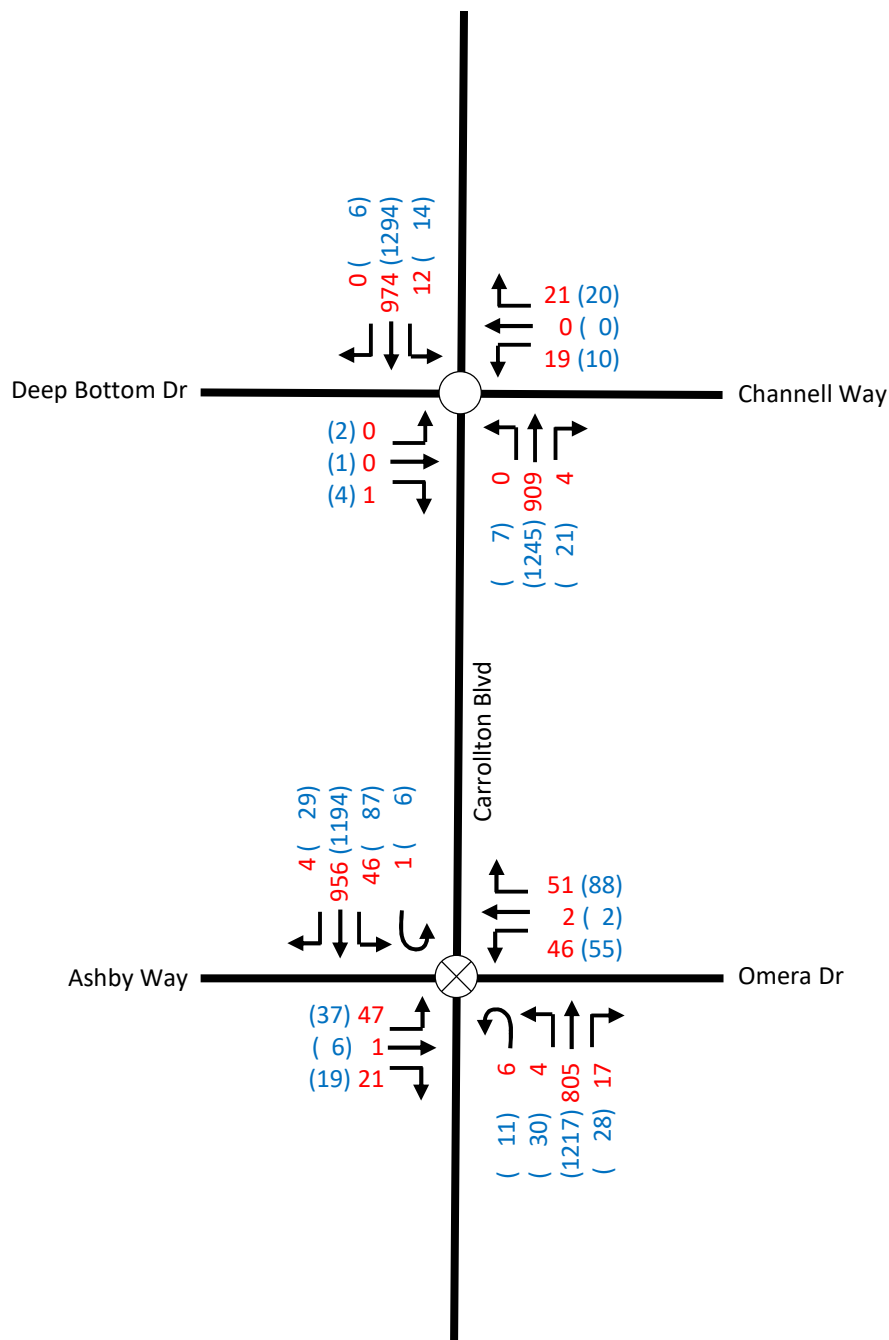
3.1 Approved Development

Based on the conservative annual growth rate used to project regional growth, additional developments are assumed to be included in the general background growth rate. Therefore, no additional approved developments were included in background traffic volumes.

The following figures illustrate the study area intersections background traffic volumes for 2029 and 2035 conditions in the AM and PM peak hours, respectively. These volumes were generated by applying the above growth rate factors to the existing TMC data.

- **Figure 4** – 2029 Background Volumes | AM and PM Peak Hours
- **Figure 5** – 2035 Background Volumes | AM and PM Peak Hours

2029 Background Volumes | AM & PM Peak Hours

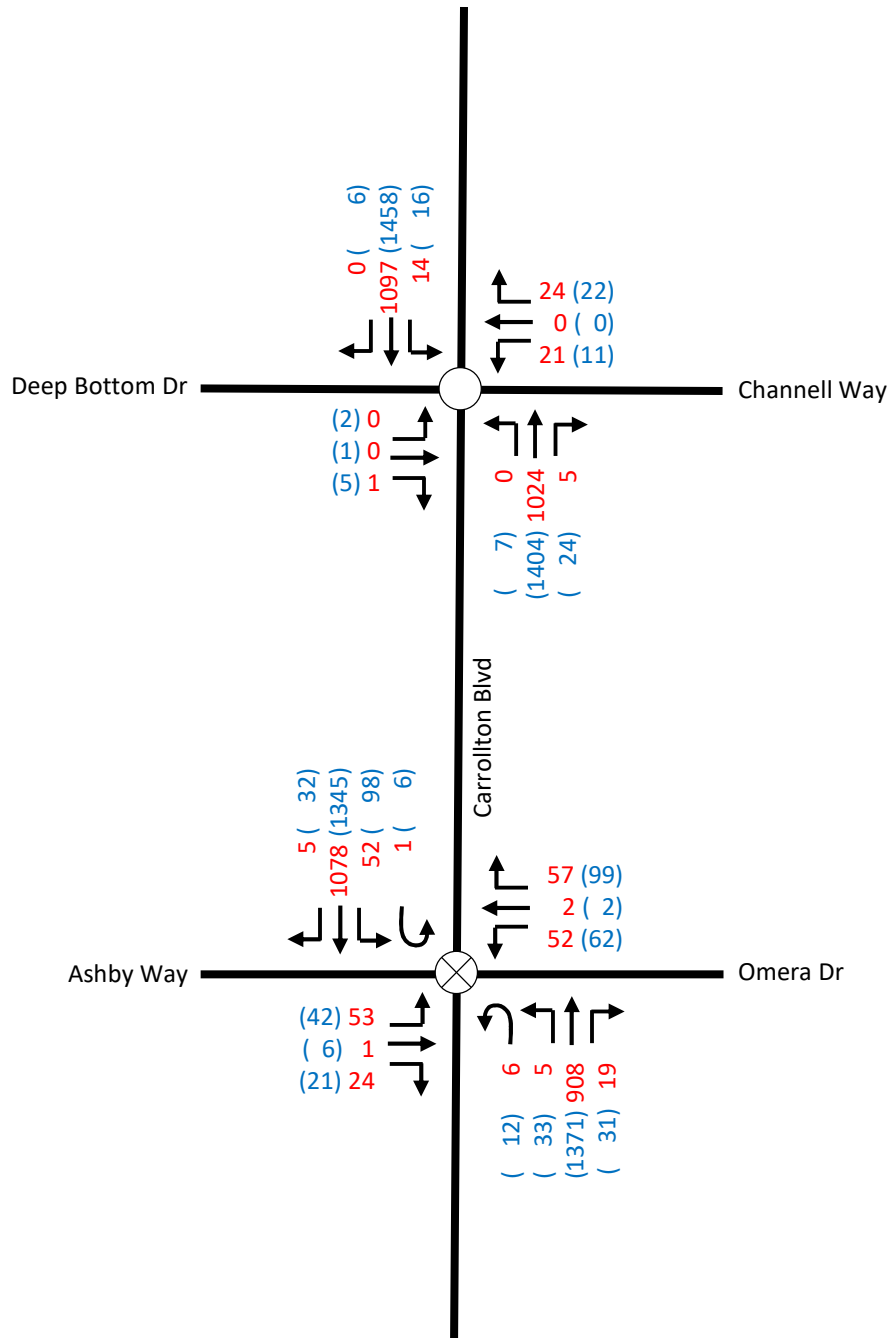


Legend

- ← - Movement
- ⊗ - Signalized Intersection
- - Unsignalized Intersection
- XX (XX) - AM (PM) Peak Hour Trips

2035 Background Volumes | AM & PM Peak Hours

North
Not to scale



Legend

← - Movement

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4

Trip Generation

4.1 Trip Generation

Traffic generated by the proposed development was determined using trip generation methodology contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. Trip generation for the site utilizes information for ITE Land Use Code 215: Single Family-Attached Housing to generate traffic for the 147 townhomes included on the site and an average sized Coffee/Donut Shop with Drive-Thru (ITE Land Use Code: 937) for the commercial outparcel site generated trips. **Table 2** summarizes the proposed site traffic.

Table 2 Proposed Trip Generation

Land Use (code)	Variable	Daily		AM Peak		PM Peak	
		In	Out	In	Out	In	Out
Residential							
Single Family Attached Housing (215)	147 Units	535	535	18	53	50	34
Commercial							
Coffee/Donut Shop w/Drive-Thru (937)	2 KSF	534	533	88	84	39	39
Total		2,137		243		162	

As shown in Table 2 above, the site has the potential to generate 2,137 trips per day with 243 and 162 trips occurring during the AM and PM peak periods, respectively.

4.2 Internal Capture

Internal capture accounts for those motorists who access multiple land uses during a single trip and do not access the external roadway network. Based on the land use proposed for the site, no internal capture was applied.

4.3 Pass-by

Based on the nature of this development, it was assumed that the site will generate all new traffic along the surrounding roadway network. Therefore, no pass-by reductions were applied to the analysis.



5

Site Traffic Distribution and Traffic Assignment

5.1 Trip Distribution

The directional distribution and assignment of trips generated by the proposed development is based on an understanding of travel patterns within the study area, and discussions with VDOT and Isle of Wight County staff. External distribution to the surrounding roadways is described below:

- 50% to/from the north via Carrollton Boulevard
- 50% to/from the south via Carrollton Boulevard

These external distributions were used as a basis to project detailed distributions within the study network and are illustrated in **Figure 6**. It is assumed that those trips associated with the commercial outparcel will solely utilize the proposed site driveway along Carrollton Boulevard, while 25% of the inbound residential trips will access the site via the existing neighborhood connection along Ashby Way. It is assumed that 50% of the outbound residential trips will utilize the Ashby way connection.

Northbound trips exiting the site via the proposed right-in/right-out driveway are assumed to make a U-turn at the signalized intersection of Carrollton Boulevard / Ashby Way and Omera Drive. The nearest available U-turn location is the unsignalized T-intersection connecting a commercial driveway to Carrollton Boulevard. To encourage the use of the existing southbound left-turn lane and controlled U-turns at the signalized intersection of Carrollton Boulevard / Ashby Way and Omera Drive, it is recommended to restrict U-turns at the T-intersection median opening to maintain through capacity along Carrollton Blvd.

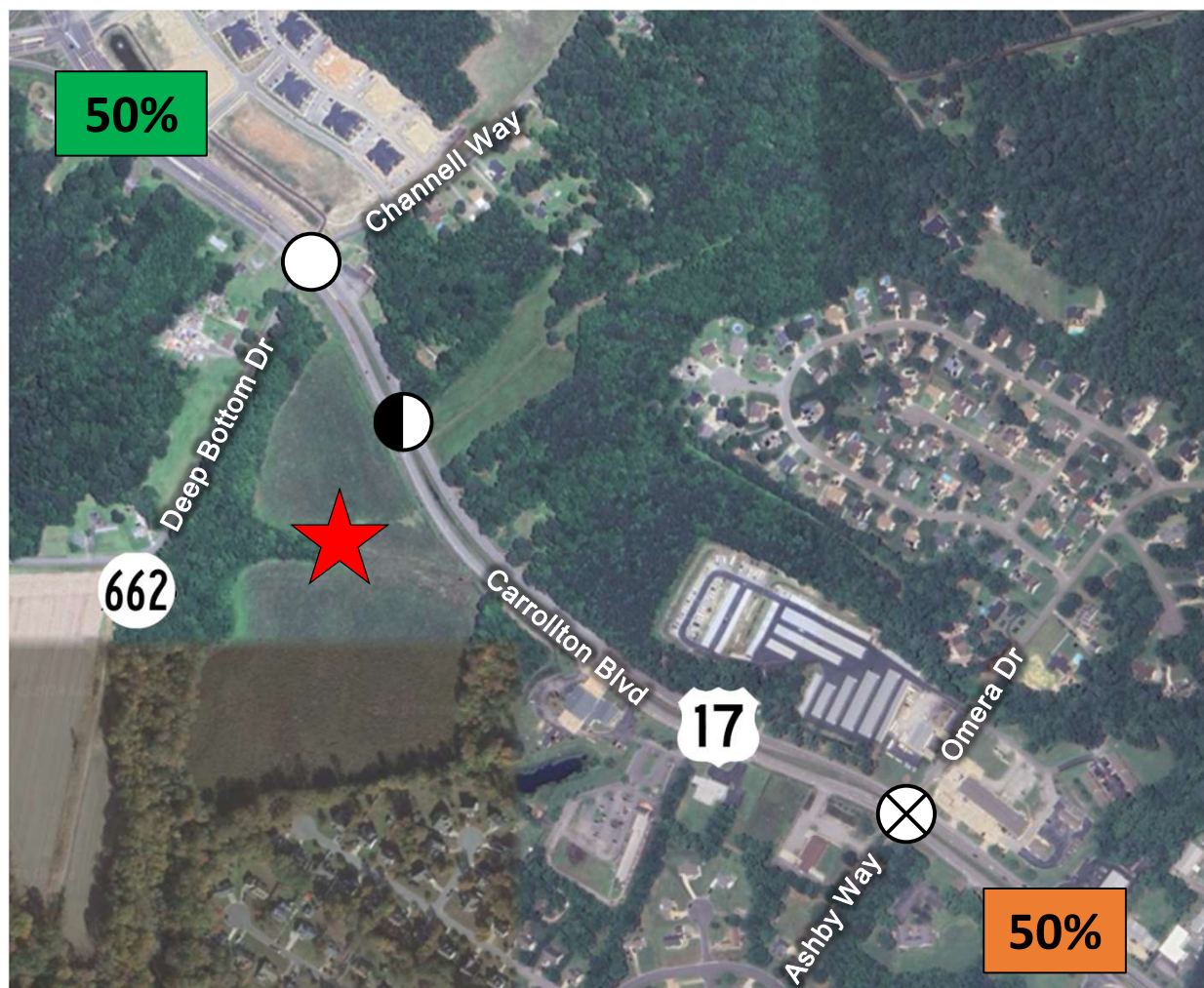
Detailed distributions of both the commercial and residential site traffic are included within the **Appendix**.

5.2 Trip Assignment

The trip distribution percentages shown in the appendix were applied to the proposed trip generation outlined in **Table 2** to generate the site traffic assignment. The total site generated traffic through the study intersections is illustrated in **Figure 7**.

External Trip Distribution

North
Not to scale



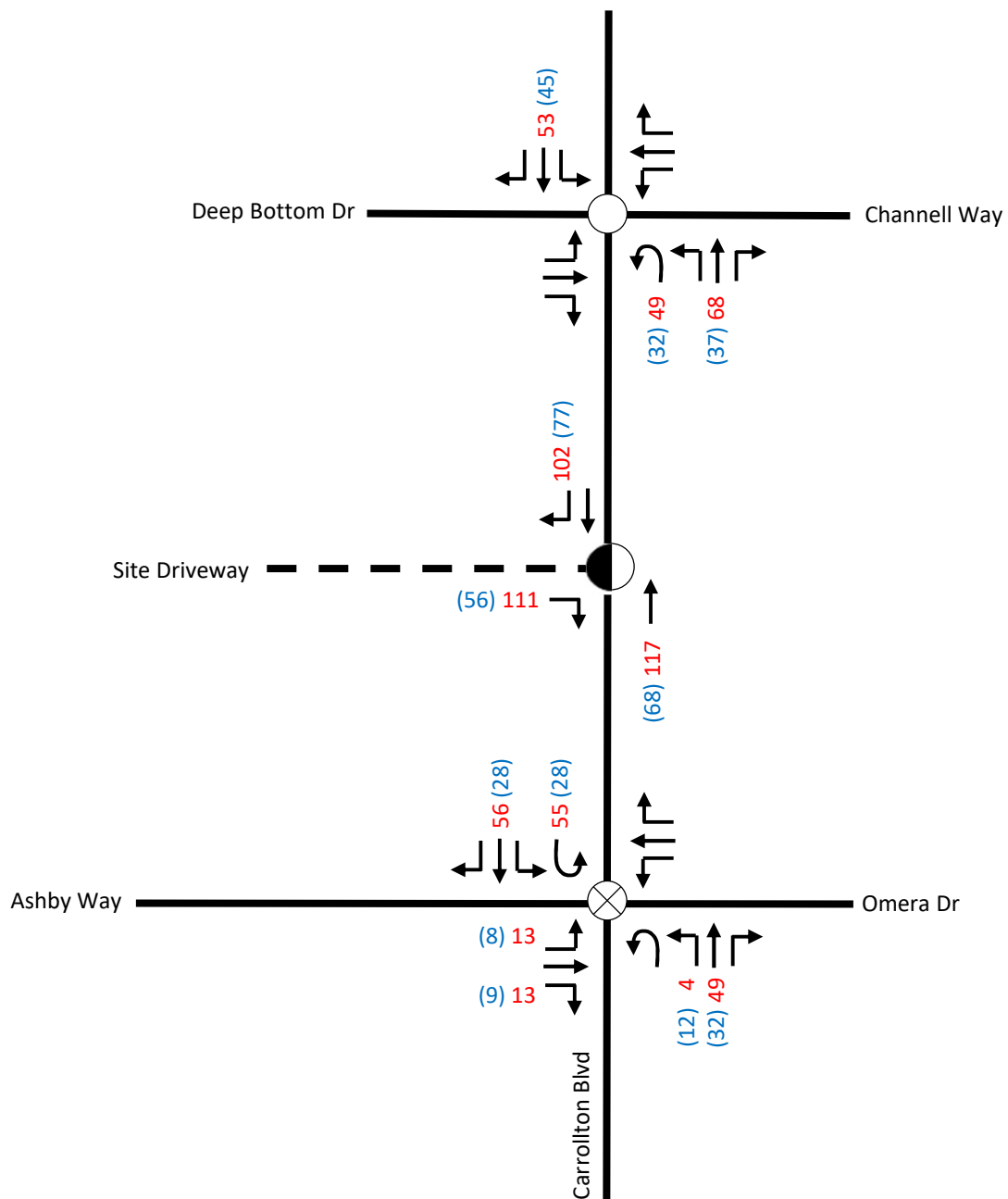
To/From	Distribution
Carrollton Blvd (Rt. 17) N	50%
Carrollton Blvd (Rt. 17) S	50%
Total	100%

Legend

-  - Site
-  - Signalized Study Intersections
-  - Unsignalized Study Intersections
-  - Unsignalized RI/RO Intersection
-  - External Distribution

Site Generated Traffic

North
Not to scale



Land Use ITE Code: 215 & 934	AM Peak	PM Peak
Inbound	106	89
Outbound	137	73
Total	243	162

Legend



- Movement



- Signalized Intersection



- Unsignalized Intersection



- Unsignalized RI/RO Intersection

XX (XX)

- Inbound & Outbound AM (PM) Peak Hour Trips



6

Future Conditions with Development

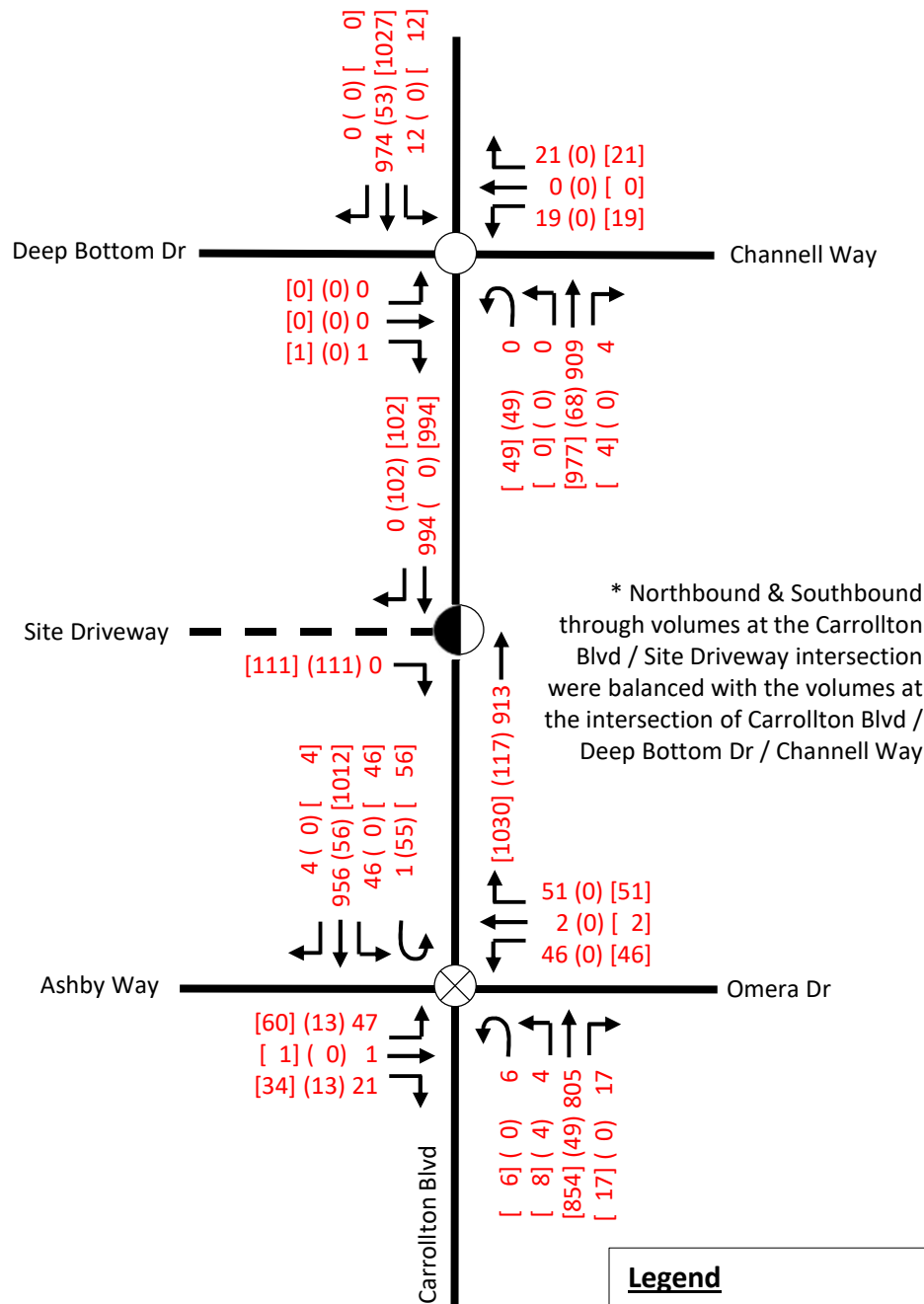
6.1 Future Traffic Volumes

Total future traffic volumes represent the addition of traffic generated by the proposed Bridge Point Commons development in addition to the background traffic volumes. These resulting volumes are also referred to as “build” volumes. The future build conditions were generated by combining the 2029 and 2035 background conditions with the proposed site generated traffic volumes and are illustrated in the following figures:

- **Figure 8** – 2029 Build Volumes | AM Peak Hour
- **Figure 9** – 2029 Build Volumes | PM Peak Hour
- **Figure 10** – 2035 Build Volumes | AM Peak Hour
- **Figure 11** – 2035 Build Volumes | PM Peak Hour

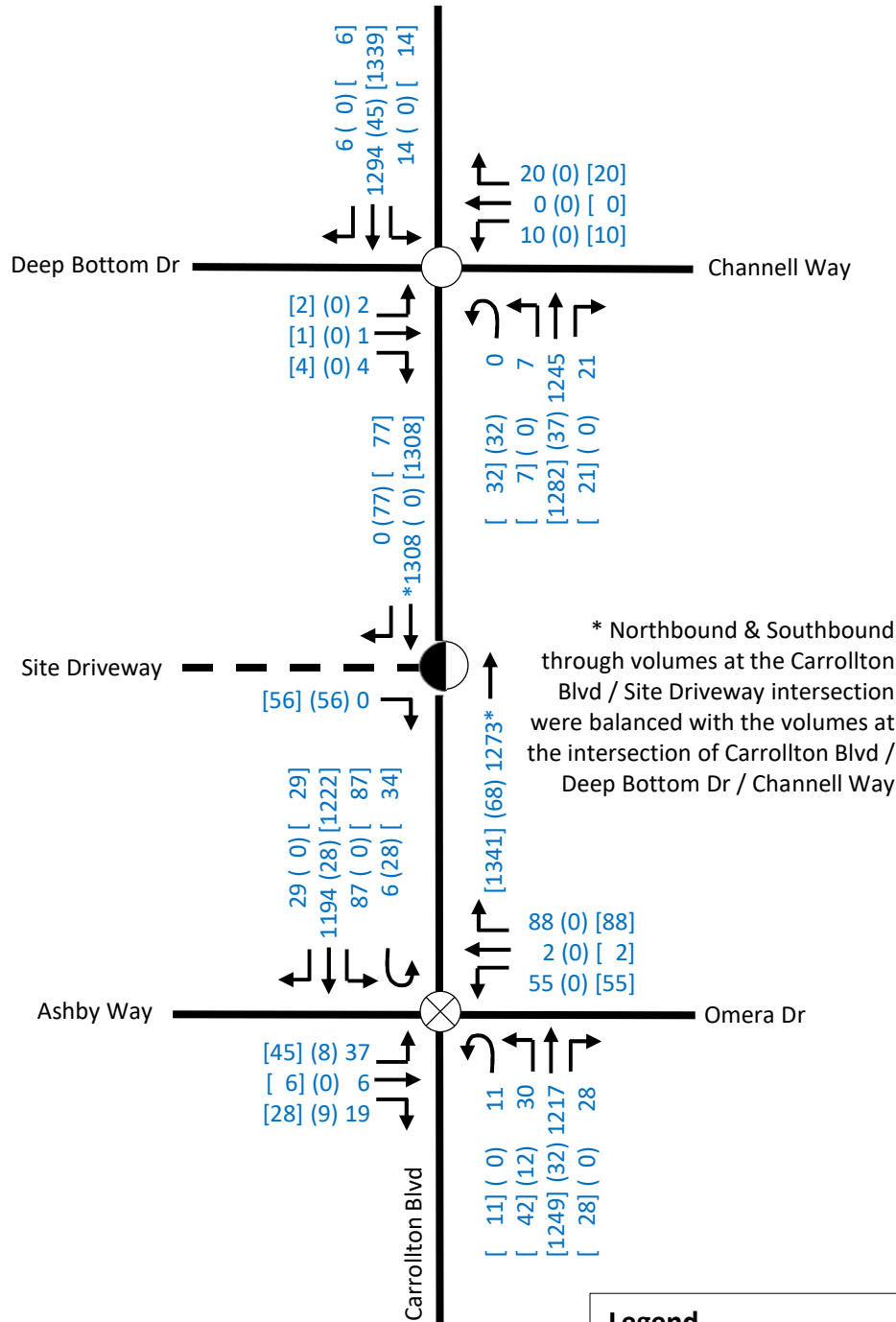
2029 Build Volumes | AM Peak Hour

North
Not to scale



2029 Build Volumes | PM Peak Hour

North
Not to scale

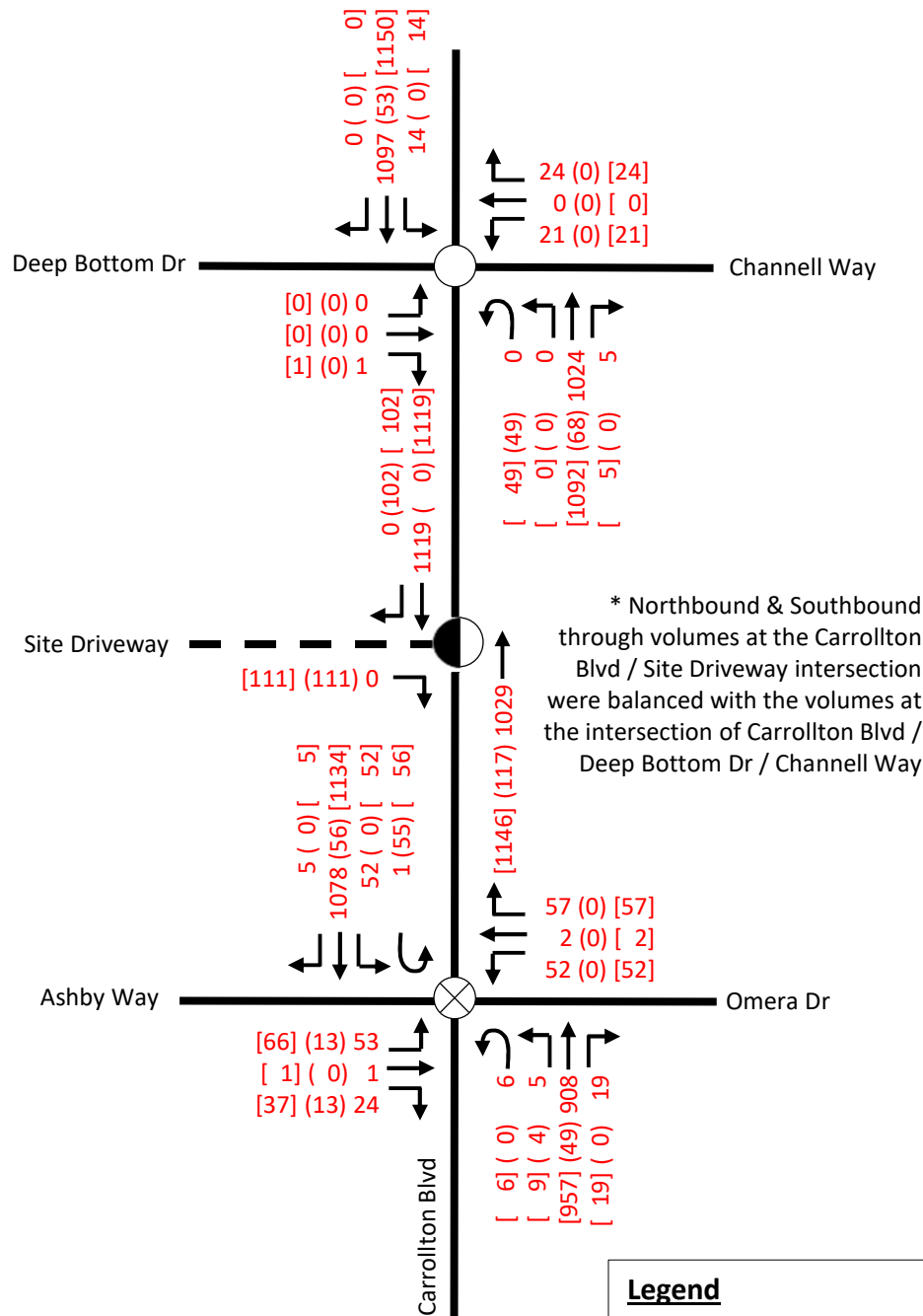


Legend

- ← Movement
- ⊗ Signalized Intersection
- Unsignalized Intersection
- ◐ Unsignalized RI/RO Intersection
- XX (XX) [XX] – Background (Site Volume) [Build]

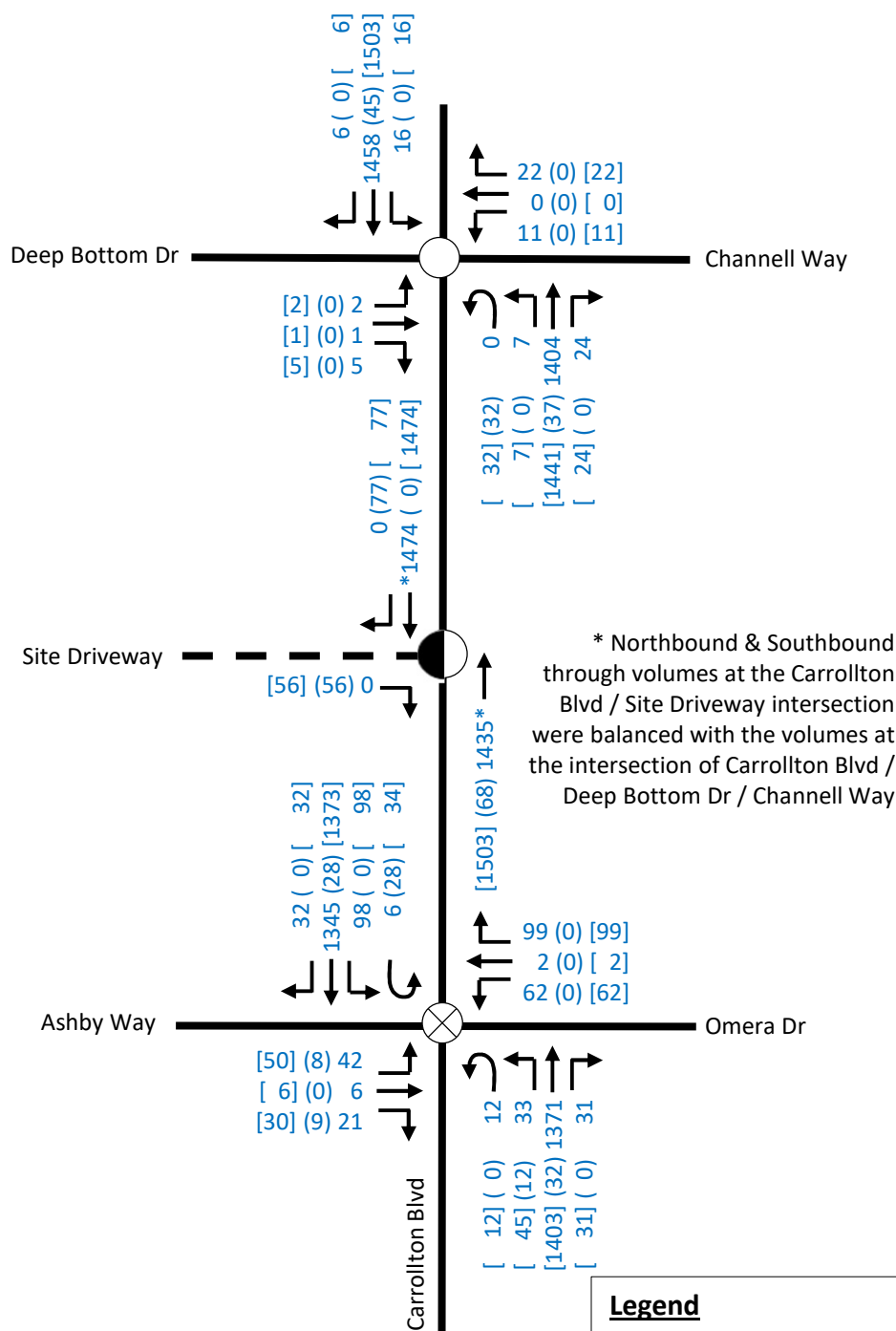
2035 Build Volumes | AM Peak Hour

North
Not to scale



2035 Build Volumes | PM Peak Hour

North
Not to scale



* Northbound & Southbound through volumes at the Carrollton Blvd / Site Driveway intersection were balanced with the volumes at the intersection of Carrollton Blvd / Deep Bottom Dr / Channell Way

6.2 Capacity and Level of Service Analyses at Critical Points

Capacity analyses for the study area intersections in the AM and PM peak hours were performed for no build and build conditions. Analyses were completed to determine the operating characteristics of the study area intersections and roadways using *Synchro Professional 11.0 with SimTraffic*, which uses methodologies contained in the *2000 Highway Capacity Manuals (HCM)* and *HCM 6th* edition.

To compare operations among various scenarios, detailed analyses are illustrated in **Tables 4 – 6** to provide a side-by-side comparison for the following five conditions:

- **Existing Conditions**
- **2029 No Build Conditions**
(2.0% annual growth for 5 years)
- **2029 Build Conditions***
(2029 No Build plus generated site traffic)
- **2035 No Build Conditions**
(2.0% annual growth for 11 years)
- **2035 Build Conditions***
(2035 No Build plus generated site traffic)

*Build conditions are reported both with and without intersection improvements at the intersection of Carrollton Boulevard / Omera Drive and Ashby Way to illustrate benefits of proposed improvements.

Existing scenario analysis utilizes recorded PHFs, while future analysis scenarios use the higher of existing PHF or 0.92, as outlined in the VDOT Traffic Operations Safety Analysis Manual (TOSAM). This change in PHF may result in improvements in delay between existing and future no-build scenarios.

6.2.1 Carrollton Boulevard / Deep Bottom Drive / Channell Way

At this intersection, Route 17 (Carrollton Boulevard) is oriented in a north/south direction while Deep Bottom Drive and Channell Way are oriented in an east/west direction. This unsignalized intersection currently provides the following laneage:

- Carrollton Boulevard (northbound) – one exclusive left-turn lane, one through lane, and one shared through-right-turn lane.
- Carrollton Boulevard (southbound) – one exclusive left-turn lane, one through lane, and one shared through-right-turn lane.
- Deep Bottom Drive (eastbound) – one shared left-through-right-turn lane.
- Channell Way (westbound) – one shared left-through-right-turn lane.

Table 4 illustrates the delay and LOS results for the Route 17 Carrollton Boulevard / Deep Bottom Drive / Channell Way intersection for the scenarios listed above. Detailed analysis is included in the **Appendix**.

Table 4 Carrollton Boulevard / Deep Bottom Drive / Channell Way Unsignalized Intersection Level of Service

Scenario	Delay per Lane Group by Approach [sec/veh] (Level of Service)											
	Eastbound			Westbound			Northbound			Southbound		
	LT	TH	RT	LT	TH	RT	U-LT	TH	RT	LT	TH	RT
AM Peak Hour												
Existing	15.7 (C)			34 (D)			0 (A)	- (-)		9.9 (A)	- (-)	
							0 (A)		0.2 (A)			
2029 No Build	16.6 (C)			40.5 (E)			0 (A)	- (-)		10.2 (B)	- (-)	
							0 (A)		0.1 (A)			
2029 Build	17.2 (C)			76.4 (F)			20 (C)	- (-)		10.6 (B)	- (-)	
							1 (A)		0.1 (A)			
2035 No Build	18.2 (C)			64.3 (F)			0 (A)	- (-)		10.8 (B)	- (-)	
							0 (A)		0.1 (A)			
2035 Build	18.9 (C)			161.8 (F)			24 (C)	- (-)		11.2 (B)	- (-)	
							1 (A)		0.1 (A)			
PM Peak Hour												
Existing	110.7 (F)			105 (F)			11.7 (B)	- (-)		12 (B)	- (-)	
							0.1 (A)		0.3 (A)			
2029 No Build	93.6 (F)			93 (F)			12.5 (B)	- (-)		12.3 (B)	- (-)	
							0.1 (A)		0.1 (A)			
2029 Build	144.2 (F)			182 (F)			29 (D)	- (-)		12.6 (B)	- (-)	
							0.8 (A)		0.1 (A)			
2035 No Build	155.2 (F)			252.7 (F)			13.8 (B)	- (-)		13.7 (B)	- (-)	
							0.1 (A)		0.1 (A)			
2035 Build	304.6 (F)			534.2 (F)			38.8 (E)	- (-)		14 (B)	- (-)	
							1 (A)		0.1 (A)			

- (-) = Free movement 0s of delay

This unsignalized intersection currently operates at an overall approach level of service (LOS) A along the mainline approaches during both the AM and PM peak hour periods. During the build scenarios, the intersection maintains overall LOS A along mainline approaches with the longest delays occurring along the eastbound and westbound side street approaches during all scenarios. The increase in delay along these approaches is a result of a reduction in mainline gaps as mainline traffic increases as a result of background growth and site traffic.

The Bridge Point Commons development does not have access to Deep Bottom Drive and therefore, does not assign any traffic to either of the side street approaches. Furthermore, while the side street delays increase, these approaches carry less than 50 vehicles during a peak hour and do not warrant a traffic signal.

Restrictions to side street access to right-on/right-out movement would reduce side street delays, however, this modification is not recommended as part of the development of Bridgepoint Commons. This intersection was included as part of the Rte. 17 Arterial Preservation Plan that includes comprehensive recommendations based on overall traffic and recent improvements to the Brewer Neck Boulevard and Carrollton Boulevard intersection. Improvements to this intersection to alleviate side street delays should be developed with the ultimate configuration of the corridor and are beyond the responsibility of this development.

6.2.2 Carrollton Boulevard / Ashby Way / Omera Drive

At this intersection, Route 17 (Carrollton Boulevard) is oriented in a north/south direction while Ashby Way and Omera Drive are oriented in an east/west direction. This signalized intersection currently provides the following laneage:

- Carrollton Boulevard (northbound) – one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane.
- Carrollton Boulevard (southbound) – one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane.
- Ashby Way (eastbound) – one exclusive left-turn lane and one shared through-right-turn lane.
- Omera Drive (westbound) – one shared left-through-right-turn lane.

Table 5 illustrates the delay and LOS results for the Route 17 Carrollton Boulevard / Ashby Way and Omera Drive intersection for the scenarios listed above and does not include the recommended improvements outlined within the executive summary.

Table 6 illustrates the improved delay and LOS results for the Route 17 Carrollton Boulevard / Ashby Way and Omera Drive intersection due to the recommended optimized signal timings and roadway improvements, outlined in the Executive Summary. Detailed analysis for all scenarios is included in the **Appendix**.

Table 5 Carrollton Boulevard / Ashby Way / Omera Drive Signalized Intersection Level of Service – No Recommendations

Scenario	Overall Delay (LOS)	Delay per Lane Group by Approach [sec/veh] (Level of Service)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour													
Existing	20.7 (C)	32.7 (C)	30.2 (C)		32.6 (C)			52.0 (D)	20.4 (C)	14.1 (B)	11.4 (B)	18.8 (B)	12.2 (B)
		31.8 (C)		20.8 (C)				18.2 (B)					
2029 No Build	19.5 (B)	35.1 (D)	31.1 (C)		31.5 (C)			43.0 (D)	19.1 (B)	12.7 (B)	10.6 (B)	18.0 (B)	11.0 (B)
		33.8 (C)		19.2 (B)				17.6 (B)					
2029 Build	21.5 (C)	35.3 (D)	32.3 (C)		35.2 (D)			62.4 (E)	23.2 (C)	14.7 (B)	11.3 (B)	18.2 (B)	11.2 (B)
		34.2 (C)		23.7 (C)				17.5 (B)					
2035 No Build	22.1 (C)	36.5 (D)	31.2 (C)		31.5 (C)			44.5 (D)	21.9 (C)	13.2 (B)	11.8 (B)	20.9 (C)	11.4 (B)
		34.8 (C)		22.0 (C)				20.5 (C)					
2035 Build	24.2 (C)	36.1 (D)	32.6 (C)		35.9 (D)			60.0 (E)	26.5 (C)	15.0 (B)	13.5 (B)	20.8 (C)	11.5 (B)
		34.9 (C)		26.8 (C)				20.2 (C)					
PM Peak Hour													
Existing	53.9 (D)	35.5 (D)	32.7 (C)		31.2 (C)			35.7 (D)	87.1 (F)	16.2 (B)	15.9 (B)	27.3 (C)	14.7 (B)
		34.2 (C)		83.5 (F)				25.9 (C)					
2029 No Build	40.6 (D)	34.8 (C)	32.1 (C)		32.7 (C)			34.9 (C)	58.3 (E)	14.4 (B)	15.3 (B)	26.6 (C)	13.1 (B)
		33.7 (C)		56.6 (E)				25.5 (C)					
2029 Build	52.8 (D)	33.6 (C)	31.6 (C)		34.4 (C)			36.4 (D)	82.1 (F)	15.4 (B)	16.6 (B)	31.2 (C)	14.1 (B)
		32.7 (C)		79.0 (E)				29.5 (C)					
2035 No Build	94.7 (F)	35.7 (D)	32.6 (C)		31.3 (C)			35.6 (D)	152 (F)	16.1 (B)	16.0 (B)	57.0 (E)	14.5 (B)
		34.5 (C)		145.6 (F)				53.0 (D)					
2035 Build	128.3 (F)	33.6 (C)	31.5 (C)		32.0 (C)			36.7 (D)	202.0 (F)	17.4 (B)	17.5 (B)	87.9 (F)	15.8 (B)
		32.7 (C)		192.0 (F)				79.9 (E)					

This signalized intersection currently operates at an overall LOS C and D in the AM and PM peak hours, respectively. During the PM peak hour 2035 Background and Build scenarios, the intersection operates at an overall LOS F with the highest delays occurring at the Northbound approach. These heavy delays are a result of increased mainline traffic along Carrollton Boulevard as a result from natural growth as well as added site traffic combined with inefficient vehicle splits and signal operations.

As illustrated in Table 5, all scenarios are modeled in Synchro with existing lane configurations and signal timing operations for comparison. Optimized signal timings and lengthening the southbound left-turn lane storage are proposed at the intersection to improve intersection delays. These results with recommendations are outlined in **Table 6**.

Table 6 Carrollton Boulevard / Ashby Way / Omera Drive Signalized Intersection Level of Service – With Recommendations

Scenario	Overall Delay (LOS)	Delay per Lane Group by Approach [sec/veh] (Level of Service)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour													
2029 No Build w/Reccs	18.6 (B)	37.6 (D)	33.1 (C)		34.3 (C)			40.5 (D)	17.6 (B)	11.9 (B)	13.5 (B)	16.7 (B)	10.5 (B)
		36.2 (D)		17.7 (B)				16.6 (B)					
2029 Build w/Reccs	22.7 (C)	39.0 (D)	35.3 (D)		39.2 (D)			43.8 (D)	26.3 (C)	16.5 (B)	16.9 (B)	17.0 (B)	10.7 (B)
		37.7 (D)		26.4 (C)				17.0 (B)					
2035 No Build w/Reccs	20.6 (C)	40.0 (D)	32.9 (D)		34.9 (C)			40.0 (D)	19.6 (B)	12.3 (B)	14.8 (B)	19.0 (B)	10.8 (B)
		37.7 (D)		19.7 (B)				18.8 (B)					
2035 Build w/Reccs	25.1 (C)	40.3 (D)	35.4 (D)		42.0 (D)			44.8 (D)	29.9 (C)	16.7 (B)	17.9 (B)	18.9 (B)	10.8 (B)
		38.5 (D)		29.9 (C)				18.8 (B)					
PM Peak Hour													
2029 No Build w/Reccs	25.5 (C)	50.5 (D)	47.7 (D)		49.4 (D)			50.0 (D)	24.9 (C)	13.6 (B)	23.1 (C)	21.6 (C)	13.1 (B)
		49.4 (D)		25.5 (C)				21.5 (C)					
2029 Build w/Reccs	29.1 (C)	51.7 (D)	47.8 (D)		49.3 (D)			46.9 (D)	29.7 (C)	15.1 (B)	24.4 (C)	24.8 (C)	14.7 (B)
		50.0 (D)		30.0 (C)				24.5 (C)					
2035 No Build w/Reccs	33.2 (C)	51.5 (D)	48.0 (D)		50.6 (D)			47.3 (D)	36.1 (D)	15.3 (B)	24.2 (C)	28.0 (C)	14.9 (B)
		50.1 (D)		36.0 (C)				27.4 (C)					
2035 Build w/Reccs	36.3 (D)	53.3 (D)	48.6 (D)		51.4 (D)			47.6 (D)	41.3 (D)	15.9 (B)	25.9 (C)	29.6 (C)	15.3 (B)
		51.3 (D)		41.0 (D)				28.9 (C)					

Optimized signal timings and lengthening the southbound left-turn lane storage are proposed at the intersection to improve intersection delays. The Background scenarios (2029, 2035 No Build w/Reccs) are modeled with proposed configurations and signal timing operations for comparison. Build scenarios with recommendations (2029, 2035 Build w/Reccs) analysis reflects optimized signal timings which incorporated changes to cycle lengths and green times only. With optimized signal timings, the intersection will operate at an overall acceptable LOS D or better in the AM and PM peak hour periods with minimal additional overall intersection delay with the proposed site.

6.2.3 Carrollton Boulevard / Site Driveway (RI/RO)

The proposed driveway will provide primary access to the site along Route 17 Carrollton Boulevard with limited access. Build scenario analysis assumed the following laneage:

- Carrollton Boulevard (northbound) – two through lanes.
- Carrollton Boulevard (southbound) – two through lanes, and one exclusive right-turn lane.
- Site Driveway (eastbound) – one exclusive right-turn lane.

Table 6 illustrates the delay and LOS results for the site driveway during the 2029 and 2035 scenarios. Detailed analysis is included in the **Appendix**.

Table 7 Site Driveway Level of Service

Scenario	Overall Delay (LOS)	Delay per Lane Group by Approach [sec/veh] (Level of Service)				
		Eastbound	Northbound		Southbound	
		RT	TH	RT	TH	RT
AM Peak Hour						
2029 Build	1.0 (A)	14.8 (B)	- (-)		- (-)	
2035 Build	1.1 (A)	16.3 (C)	- (-)		- (-)	
PM Peak Hour						
2029 Build	0.6 (A)	16.5 (C)	- (-)		- (-)	
2035 Build	0.7 (A)	18.5 (C)	- (-)		- (-)	

The unsignalized right-in/right-out intersection operates at an overall LOS A under all scenarios. Turn lane warrants were performed for the southbound right-turn movement using guidance outlined in the VDOT Road Design Manual, Appendix F. Based on this analysis, a southbound right-turn lane is warranted and recommended at this location. Detailed analysis is illustrated within the **Appendix**.

6.2.4 Queuing Analysis

To further evaluate the potential impacts of the Bridge Point Commons development, queuing analysis was performed for the study area intersections using SimTraffic Software. The 95th percentile queue lengths in feet (ft) are generated from ten (10) simulation runs and are summarized for the 2035 AM and PM peak periods in **Figure 12**, per guidance provided in the VDOT TOSAM. Detailed queuing reports are included within the **Appendix**.

During the 2035 Build PM Peak scenario, both the 95th percentile and the maximum queue length for the southbound left-turn lane at the Route 17 Carrollton Boulevard / Ashby Way and Omera Drive intersection exceeds existing storage and will require the turn lane be extended to provide 200' of storage and 200' of taper. The Bridgepoint Commons site will also increase traffic volumes at the northbound left-turn movement at this intersection which, combined with the existing volumes, generates 45 Trips during the PM peak. Under the Horizon Build scenario, the 95th percentile queue length is accommodated within the existing storage length and therefore no additional capacity is recommended.

6.2.3 Carrollton Boulevard / Site Driveway (RI/RO)

The proposed driveway will provide primary access to the site along Route 17 Carrollton Boulevard with limited access. Build scenario analysis assumed the following laneage:

- Carrollton Boulevard (northbound) – two through lanes.
- Carrollton Boulevard (southbound) – two through lanes, and one exclusive right-turn lane.
- Site Driveway (eastbound) – one exclusive right-turn lane.

Table 6 illustrates the delay and LOS results for the site driveway during the 2029 and 2035 scenarios. Detailed analysis is included in the **Appendix**.

Table 7 Site Driveway Level of Service

Scenario	Overall Delay (LOS)	Delay per Lane Group by Approach [sec/veh] (Level of Service)				
		Eastbound	Northbound		Southbound	
		RT	TH	RT	TH	RT
AM Peak Hour						
2029 Build	1.0 (A)	14.8 (B)	- (-)		- (-)	
2035 Build	1.1 (A)	16.3 (C)	- (-)		- (-)	
PM Peak Hour						
2029 Build	0.6 (A)	16.5 (C)	- (-)		- (-)	
2035 Build	0.7 (A)	18.5 (C)	- (-)		- (-)	

The unsignalized right-in/right-out intersection operates at an overall LOS A under all scenarios. Turn lane warrants were performed for the southbound right-turn movement using guidance outlined in the VDOT Road Design Manual, Appendix F. Based on this analysis, a southbound right-turn lane is warranted and recommended at this location. Detailed analysis is illustrated within the **Appendix**.

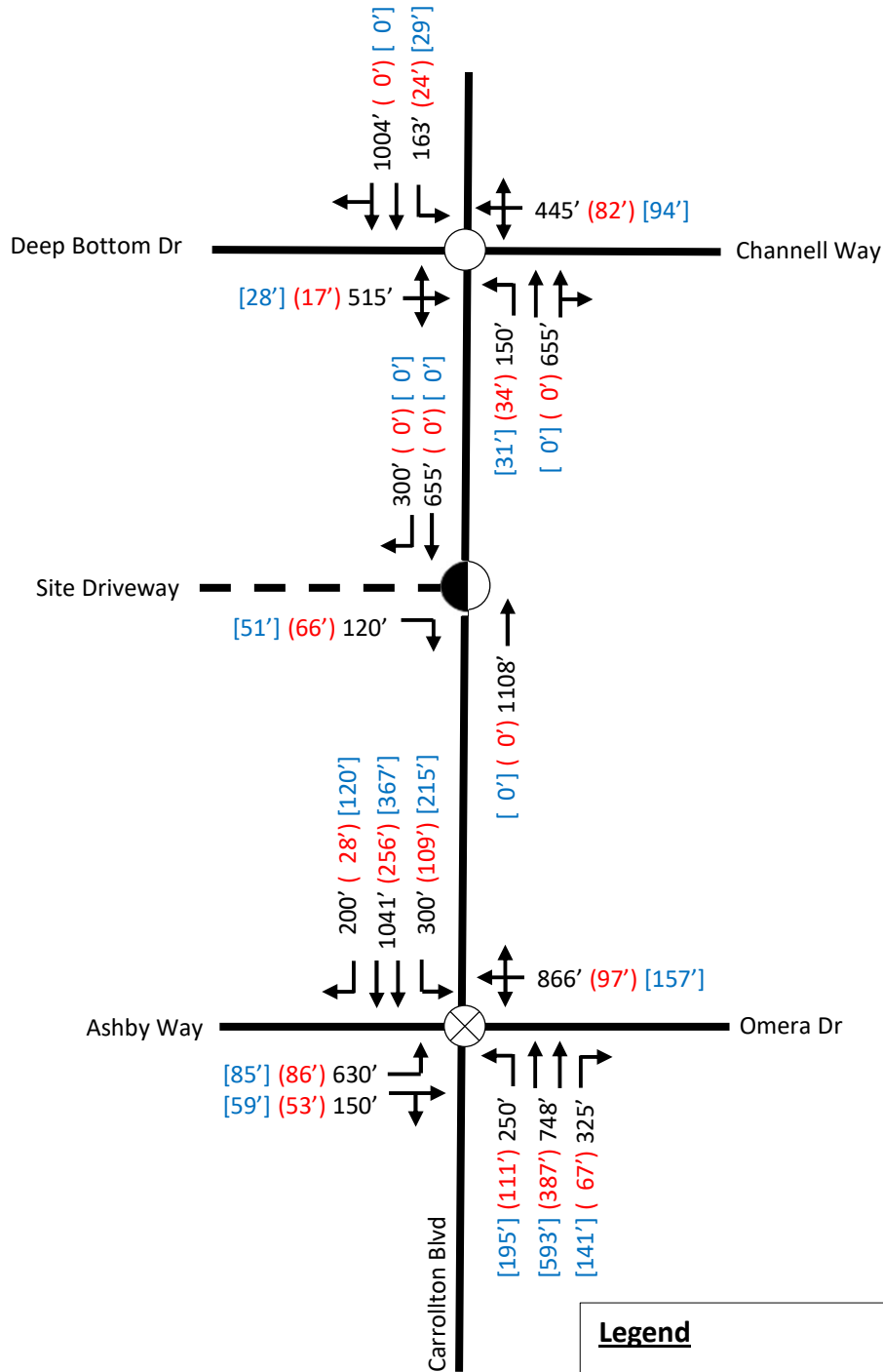
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To further evaluate the potential impacts of the Bridge Point Commons development, queuing analysis was performed for the study area intersections using SimTraffic Software. The 95th percentile queue lengths in feet (ft) are generated from ten (10) simulation runs and are summarized for the 2035 AM and PM peak periods in **Figure 12**, per guidance provided in the VDOT TOSAM. Detailed queuing reports are included within the **Appendix**.

During the 2035 Build PM Peak scenario, both the 95th percentile and the maximum queue length for the southbound left-turn lane at the Route 17 Carrollton Boulevard / Ashby Way and Omera Drive intersection exceeds existing storage and will require the turn lane be extended to provide 200' of storage and 200' of taper. The commercial parcel accounts for approximately 75% of site generated trips at the movement, therefore, this improvement is not required until the development of the commercial outparcel. A supplemental analysis was performed for the 2035 build scenario with residential only trips and illustrates the 95th percentile queue length is accommodated within the existing storage length with residential-only trips. The Bridgepoint Commons site will increase traffic volumes at the northbound left-turn movement at this intersection which, combined with the existing volumes, generates 45 Trips during the PM peak. Under the Horizon Build scenario, the 95th percentile queue length is accommodated within the existing storage length and therefore no additional capacity is recommended.

Queuing | 2035 Build AM & PM Peak Hours

North
Not to scale



Legend

- ← Laneage
- ⊗ Signalized Intersection
- Unsignalized Intersection
- ◐ Unsignalized RI/RO Intersection
- XX' (XX') [XX'] – Effective Storage (ft) 95th Queue AM (95th Queue PM)

6.2.5 Impacts to Adjacent Neighborhood

The Bridge Point Commons development will have two points of access to the development – one restricted right-in/right-out access along Carrollton Boulevard as well as a connection to the adjacent neighborhood via Britt Way and Ashby Way. A portion of the Bridge Point Commons residential trips were assigned to the Britt Way connection to access the signalized Carrollton Boulevard / Ashby Way and Omera Drive intersection with a signalized access to travel northbound on Carrollton Boulevard.

The agreed-upon distribution assigned 25% of inbound and 50% of outbound trips to Britt Way and Ashby Way. This results in 402 additional daily trips to these residential streets, which currently have an average daily traffic (ADT) of 200 vehicles per day (VPD) along Britt Way and 682 VPD along Ashby Way W. While there is an increase in trips, these local streets are still well below capacity for a 2-lane local street. Additionally, with this connection, these existing neighborhood streets will be included in the secondary state roadway system.

Speed data along these two streets indicate that the 85th percentile speeds are at, or less than the posted speed limit of 25 mph. Based on the residential nature of Bridge Point Commons and the alignment of the proposed connection, the additional traffic is not anticipated to increase speeds along these roadways.

Conclusion and Recommended Improvements

The Bridge Point Commons site is a 42-acre site located in Isle of Wight County, Virginia, west of Carrollton Boulevard (U.S. Route 17) between Deep Bottom Drive (U.S. Route 662) and Ashby Way. Primary site access will be provided via a right-in/right-out access along Carrollton Boulevard south of Deep Bottom Drive. Secondary site access will be granted via a connection to the adjacent neighborhood via Ashby Way, which will provide a signalized connection to Carrollton Boulevard.

The study area, as identified by Isle of Wight County and VDOT staff, includes two intersections located along Carrollton Boulevard. A traffic signal is located at the Carrollton Boulevard / Ashby Way and Omera Drive intersection. The Carrollton Boulevard / Deep Bottom Drive and Channell Way intersection will operate unsignalized with two-way stop-control.

The proposed Bridge Point Commons development will increase traffic volumes within the study area. To mitigate the impacts associated with the proposed development, the following improvements are recommended:

Carrollton Boulevard / Deep Bottom Drive / Channell Way (unsignalized)

- No improvements necessary, maintain existing laneage.

Carrollton Boulevard / Ashby Way / Omera Drive (signalized)

- Provide optimized signal timings.
- Extend southbound left-turn lane storage to provide 200' storage and 200' taper.

Carrollton Boulevard / Commercial Median Break (unsignalized)

- Install a "No U-Turn" sign to prohibit southbound U-turns.

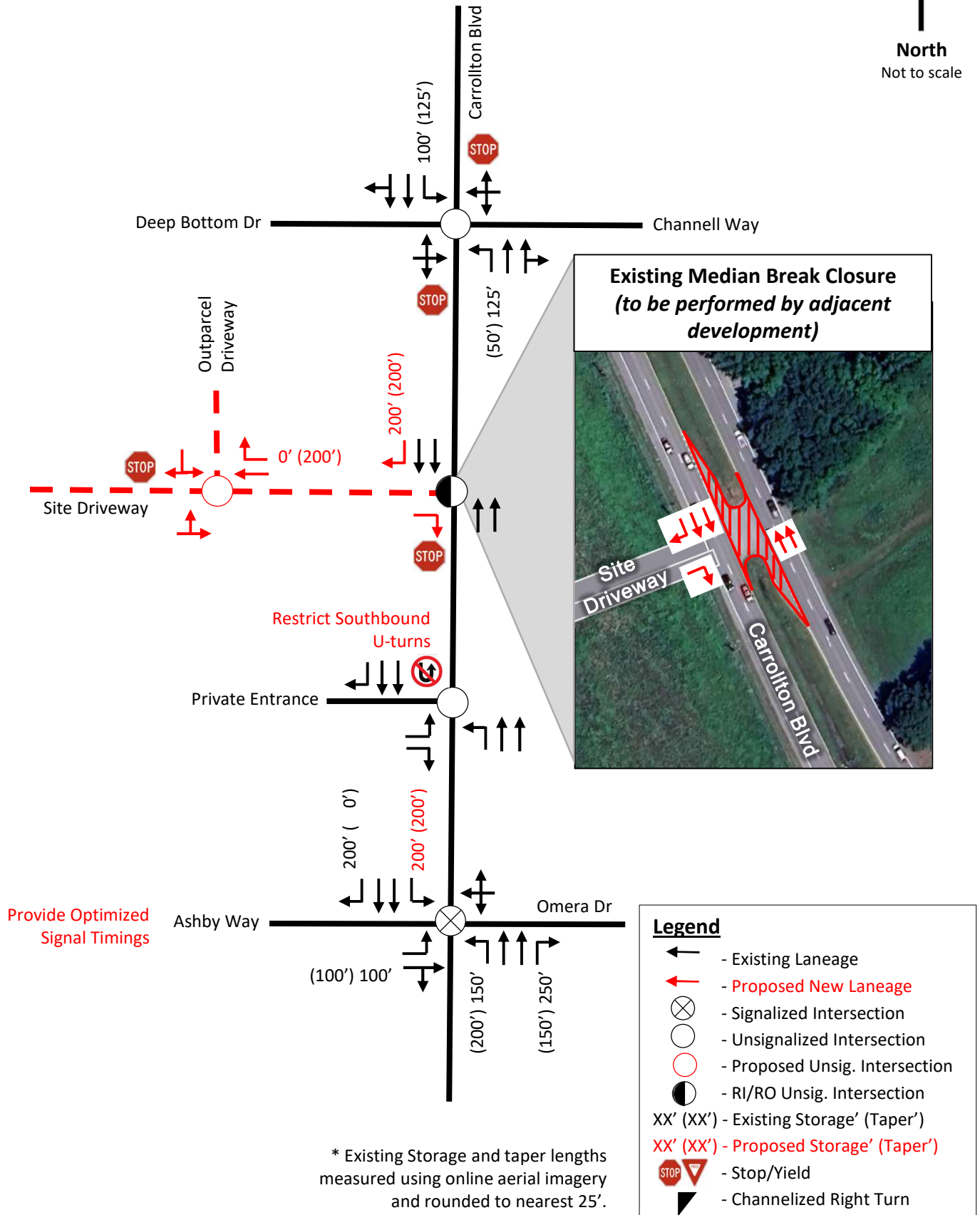
Carrollton Boulevard / Site Driveway (proposed RI/RO – unsignalized)

- Construct site driveway to provide right-in/right-out access.
 - *Existing median break closure to be performed by an adjacent development.*
 - *Should Bridgepoint Commons occur prior to the Archer's Meade development, the site driveway shall be constructed to include median break closure to restrict the site entrance to a right-in/right-out.*
- Construct an exclusive southbound right-turn lane with 200' storage/200' taper.

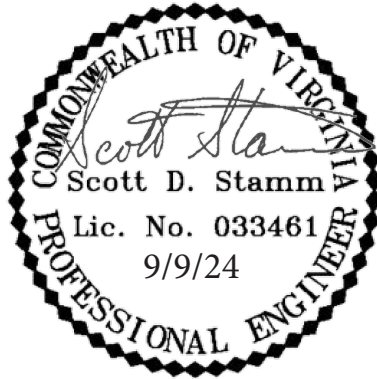
Site Driveway / Commercial Outparcel Driveway (proposed unsignalized T-intersection)

- Construct westbound right-turn taper.

Recommended Improvements



WATER QUALITY IMPACT ASSESSMENT



BRIDGE POINT CARROLLTON, VIRGINIA

SEPTEMBER 9, 2024

PREPARED FOR:
QUALITY HOMES OF CURRITUCK



LAND PLANNING SOLUTIONS

1403 GREENBRIER PARKWAY STE. 205
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BRIDGE POINT

Carrollton, Virginia

Revised Water Quality Impact Assessment

September 9, 2024

DRAINAGE NARRATIVE

Project Description

Quality Homes of Currituck plans to develop Parcel 34-01-050D and part of Parcel 34-01-050 into a residential townhome neighborhood with 147 single family attached residential units. The site is located on US Route 17 (Carrollton Boulevard) just east of Route 622 (Deep Bottom Drive) in Carrollton, Isle of Wight County, Virginia.

The north sides of both parcels are currently zoned GC (General Commercial) along the frontage to Route 17 and are zoned UR (Urban Residential) on the southern portion of the property. For development of the proposed townhome community, the site will be rezoned to the Planned Development Mixed-Use District (PD-MX).

The site is primarily cleared vacant farmland with wooded tidal wetlands in a natural channel at the west side of the site. Runoff from the site drains to the wetlands to the west and south to Creer Creek just south of the Creer Creek reservoir dam. There is an existing ditch that crosses the middle of the site and drains part of the site to the wetlands to the west. There is a small pocket of isolated freshwater wetlands located at the northeast side of the site near the east end of the existing ditch. There is another drainage channel along the southern property line that drains part of the southern portion of the site to the main channel at the west side of the site. The site is located within the Chesapeake Bay Preservation Area and contains a 100-foot RPA buffer along the wetlands at the west side of the site. Drainage from the site reaches the Lower Chesapeake Bay via Creer Creek, Brewers Creek, Chuckatuck Creek, and the Lower James River. The site is located in Virginia Hydraulic Unit JL42 (Chuckatuck Creek).

The site is bounded to the west by wetlands, Route 622 and vacant farmland, to the north by US Route 17, to the east by the Carrollton Volunteer fire station and to the south by single family residences.

Existing Conditions

The existing site is relatively flat and drains towards the western boundary with slopes ranging from 0.5% to 4%. There is a major drainage channel is an ephemeral stream that flows to the south along the western side of the site to Creer Creek. The main channel is approximately 6 to 12 feet deep and 50 to 100 feet wide at the bottom, with side slopes ranging from 15% to 35%. The bottom of the main drainage channel contains tidal wetlands that are protected with a 100-foot RPA buffer. The upland portions of the site are mostly cleared farmland with tree growth and brush on the remaining portion of the site surrounding the drainage channels at the west and south sides of the property. The site consists of one major drainage area where all runoff from the property flows to the southwest corner of the property to Creer Creek.

There are two sub-areas where portions of the site drain to existing drainage channels that flow to the west to the main channel. The first subarea is at the north side of the site where an existing ditch crosses the site from the eastern corner at the Route 17 right-of-way to the main channel at the west side of the site. The western half of the ditch is lined with trees and shrubs and the eastern half of the ditch is cleared. Several small pockets of isolated wetlands have developed near the east end of the ditch where runoff gets trapped in local depressions. The western end of the ditch is considered an ephemeral stream. This ditch drains approximately two thirds of the cleared portion of the site. The second subarea is at the bottom third of the site where runoff drains to an existing ditch along the southern property line. This ditch is lined with a narrow band of trees and shrubs. The ditch widens and drops down to the main channel just west of the cul-de-sac at the end of Britt Way. A very small portion of the southeast corner of the site near the east end of the southern property line drains to a ditch that empties into to an existing wet pond BMP located on Parcel 34I-04-00A. Post-development runoff from impervious surfaces will be intercepted and diverted to the on-site BMPs before entering the existing ditch to the existing off-site BMP.

The upland portions of the site are located within X (outside 0.2% annual chance floodplain) and the south end of the main drainage channel is located zone AE (base flood elevation 9 feet) on community-panel numbers 51093C0158E and 51093C0166E of the FEMA Flood Insurance Rate Map dated December 2, 2015. Flooding of the areas to be developed is not anticipated since the top of bank elevation of the main channel is at elevation 18 feet, which is well above the base flood elevation of 9 feet.

According to the Natural Resources Conservation Service online Web Soil Survey, the soils for this site consist of five types. Bohicket silty clay loam is located at the southwest corner of the site where the main drainage channel discharges to Creer Creek. This soil type is considered very poorly drained with a Hydraulic Soils Group (HSG) rating of D. Myatt fine sandy loam is located over most of the northern and eastern sides of the site and is considered poorly drained with an HSG rating of B/D. Nevark and Remlick soils are located at the southwest side of the site through the bottom and side slopes of the main drainage channel and the ditch at the south property line. This soil type is considered moderately well drained with an HSG rating of D. Slagle fine sandy loam is located at the southwest corner of the upland area at the confluence of the main channel and the southern ditch. This soil type is considered moderately well drained with an HSG rating of C. Yemassee fine sandy loam is located in the upland areas at the south side of the site and is considered somewhat poorly drained with an HSG rating of B/D. The soils in the upland areas to be developed have a low to moderate potential for shrink-swell, and the soils through the drainage channels have a moderate to high potential for shrink swell. Please see the accompanying *Custom Soil Resource Report for Isle of Wight County, Virginia, Bridge Point Commons* for soils information about this site.

Proposed Conditions

It is proposed to develop the site into a residential community with 147 single family attached townhome units with public streets, and areas reserved for stormwater management. The remaining commercial parcel at the north end of the site will be reserved for future development and will be accessible from the proposed road into the site. The site will be designed to comply with all applicable state and local stormwater regulations during the development of the site and after final stabilization has been achieved. All runoff will be directed to the proposed storm sewer system and to the stormwater management BMPs for treatment before being released downstream. Supporting calculations for the stormwater management are provided during final design.

Impacts to RPA areas or RPA buffers will be minimized to the greatest extent possible. Anticipated clearing through the RPA buffer and near the existing wetlands is limited to that required for installation of the BMP outfalls. Impacts to the 0.22 acres of isolated freshwater wetlands at the northeast side of the site are anticipated. Impacts to the ephemeral stream at the west end of the northern drainage ditch will be minimized to the greatest extent possible and a permit will be required for any impacts to the existing stream. Mitigation measures will be implemented to all applicable state and local standards to address the wetland and RPA impacts. The proposed BMPs will be utilized for water quality and quantity control in accordance with all applicable state and local regulations.

Stormwater Management

The stormwater management for this site will consist of Water Quality and Water Quantity controls based on the current VA Stormwater Regulations at the time of final design. Water quality regulations are being revised on July 1, 2024 and the new regulations will be utilized.

The Water Quality Compliance calculations utilize the newly updated Virginia Runoff Reduction Method New Development spreadsheet (Version 4.1) in accordance with 9VAC25-870-65. We are anticipating that compliance with requirements will be met through the use of Wet Ponds, Bioretention Areas, Grass Channels, and/or Extended Detention BMPs.

The primary BMP for the development will be a Level 2 Wet Pond (coastal plain) BMP located at the southwest corner of the site where the ditch along the southern property line drains into the main channel at the west side of the site. The placement of the wet pond was selected for its proximity to an adequate outfall at the deepest and widest part of the existing channel. At this location, the channel is approximately 16 feet deep and 100 feet wide. This will allow the normal pool elevation of the wet pond to be far enough below the elevation of the surrounding land to allow the proposed storm sewer to drain and to provide storage for stormwater detention. Wet pond BMPs are typically not sufficient to provide all of the required nutrient removal credit on their own. It is anticipated that additional BMPs upstream of the wet pond will need to be utilized to provide additional nutrient removal credit.

Available topo shows the main receiving channel at the north end of the site is approximately 6 feet deep. Therefore, stormwater management areas may be utilized at the north side of the site and may be constructed at a relatively shallow depth to the outfall pipe, such as extended detention basins or bioretention areas. Grass channel BMPs are well suited around the perimeter of the proposed development to provide moderate runoff reduction and pollutant removal and to prevent site runoff from flowing onto adjacent properties.

Water Quantity compliance for the site is met in accordance with 9VAC25-870-66, as follows:

Channel protection (Section B) will be achieved in accordance with subsection 3a. Natural stormwater conveyance systems. 'Energy Balance' Method. $Q_{\text{Developed}} \leq I.F. * (Q_{\text{Pre-developed}} * RV_{\text{Pre-Developed}}) / RV_{\text{Developed}}$

Stormwater runoff from the site will be collected in the storm sewer system and directed to the BMPs to the greatest extent possible before being released downstream to the natural receiving channel at a peak flow rate that is less than what is allowed by the energy balance equation.

Flood protection (Section C) will be achieved in accordance with subsection 1. The point of discharge releases stormwater into a stormwater conveyance system that, following the land-disturbing activity, confines the postdevelopment peak flow rate from the 10-year 24-hour storm event within the stormwater conveyance system. It is expected the existing natural drainage channel is of sufficient width and depth to handle the peak discharge from the site for the 10-year storm without overtopping the banks of the channel. The proposed BMPs will be designed to detain and release water at a peak rate similar to the predevelopment condition. Drainage area to the existing channel stops just north of Route 17, so the existing channel receives little runoff from areas upstream of the site. The BMPs, storm sewer system and any open channels on site will be designed to handle the 10-year storm without flooding. The limit of analysis is on site at the bottom of the existing drainage channel located in Flood Zone AE.

Additional Hydrogeological Assessments

- (i) Disturbance or impacts to the tidal wetlands and RPA buffer will be minimized to the greatest extent possible. RPA impacts will be limited to the installation of stormwater outfall pipes. Impacts to the 0.22 acres of isolated freshwater wetlands at the north side of the site is anticipated and mitigation measures will be implemented.
- (ii) Stormwater BMPs will be constructed for stormwater management. The BMPs will be designed to treat and release storm runoff as required by the applicable standards. Disruption or reduction in the supply of water to the downstream wetlands and resources will be minimized to the greatest extent possible.
- (iii) It is anticipated that no disruption to existing hydrology including wetland and stream circulation patterns will be realized by this development.
- (iv) Final site design will balance cut and fill materials on-site as much as possible. A large amount of fill material for site development is not anticipated.
- (v) Dredging and likewise dumping of such material onsite will not be required for site development.
- (vi) No known shellfish beds, submerged aquatic vegetation, or fish spawning areas exist on site. The proposed BMPs will minimize any impact to these resources which likely exist downstream in the Chuckatuck River or the Lower James River.
- (vii) The BMPs will be designed to meet pollutant load removal requirements set forth in the proposed regulations taking effect July 1, 2024.
- (viii) It is expected the proposed impervious percent for the residential townhouse site will be approximately 65% and for the commercial site, the impervious cover will be approximately 85%. Surfacing materials will include the building roofs, asphalt paving, and concrete walks and curbing.
- (ix) As the majority of the usable portion of the site is currently cleared, minimal additional site clearing is expected except at the west end of the existing ditch at the north side of the site (0.65 acres).
- (x) It is expected to begin the project in late of 2024 or early 2025 and complete in a single phase to be open in fall of 2025.

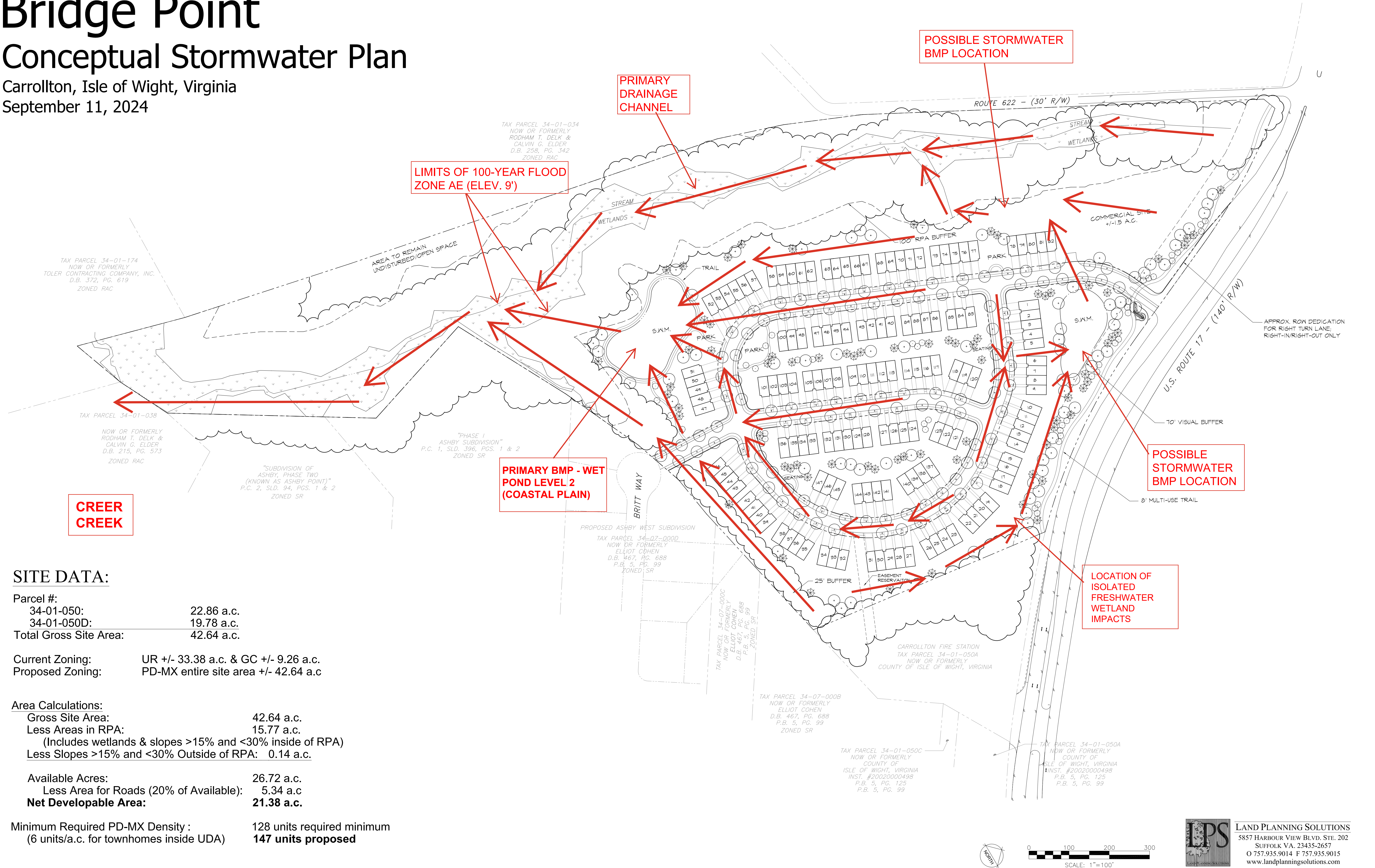
- (xi) It is anticipated that permits required to complete this project will be required from: The Isle of Wight County and the Virginia DEQ.
- (xii) Proposed mitigation measures for potential hydrogeological impacts include implementing an Erosion and Sedimentation Control Plan completed by a Licensed Virginia PE, temporary construction and permanent stormwater management systems, and a site design to minimize cut and fill.

CONCEPTUAL STORMWATER
PLAN

Bridge Point

Conceptual Stormwater Plan

Carrollton, Isle of Wight, Virginia
September 11, 2024



SITE DATA:

Parcel #:
34-01-050: 22.86 a.c.
34-01-050D: 19.78 a.c.
Total Gross Site Area: 42.64 a.c.

Current Zoning: UR +/- 33.38 a.c. & GC +/- 9.26 a.c.
Proposed Zoning: PD-MX entire site area +/- 42.64 a.c

Area Calculations:
Gross Site Area: 42.64 a.c.
Less Areas in RPA: 15.77 a.c.
(Includes wetlands & slopes >15% and <30% inside of RPA)
Less Slopes >15% and <30% Outside of RPA: 0.14 a.c.

Available Acres: 26.72 a.c.
Less Area for Roads (20% of Available): 5.34 a.c.
Net Developable Area: 21.38 a.c.

Minimum Required PD-MX Density : 128 units required minimum
(6 units/a.c. for townhomes inside UDA) **147 units proposed**

APPENDIX A

CUSTOM SOIL RESOURCE REPORT FOR
ISLE OF WIGHT COUNTY, VIRGINIA
BRIDGE POINT COMMONS



United States
Department of
Agriculture

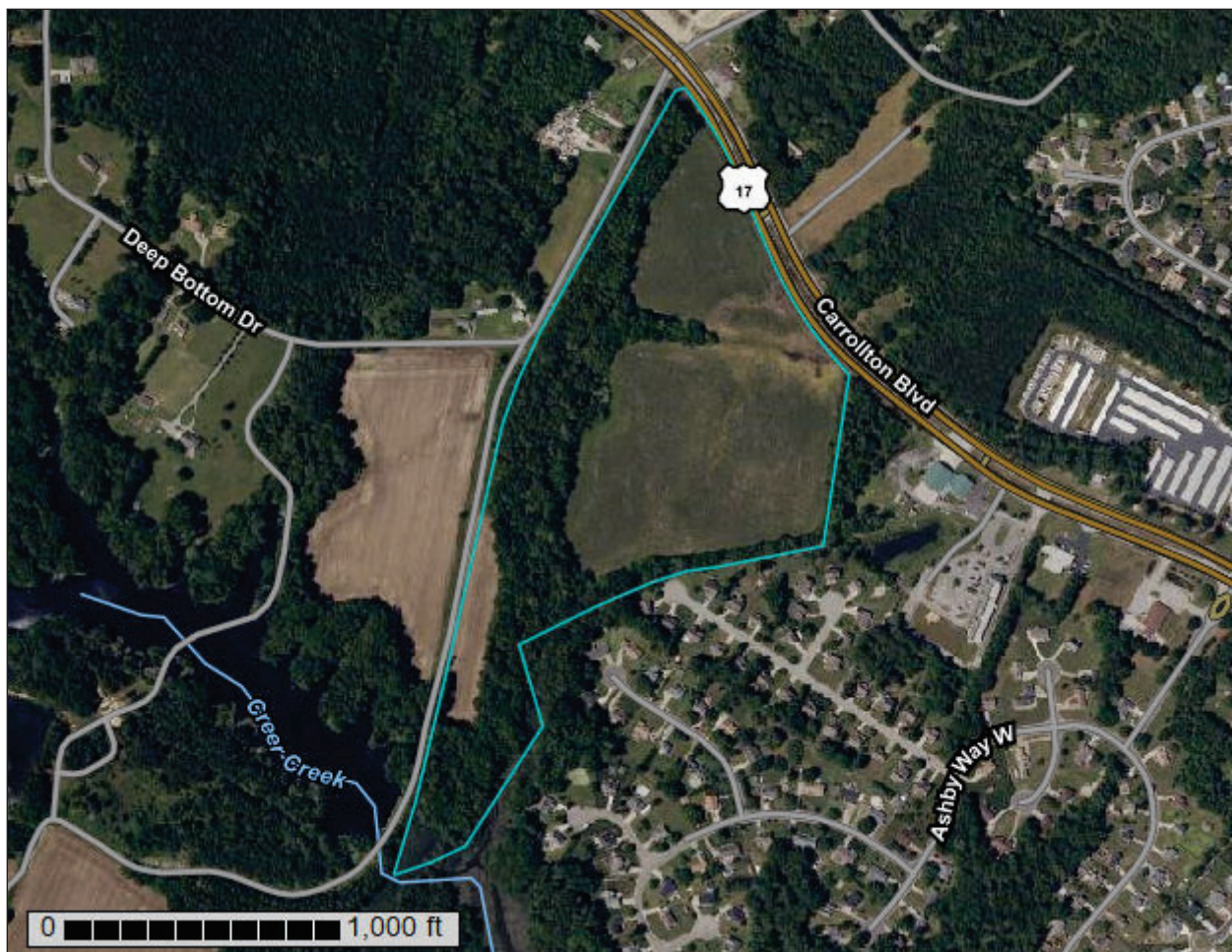
NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for Isle of Wight County, Virginia

Bridge Point Commons



May 10, 2024

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map



Map Scale: 1:5,080 if printed on A portrait (8.5" x 11") sheet.

0 50 100 200 300 Meters

0 200 400 800 1200 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

Custom Soil Resource Report

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit

 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water

 Perennial Water

 Rock Outcrop

 Saline Spot

 Sandy Spot

 Severely Eroded Spot

 Sinkhole

 Slide or Slip

 Sodic Spot

 Spoil Area

 Stony Spot

 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Isle of Wight County, Virginia
Survey Area Data: Version 19, Sep 5, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 18, 2022—May 31, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Bohicket silty clay loam	1.1	2.6%
9	Myatt fine sandy loam	21.6	50.7%
11E	Nevarc and Remlik soils, 15 to 35 percent slopes	8.6	20.1%
18A	Slagle fine sandy loam, 0 to 2 percent slopes	5.2	12.2%
23	Yemassee fine sandy loam	6.1	14.4%
W	Water	0.0	0.1%
Totals for Area of Interest		42.7	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

Custom Soil Resource Report

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Isle of Wight County, Virginia

2—Bohicket silty clay loam

Map Unit Setting

National map unit symbol: 4051

Elevation: 0 feet

Mean annual precipitation: 43 to 53 inches

Mean annual air temperature: 66 to 73 degrees F

Frost-free period: 165 to 260 days

Farmland classification: Not prime farmland

Map Unit Composition

Bohicket and similar soils: 85 percent

Minor components: 7 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Bohicket

Setting

Landform: Salt marshes

Landform position (three-dimensional): Tread

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Loamy marine deposits

Typical profile

H1 - 0 to 11 inches: silty clay loam

H2 - 11 to 60 inches: silty clay

Properties and qualities

Slope: 0 to 1 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Very poorly drained

Runoff class: Negligible

Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr)

Depth to water table: About 0 inches

Frequency of flooding: Very frequent

Frequency of ponding: Frequent

Maximum salinity: Very slightly saline to strongly saline (2.0 to 16.0 mmhos/cm)

Sodium adsorption ratio, maximum: 25.0

Available water supply, 0 to 60 inches: Very low (about 2.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 8w

Hydrologic Soil Group: D

Ecological site: R153BY130NC - Tidal Marsh on Mineral Soil

Hydric soil rating: Yes

Minor Components

Rappahannock

Percent of map unit: 7 percent

Landform: Salt marshes

Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: R153BY140NC - Tidal Marsh on Organic Soil
Hydric soil rating: Yes

9—Myatt fine sandy loam

Map Unit Setting

National map unit symbol: 405g
Elevation: 0 to 100 feet
Mean annual precipitation: 43 to 53 inches
Mean annual air temperature: 66 to 73 degrees F
Frost-free period: 165 to 260 days
Farmland classification: Prime farmland if drained

Map Unit Composition

Myatt and similar soils: 90 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Myatt

Setting

Landform: Marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Parent material: Loamy marine deposits

Typical profile

H1 - 0 to 15 inches: fine sandy loam
H2 - 15 to 51 inches: sandy clay loam
H3 - 51 to 60 inches: sandy clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Poorly drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high
(0.20 to 1.98 in/hr)
Depth to water table: About 0 to 12 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: High (about 9.5 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4w
Hydrologic Soil Group: B/D

Custom Soil Resource Report

Ecological site: F153AY060NC - Wet Loamy Flats and Depressions,
F153BY060NC - Wet Loamy Flats and Depressions
Hydric soil rating: Yes

11E—Nevarc and Remlik soils, 15 to 35 percent slopes

Map Unit Setting

National map unit symbol: 404k
Elevation: 10 to 300 feet
Mean annual precipitation: 43 to 53 inches
Mean annual air temperature: 66 to 73 degrees F
Frost-free period: 165 to 260 days
Farmland classification: Not prime farmland

Map Unit Composition

Nevarc and similar soils: 45 percent
Remlik and similar soils: 35 percent
Minor components: 5 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Nevarc

Setting

Landform: Marine terraces
Landform position (three-dimensional): Riser
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy marine deposits

Typical profile

H1 - 0 to 4 inches: silt loam
H2 - 4 to 57 inches: clay loam
H3 - 57 to 64 inches: sandy clay loam

Properties and qualities

Slope: 15 to 35 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: About 18 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 8.2 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: D
Ecological site: F153AY045NC - Moist Clay Rises and Flats, F153BY045NC - Moist Clay Rises and Flats

Custom Soil Resource Report

Hydric soil rating: No

Description of Remlik

Setting

Landform: Marine terraces
Landform position (three-dimensional): Riser
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy marine deposits

Typical profile

H1 - 0 to 28 inches: loamy sand
H2 - 28 to 52 inches: sandy clay loam
H3 - 52 to 60 inches: loamy sand

Properties and qualities

Slope: 15 to 35 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high
(0.57 to 5.95 in/hr)
Depth to water table: About 48 to 72 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 6.1 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Ecological site: F153BY030NC - Dry Loamy Rises and Flats, F153AY030NC - Dry
Loamy Rises and Flats
Hydric soil rating: No

Minor Components

Nawney

Percent of map unit: 5 percent
Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: F153BY090NC - Flooded Mineral Soil Floodplains and Terraces,
F153AY090NC - Flooded Mineral Soil Floodplains and Terraces
Hydric soil rating: Yes

18A—Slagle fine sandy loam, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 404v
Elevation: 50 to 350 feet
Mean annual precipitation: 43 to 53 inches
Mean annual air temperature: 66 to 73 degrees F
Frost-free period: 165 to 260 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Slagle and similar soils: 85 percent
Minor components: 9 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Slagle

Setting

Landform: Marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy marine deposits

Typical profile

H1 - 0 to 13 inches: fine sandy loam
H2 - 13 to 25 inches: sandy clay loam
H3 - 25 to 60 inches: sandy clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately high (0.00 to 0.57 in/hr)
Depth to water table: About 18 to 36 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 8.5 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: C
Ecological site: F153AY040NC - Moist Loamy Rises and Flats, F153BY040NC - Moist Loamy Rises and Flats
Hydric soil rating: No

Minor Components

Kinston

Percent of map unit: 7 percent

Landform: Flood plains

Landform position (three-dimensional): Tread

Down-slope shape: Linear

Across-slope shape: Linear

Ecological site: F153BY090NC - Flooded Mineral Soil Floodplains and Terraces,
F153AY090NC - Flooded Mineral Soil Floodplains and Terraces

Hydric soil rating: Yes

Nawney

Percent of map unit: 2 percent

Landform: Flood plains

Landform position (three-dimensional): Tread

Down-slope shape: Linear

Across-slope shape: Linear

Ecological site: F153BY090NC - Flooded Mineral Soil Floodplains and Terraces,
F153AY090NC - Flooded Mineral Soil Floodplains and Terraces

Hydric soil rating: Yes

23—Yemassee fine sandy loam

Map Unit Setting

National map unit symbol: 4056

Elevation: 0 to 40 feet

Mean annual precipitation: 43 to 53 inches

Mean annual air temperature: 66 to 73 degrees F

Frost-free period: 165 to 260 days

Farmland classification: Prime farmland if drained

Map Unit Composition

Yemassee and similar soils: 85 percent

Minor components: 7 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Yemassee

Setting

Landform: Marine terraces

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Loamy marine deposits

Typical profile

H1 - 0 to 10 inches: fine sandy loam

H2 - 10 to 52 inches: sandy clay loam

H3 - 52 to 60 inches: fine sandy loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Runoff class: Very high
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high
(0.57 to 1.98 in/hr)
Depth to water table: About 12 to 18 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Moderate (about 8.3 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2w
Hydrologic Soil Group: B/D
Ecological site: F153AY040NC - Moist Loamy Rises and Flats, F153BY040NC -
Moist Loamy Rises and Flats
Hydric soil rating: No

Minor Components

Myatt

Percent of map unit: 7 percent
Landform: Marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: F153AY060NC - Wet Loamy Flats and Depressions,
F153BY060NC - Wet Loamy Flats and Depressions
Hydric soil rating: Yes

W—Water

Map Unit Setting

National map unit symbol: 405h
Mean annual precipitation: 43 to 53 inches
Mean annual air temperature: 66 to 73 degrees F
Frost-free period: 165 to 260 days
Farmland classification: Not prime farmland

Map Unit Composition

Water: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

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Bridge Point Neighborhood Plan Book



Carrollton, VA
March 24, 2025
Allied Properties



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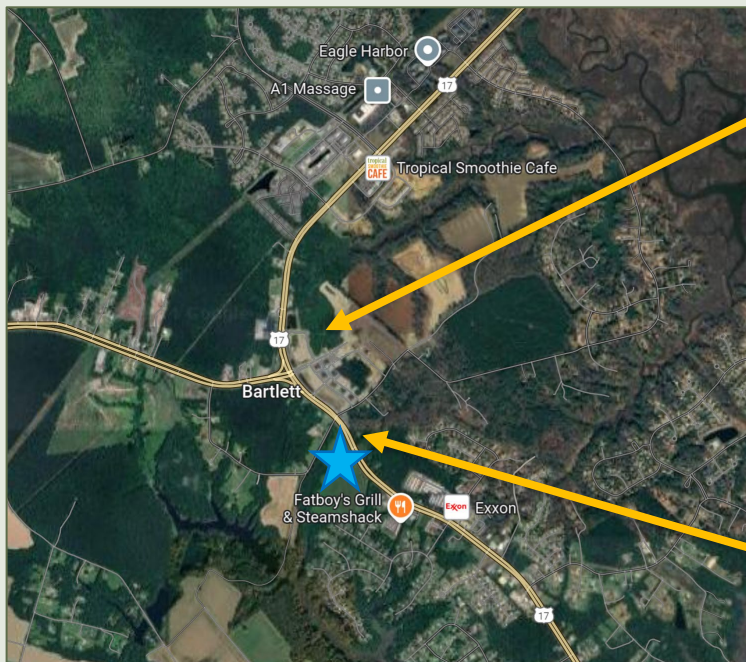
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Community Narrative

The Bridge Point site is located about one quarter mile south of the Route 17/Brewers Neck Blvd intersection in Carrollton, VA. The property is bounded by Deep Bottom Drive (Route 662) to the northwest, Carrollton Boulevard (Route 17) to the northeast, the Carrollton Fire Station to the southeast, and single-family homes to the southwest. The Isle of Wight County 2020 Comprehensive Plan designates this property as part of the Mixed-Use Development zone within the Newport Development Service District, one the county's three focused growth areas.

The property is currently zoned for 350 total units with 33.4 acres designated as UR, Urban Residential, and 9.2 acres designated GC, General Commercial. A townhome community comprised of 147 homes and a commercial parcel at the site's entrance along Route 17 are being proposed with this current application. This proposal is less than half the density and intensity of the current zoning in place. This project will provide additional housing choices in a growing portion of the county and support the larger, mixed-use center being constructed to the north known as Bartlett Station. In addition, the project will create an appropriate transition in land uses from Route 17 to the Ashby single-family neighborhood to the southwest.



Publix at Barlett Station by others



Bridge Point neighborhood entry



Conceptual Master Plan

The Conceptual Master Plan was designed to preserve the existing environmental features on-site and create a harmonious transition from Route 17 to the Ashby neighborhood to the southwest. The main stormwater management pond was placed adjacent to the existing drainage channel along the northern property boundary where it then outfalls to Creer Creek. A secondary pond is intended along Route 17 as a buffer behind the townhomes.

The street system includes an outer loop road with homes backing up to the forested areas and two interior blocks that form an interconnected, walkable neighborhood. The +/-1.5-acre commercial site is positioned at the entrance where it has excellent visibility along the corridor and is within walking distance for the residents. A total of fifty percent of the entire site will be devoted to open space, forty percent will be utilized for residential uses, and ten percent will be utilized for commercial use.

Bridge Point Conceptual Master Plan

Isle of Wight, Virginia
January 8, 2025



Open Space Plan

Bridge Point will feature several pocket parks, trails, seating areas and landscape buffers to create an aesthetically pleasing community as shown on the Open Space Plan. Residents will be welcomed at the entrance by a high-quality stone entry sign, median, and decorative plantings. The community association will be responsible for maintaining these areas, such as mowing, pruning, and clearing trash and debris.



Bridge Point Open Space Plan

Isle of Wight, Virginia
January 8, 2025



Frontage Improvements

A 70' visual landscape buffer inclusive of an 8' multi-use trail will be constructed parallel to Route 17. This will offer a pedestrian and bike connection north towards Bartlett Station.

Existing Streetscape:



Proposed Streetscape:



An attractive stone entry sign and plantings will welcome residents to the community.



Residential Design

Building design guidelines seek to create a distinct yet coherent architecture that will foster a unique identity for Bridge Point and form the backdrop to a rich street level experience. These guidelines will significantly help distinguish the community, help define its character and eventually raise its value in the marketplace. The following set of principles will be applied to each of the buildings, irrespective of its use or location.

1. Build in the tradition of simple yet elegant designs. Building architecture and elevations promote a more contemporary nature through use of simple unifying roof and window lines and careful selection of materials. The building aesthetic should emerge from elevation components and building details rather than from mere ornamentation.
2. Use traditional, high quality and durable materials throughout the community. When walls are constructed of more than one material, changes in material shall be permitted along a horizontal or vertical line and should reinforce a base, middle and top for the building. Building walls shall be of one or more of the following materials:
 - Brick- A variety of traditional brick colors and modules and bonding variations are encouraged.
 - Stone- Natural stone and stone veneer are permitted and shall be laid predominantly rectilinear stones in a horizontal pattern. Cast stone shall be permitted as sills, headers and accents.
 - Siding- High-quality vinyl or its equivalent is the prescribed siding material where brick or stone is not utilized. A maximum of 80% vinyl siding is permitted. Aluminum siding is not permitted. A variance in color and texture is encouraged.



3. Emphasize main entries of each home regardless of elevation. The main entrance to each home should be easily identifiable from the main travel ways through use of materials and forms.

Residential Design Continued

Single Family Attached (SFA) Highly Visible Lots (HV)
Lots on prominent corners will be designated as High Vis or “HV” lots. These prominent corners will be defined as those fronting on multiple public rights of way, the subdivision entrance road or those that directly border any of the defined recreation areas. These lots will be required to have upgraded architectural features on the visible facades. Features to be included on these lots are outlined below:

Features Encouraged:

Storm shutters, trimmed windows, gable vents, and gable trim



Minimum Lot Size:

Interior Lot: 2,400 square feet

Exterior Lot: 3,200 square feet

Maximum Number of Stories: 2

Setbacks:

- Front yard: 18.5' minimum – Sufficient to accommodate a parking space (Not to include right of way or sidewalk).
- Side yard: 0' for interior units, 8' for end units; 16' minimum building separation between buildings.
- Rear yard: 20' minimum
- Encroachments: Front porches will be allowed to encroach up to 3'.



Commercial Design



Commercial Setbacks:

Front: 70' along Route 17

Corner: 15'

Side: 10'

Rear: 10' from RPA

Floor Area Ratio: 50% of net developable commercial area or 26,136 square feet

Maximum Stories: 2

Example Uses: In-line or standalone office, retail, medical, restaurant, among others.



Building Materials:

For facades visible to the public right-of-way - One or more of the following: Brick, Decorative Block, Stone, Stucco, Natural wood siding, Cementitious siding, or similar equivalent approved by the Zoning Administrator. Vinyl is permitted for use as trim material only.

Building Features:

A prominent pedestrian entryway facing Route 17 and/or the neighborhood entry road. Variations in roof lines or canopies.



Landscape & Lighting:

Foundation plantings, parking lot trees, and others in accordance with the County's landscape standards. Pedestrian-scale lighting.



Fencing & Landscaping



Fences

Fences will be permitted in accordance with the guidelines below and the County Code.

- Fence material shall be vinyl.
- Vinyl fencing must be white and non-glossy
- Maximum fence height shall be six (6) feet.
- For end units side yard fencing shall not extend beyond the middle point of the house forward.
- Corner lot fencing layout shall be reviewed on a case-by-case basis, and must meet the minimum County ordinance requirements, to determine the appropriate fence location.
- No front yard fencing shall be allowed.
- Fencing shall not be used to satisfy upgraded architectural requirements.

Landscaping

Individual lot landscaping and screening add value and assist in creating an attractive streetscape. The following guidelines shall be considered:

- Foundation plantings must be included on every house once constructed.
- Corner lots or high visibility lots shall have landscape buffers to screen sides of houses from the street.
- Lots that back to other lots shall include landscaping at the rear of the property to create a visual screen between adjacent lots. Buffers shall be located outside of drainage and utility easements.



CULTURAL RESOURCES, INC.

**A PHASE IA CULTURAL RESOURCES ASSESSMENT OF
APPROXIMATELY 45 ACRES AT THE BROWN-JOLLEY-BROWN
PROPERTY IN ISLE OF WIGHT COUNTY, VIRGINIA**

DRAFT REPORT

Prepared for:

**Associated Contracting Services, Inc.
3303 Airline Boulevard, Suite 1F
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Prepared By:

**Cultural Resources, Inc.
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(757) 626-0558**

April 2007

**A PHASE IA CULTURAL RESOURCES ASSESSMENT OF
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ABSTRACT

In April 2007, Cultural Resources, Inc. (CRI) conducted a cultural resource assessment of an approximately 45.6-acre tract of land located in Isle of Wight County, Virginia. The study area is located in Carrollton, southeast of the intersection of Route 17 and Deep Bottom Road. The project area consists of mostly fallow fields with wooded boundaries and wooded areas surrounding a tributary from Creer Creek that runs along the entire west side of the property. The majority of the project area consists of agriculture fields which have not been planted in the last four to five years.

This Phase IA cultural resources assessment was conducted at the request of Brown-Jolley-Brown, LLC. A Phase IA assessment report will not completely satisfy state or federal regulatory requirements for a Phase I-level cultural resources identification survey, but it does allow clients to quickly review the nature and scope of previously identified and possible cultural resource issues associated with a potential undertaking. The goal of the assessment fieldwork was to determine the nature of the soils and topography of the study area, as well as to provide information on previously identified cultural resources such as prehistoric sites, historic domestic farmsteads, gravesites, standing structures, or military encampment areas present within the bounds of the study area. This effort also identifies areas of high and low potential for cultural resources within the tract and has been developed to serve as a possible planning tool for proposed development within the study area. Determinations of high and low potential were based upon soil properties, drainage, and topography as well as observations made in the field.

To facilitate systematic testing, factors such as slope, soils, and water are examined, allowing the study area to be classified in zones of varying probability for the location of archaeological remains. The total study area consisted of 45.6 acres. The total area classified as retaining a low potential for archaeological resources is 13.6 acres and is limited to the designated wetland areas, and related soils and slopes. The total area classified as retaining a high potential for archaeological resources is 32.0 acres. These high probability areas contain non-eroded soils and slopes of 10 percent or less.

Should additional archaeological survey of the 45.6-acre parcel be required to fulfill regulatory requirements, CRI recommends that a Phase I survey be conducted within 100% those portions of the project area that offer high potential for archaeological sites (32.0 acres), and 10% of low probability areas (1.6 acres). Any future Phase I-level testing should incorporate the results of the predictive model developed for the study area and more specifically the development area. Testing of the APE, based upon a predictive model, typically includes 100 percent of the high potential areas included within the APE, and 10 percent of the low potential areas included within the APE to verify the validity of the predictive model. Comprehensive Phase I testing, following the specific strategies outlined above, will serve to identify any unknown prehistoric and/or historic archaeological sites located within an APE associated with a proposed undertaking. The size of an APE is highly variable, and is dependent upon the nature of various potential impacts and effects associated with a proposed undertaking. Phase I testing will also aid in the evaluation of previously identified cultural resources located within the study area.

through the definition of resource boundaries, temporal associations, possible functions, and potential eligibility for listing in the NRHP.

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I. INTRODUCTION

In April 2007, Cultural Resources, Inc. (CRI) conducted a cultural resources assessment of an approximately 45.6-acre tract of land located in Isle of Wight County, Virginia. The study area is in Carrollton at the intersection of Route 17 and Deep Bottom Road and consists of mostly fallow fields with wooded boundaries and wooded areas surrounding a tributary from Creer Creek (Figure 1). The former agriculture fields have not been planted in four to five years.

This Phase IA cultural resources assessment was conducted at the request of Brown-Jolley-Brown, LLC. A Phase IA assessment report will not completely satisfy state or federal regulatory requirements for a Phase I-level cultural resources identification survey, but it does allow clients to quickly review the nature and scope of previously identified and possible cultural resource issues associated with a potential undertaking. The goal of the assessment fieldwork was to determine the nature of the soils and topography of the study area, as well as to provide information on previously identified cultural resources such as prehistoric sites, historic domestic farmsteads, gravesites, standing structures, or military encampment areas present within the bounds of the study area. The assessment included a walkover of the property with limited shovel testing as well as archival research designed to identify previously recorded resources in the vicinity of the study area and provide a cultural framework for the project. This effort also identifies areas of high and low potential for cultural resources within the tract and has been developed to serve as a possible planning tool for proposed development within the study area. Determinations of high and low potential were based upon soil properties, drainage, and topography as well as observations made in the field.

The CRI Principal Investigators directing this survey and preparing the report meet the professional qualification standards of the Department of the Interior (48 FR 44738-9). The archaeological fieldwork component of these investigations conform to the qualifications specified in the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (Federal Register 48:44716-44742, September 29, 1983) and the *Guidelines For Conducting Cultural Resource Survey In Virginia: Additional Guidance for the Implementation of the Federal Standards Entitled Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 FR 44742, September 29, 1983) 1999, rev. 2000 promulgated by the Virginia Department of Historic Resources (VDHR).

Principal Investigator Aimee J. Leithoff oversaw the general course of the project, prepared the research strategy, and co-authored the report. Project Archaeologist Kevin Goodrich conducted the reconnaissance survey and co-authored the report. Kyle Spencer prepared the graphics for the report. Ms Dizon assisted in report production.

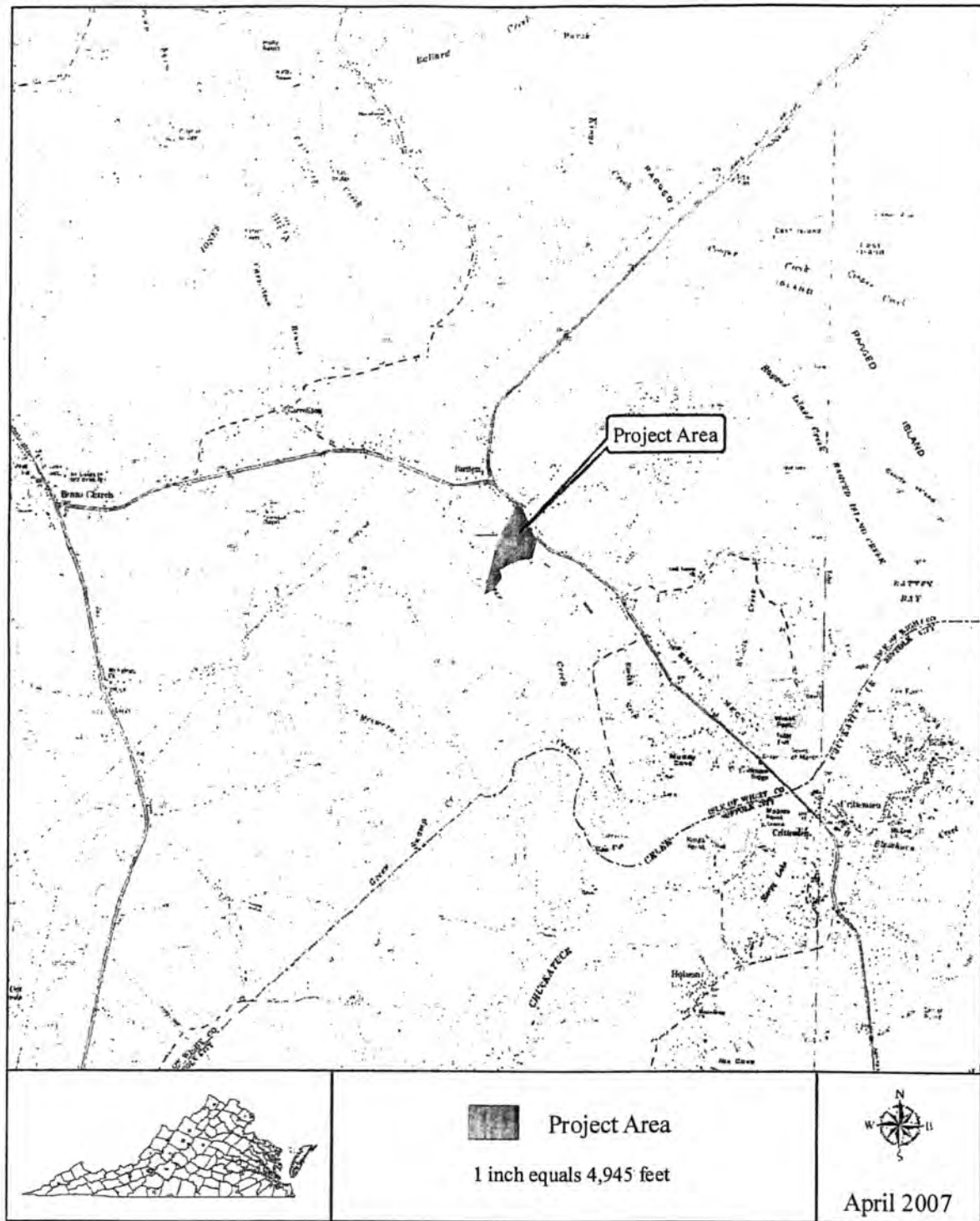


Figure 1. Detail of Benns Church, VA USGS Quadrangle
Depicting the Location of the Survey Area Boundary (USGS).

II. PHYSICAL AND ENVIRONMENTAL SETTING

Physical Description and Environmental Setting

The study area is located in northeastern Isle of Wight County which is in the embayed section of the Coastal Plain of Virginia (Kitchel et al. 1986). The Virginia Coastal Plain is an area of low elevation and low relief characterized by narrow well-drained ridges, broad, poorly drained flats, and marine coastal areas. Elevations in Isle of Wight County range from sea level along the James River to approximately 97 feet above mean sea level (AMSL), and the current project area is near 20 feet AMSL. The elevation of the study area ranges from 5-feet along Creer Creek to 20 feet along the eastern boundary.

The project area consists of mostly fallow fields with wooded boundaries and wooded areas surrounding a tributary from Creer Creek. The former agriculture fields have not been planted in four to five years.

Geology and Topography

The current project area located in the uplands is underlain by pebbly to bouldery clayey sand of the Sedgefield Member (Kitchel et al. 1986, Rader and Evans 1993). The Sedgefield Member is characterized by pebbly to bouldery, clayey sand and fine to medium, shelly sand that grades upward into sandy and clayey silt. The unit represents surficial deposits to river-and coast-parallel plains with altitude of 20-30 feet and is bounded on landward side by the Suffolk and Harpersville scarps (Rader and Evans 1993).

Hydrology

Creer Creek runs along the western edge of the project area and drains into Brewers Creek. Brewers Creek, in turn, drains into Chuckatuck Creek, a tributary of the James River.

Soil Morphology

Soils in the project area primarily belong to the Myatt-Yemassee-Slagle association with fine sandy loam composing the fallow fields and Nevarc/ Remlik silt loam along the creek and creek banks. Soils in the Myatt-Yemassee-Slagle association tend to be moderately well drained to somewhat to poorly drained and are generally found on broad flats and along shallow drainages, depressions, toe slopes, and side slopes. Four main soil types were identified within the project area (Figure 2). Soil 9 is Myatt fine sandy loam that is nearly level to gently sloping, very deep, and poorly drained. Soil 18A is Slagle fine sandy loam that is nearly level, very deep, moderately well drained soil. Soil 23 is a Yemassee fine sandy loam that is nearly level to gently sloping, very deep, somewhat poorly drained soil (Soil Survey 2007). Soil 11E is Nevarc and Remlik soils that is moderately steep to steep, very deep, moderately well drained to well-drained.



Figure 2. Soil Types within the Project Area.

Brown ACS Phase IA
Isle of Wight County, Virginia



April 2007

Natural Resources

Prior to the modern era, the historic landscape in the area was comprised of a mosaic of open farm fields and large tracts of hardwood and pine forests, as it still is today. In the historic period, much of the woodland areas were cleared for cultivation. As soils eroded and fertility rates decreased, many areas were allowed to return to woodland (Kitchel et al. 1986). Portions of the project area are wooded with young pines.

A wide variety of native wildlife species still prosper in the upland and riverine setting, and are typical of the mid-Atlantic region. The most common terrestrial wildlife in the area today includes deer, turkey, fox, raccoon, opossum, squirrel, rabbit, weasel, and groundhog. Amphibians and reptiles such as snakes, lizards, salamanders, frogs, and turtles are found throughout the property. Numerous species of wild songbirds nest in the area, while birds of prey and waterfowl are commonly seen.

The lack of intensive modern development in this portion of Isle of Wight County has allowed the continuation of only slightly-altered original natural settings that were utilized by prehistoric native populations and colonial settlers. The prehistoric landscape and early colonial landscape was very similar, although comprised of more hardwoods and fewer conifers. The available animal species also were more diverse centuries ago, and game animals such as buffalo, eastern elk, and predators such as wolves and bears were once common to the area. Thus, today's natural environment in this portion of the county is little-changed from the past ecology of the area.

III. CULTURAL CONTEXT

The following section provides the prehistoric and historic background research with the goal of establishing the appropriate cultural context for the study area as defined by the Secretary of the Interior's *Standards and Guidelines* for Archaeology and Historic Preservation and the Virginia Department of Historic Resources' *How to use Historic Contexts in Virginia: A Guide for Survey, Registration, Protection, and Treatment Projects* (VDHR 1992).

Pre-Clovis (?-13,000 B.C.)

The 1927 discovery, at Folsom, New Mexico, of a fluted point in the ribs of an extinct species of bison proved that ancient North Americans had immigrated during the Pleistocene. It did not, however, establish the precise timing of the arrival of humans in the Americas, nor did it adequately resolve questions about the lifestyle of those societies (Meltzer 1988: 2-3). Recent discoveries imply that humans occupied the Americas, including Virginia, prior to the appearance of Clovis fluted points in the archaeological record. Both the stratigraphic record and the radiocarbon assays from the recently excavated Cactus Hill site in Sussex County suggest the possibility of human occupation of Virginia well before the fluted point makers appeared on the scene (McAvoy and McAvoy 1997). Buried strata at the Cactus Hill Site, in Sussex County, Virginia, have returned radiocarbon dates of 15,000 years ago from sandy strata situated below levels containing fluted points (McAvoy and McAvoy 1997: 165).

Fieldworkers excavated through levels containing Paleoindian cherts and fluted points, where McAvoy's team encountered artifacts and charcoal separated from the Paleoindian level by 3-4" of sterile sands. Subsequent fieldwork confirmed the presence of artifact-bearing strata located between 3" and 8" below the fluted-point levels. The artifacts recovered from the sub-fluted-point levels present a striking contrast with the tool kit relied on by Paleoindians. Rather than relying on extensively finished chert knives, scraping tools, and spear points, the pre-Clovis peoples used a different but highly-refined stone technology. Prismatic blade-like flakes of quartzite, chipped from specially prepared cobbles and lightly worked along one side to produce a sharp edge, compose the majority of the stone cutting and scraping tools. Sandstone grinding and abrading tools, possibly indicating production of wood and bone tools, also occurred in significant numbers in the deepest artifact-bearing strata. Because these tools do not possess unique characteristics which immediately identify them as dating to the Pleistocene, archaeologists must recognize the possibility that 15,000-year old sites have been overlooked for years.

Paleoindian Period (12,000 – 8000 B.C.)

The Paleoindian period, is thought to have begun in North America by approximately 12,000 B.C. (Anderson and Sassaman 1996). Artifacts most often associated with this period are fluted points (such as the Clovis and Cumberland types) which are rarely found in stratified contexts (Justice 1987). Population densities were low during the Paleoindian period and people lived in small, mobile groups. Paleoindians were

primarily hunter-gatherers who collected wild foods and may have hunted large herd animals such as caribou, in addition to deer, elk, moose, and a variety of small game species (Turner 1989; Boyd 1989).

Less than 75 Paleoindian sites have been identified in Virginia with less than 20 documented in the Coastal Plain (Turner 1989). Stratified sites containing Paleoindian components in Virginia include the Williamson site, Thunderbird and Fifty Sites of the Flint Run Complex, and the more recently excavated Slade North and Fannin sites (Barber and Barfield 1989; Gardner 1974, 1977; Carr 1975; McAvoy 1992; McAvoy and McAvoy 1997). Concentrations of fluted points associated with this period have been associated with local outcrops of chert, jasper, and chalcedony as well as with the regions generally dominated by the oak-hickory forest and the northern hardwood forests. It appears that the Paleoindians in Virginia resided in an area that would have been rich in floral, faunal, and lithic materials (Turner 1989). The current consensus from researchers in the Eastern United State is that Paleoindian subsistence was characterized by a more balanced hunting economy; one based on the exploitation of migratory game such as caribou, and supplemented by foraged plant and animal species (Fitting 1965; Johnson 1996; Ritchie and Funk 1973).

Several projectile point types are characteristic of the Paleoindian period in Virginia and include Clovis, Mid-Paleo, Dalton, Hardaway, and Hardaway-Dalton (Barber and Barfield 1989). The Paleoindian tool kit includes scrapers, graters, wedges, hammerstones, and abraders in addition to the fluted point (Gardner 1989). These artifacts are frequently made of high-quality lithic materials such as quartz crystals, jasper, chert, chalcedony, and varieties of Carolina Slate. The likelihood of finding Paleoindian sites in the vicinity of the project area is low.

Archaic Period (8000 - 1200 B.C.)

The beginning of the Archaic Period generally coincides with the end of the Pleistocene epoch, marked in the region by a climatic shift from a moist, cool period to a warmer, dryer climate. Vegetation also changed at this time from a largely boreal forest setting to a mixed coniferous-deciduous forest. In eastern Virginia, a temperate climate was established and the formation of the Chesapeake estuary began (Dent 1995:147). Increasing differences in seasonal availability of resources brought on by post-Pleistocene changes are thought to coincide with increasing emphasis on strategies of seasonally geared mobility.

Warmer temperatures resulting in the retreat of the glaciers and a subsequent rise in sea levels characterized the Early Archaic period. Although the preference for high-quality lithic resources continued, the Early Archaic also marked the introduction of a variety of new lithic materials including greenstone, quartzite and more predominantly quartz, which were available on a regional scale. The fluted points of the Paleoindian period were replaced with smaller projectile points that were notched or stemmed to facilitate hafting, and with blades that often exhibited serrated edges. Diagnostic points of the Early Archaic include Kirk Stemmed and Notched, Palmer Corner-Notched, Fort

Nottoway, Kessell, Charleston, and Amos (Custer 1990). Points with serrated blade edges and either bifurcated bases or straight stems, such as Kirk Stemmed-Serrated points, are present at the end of the Early Archaic.

Archaic populations are thought to have organized social groups of 20 to 30 individuals (band-level social organization) with settlement patterns characterized by frequent seasonal movements within well-defined territories corresponding to the seasonal availability of resources and, in some instances, shorter-interval movements. Settlement during the Archaic Period probably involved the occupation of relatively large regions by single band-sized groups living in base camps during part of the year and dispersing as necessary on an as-needed or seasonal basis, creating smaller microband camps, possibly consisting of no more than single families (Griffin 1952, Anderson and Hanson 1998, Ward and Davis 1999).

This period also witnessed the introduction of a ground stone tool technology which included implements such as mortars, pestles and nutting stones, presumably for processing gathered foods. Chenopods, amaranth, hickory nuts, butternut and possibly acorns have been recovered from the Crane Point site on the Eastern Shore (Lowery and Custer 1990). Early Archaic technology in the Coastal Plain of Virginia is well represented in Sussex County, at the Slade and Fannin sites (Egloff and McAvoy 1990:71). For example, a ground stone adz, possibly the earliest ground stone artifact recovered from a stratified context in the Coastal Plain, was recovered at the Fannin Site (Custer 1990).

The Middle Archaic, ca. 6,500-ca. 3,000 BC sees the rise of various stemmed projectile point forms. In this area of southeastern Virginia, the most common Middle Archaic forms would be Stanly, Morrow Mountain and Guilford types, followed by the side-notched Halifax type at the end of the period and the transition into the Late Archaic between ca. 3,500-3,000 B. C. The Middle Archaic tool assemblage included few formal tools: spear points, atlatl weights, and axes. The majority of the tools used appear to be expedient tools, flakes removed from larger cobbles or cores, used for scraping or cutting and then discarded (Blanton and Sassaman 1989:64, Claggett and Cable 1982, Ward and Davis 1999). This expedient tool assemblage is thought to be a result of the Climatic Optimum (6,000 B.C.-2,000 B.C.), a warmer and drier climate that became less predictable and required the Archaic peoples to adapt to the changing climates and move to where the resources were available (Wendland and Bryson 1974, Claggett and Cable 1982, Ward and Davis 1999).

At the Slade Site in the Coastal Plain, Stanly projectile points were the most commonly associated Middle Archaic projectile points. Carbonized hickory nuts were also present in Middle Archaic contexts at this site, found under a mortar and dated 5470 +/- 160 B.C. (McAvoy 1988). Morrow Mountain I, Morrow Mountain II and Guilford projectile points were also recovered from the Slade site (Egloff and McAvoy 1990:72-73). This site appears to have a similar artifact assemblage to those of the North Carolina Gaston, Doerschuk, and Hardaway sites originally recorded by Coe (1964), as well as the Virginia Coastal Plain Cactus Hill Site, recorded by McAvoy (1997).

The population increase from the Early to Middle Archaic periods continues throughout the Late Archaic, thus the Late Archaic appear to be one of the most studied area of Native American history; however, the crux of the matter lies in the fact the environment was optimal for site preservation. Klein and Klatka (1991:65) suggest that the archaeological record is biased toward the Late Archaic due to the paleo-climatic change. The Late Archaic continues to be a model of hunter-gatherer subsistence (egalitarian and highly-mobile bands) with increase in plant processing and the beginnings of shellfish exploitation. The tool kits of the Late Archaic began to include more artifact categories than the Early or Middle Archaic, including continued use of axes and ground stone celts and the introduction of mortar and pestles, and notched cobbles (net-sinkers). Other ground stone stools associated with the Late Archaic include polished atlatl weights and grooved axes. A variety of narrow blade side-notched projectile points also characterize the lithic tool assemblage of the Late Archaic in Coastal Virginia. These include the Halifax, Vernon, Bare Island/Lackawaxen, and other points. Also, the Late Archaic or Transitional Period is associated with broad-bladed projectile points and knives belonging to a complex known as "Savannah River" (Coe 1964:123-124). The use of soapstone vessels for he food storage and possibly cooking are also a marker of the Late Archaic (Custer 1988, Klein and Klatka 1991, Klein 1997, Klein et al. 1998, Mouer 1991).

Selection of lithic materials during this time shows an increased reliance on locally available resources. The best data for this comes from Steponaitis' (1987) survey of the Patuxent River system, which suggests mobility decreased over time. More than half of Early and Middle Archaic points were made from rhyolite, chert, or argillite; during the Late Archaic, this decreases to 12 percent. Klein and Klatka (1991) caution, however, that "lithic evidence for the movement of social groups over broad areas is never strong" and these numbers could represent post-depositional effects more than group mobility.

Late Archaic groups became more sedentary as their reliance on seasonal floral resources increased. Evidence for storage of foods such as squash, nuts, and goosefoot appears in the Late Archaic Southeast (Steponaitis 1986:374). The increased use of floodplain settings documented elsewhere during the Late Archaic also occurred in Coastal Virginia (Klein and Klatka 1991; Steponaitis 1986). These increasingly sedentary groups also became more reliant on fishing and other riverine resources as evidenced by the appearance of steatite net-sinkers, shell middens, and fish weirs at some Late Archaic sites (Dent 1995:184-185).

Late Archaic settlement in the Coastal Plain is not well-understood because of a lack of sites. Mouer (1991) suggests that a rise in sea level may account for this; i.e., it destroyed larger settlements along the coast, but he does note that the existing evidence suggests that settlements were not located there during this period. Within the interior Coastal Plain, some site concentrations are seen on the Chickahominy and James Rivers. Halifax sites in this region are located rather evenly in both upland and riverine areas. Mouer (1991:10) suggests that Late Archaic adaptations in the Coastal Plain were more

generalized than during earlier periods, and may be due to the patchy and seasonal resource distribution in this area.

Klein and Klatka (1991), using data from three different studies along the Coastal Plain (Potter 1982; Steponaitis 1987; Turner 1976), show a movement toward increased utilization of estuarine resources during the Late Archaic and Early Woodland periods. This pattern is not confined to the Virginia Coastal Plain. It is seen along the entire Atlantic Coast region, and it has been suggested (Braun 1974; Claassen 1986; Snow 1980) that it is indicative of an increase in shellfish exploitation and anadromous fish post-3000 B.C. This was also very likely related to the stabilization of sea levels during the Late Archaic, resulting in favorable conditions for the development of estuarine habitats. The proximity of the project area to both the Suffolk and Hapersville scarps as well as Creer Creek and Brewers Creek to the south of the project area may indicate a moderate probability for identifying sites of the Archaic period.

Woodland Period (1200 B.C. - A.D. 1600)

The Woodland Period is characterized by ceramic technology, a gradually developing dependence on horticulture, and increased sedentism. Although some early agriculture was probably practiced, the diet of Early Woodland inhabitants of Eastern North America was probably similar to those of Late Archaic peoples. The cultivation of plants including goosefoot, sumpweed, maygrass, and knotweed continued, as did a general increase in sedentism first seen during the Late Archaic (Steponaitis 1986:379).

Three subperiods (Early, Middle, and Late Woodland) have been designated, based primarily on stylistic and technological changes in ceramic and projectile point types as well as settlement patterns. All researchers do not agree upon the temporal brackets for Early and Middle Woodland in Virginia. The most widely used temporal scheme in the Middle Atlantic region at present (Early Woodland, ca. 1200 B.C.-ca. 500 B.C.; Middle Woodland, ca. 500 B. C. - ca. A.D. 900), was initially formulated by Gardner (1982) and elaborated on by others, based on both artifact styles and settlement shifts.

Early Woodland ceramic technology in the Virginia Coastal Plain is represented by two types of clay or sherd tempered, flat-bottomed pottery known as Croaker Landing Pottery and Moysenec Wares. The Croaker Landing and Moysenec wares have been lumped into an Early Woodland category known as the McCary Complex by Mouer (1991:52,53). This complex is best represented around the Portsmouth and Dismal Swamp areas of the Tidewater Region. Lithic tool types associated with the Early Woodland include a small Savannah River type, Potts corner-notched, Yadkin eared and other "fishtail"-like points, and the square-stemmed Calvert points (Dent 1995:227-228). The use of subterranean features such as storage pits, refuse pits, and cooking hearths is also associated with the Early Woodland Period.

During the Middle Woodland, there is a decrease in the number of sites along smaller streams and an increase in sites along major trunk streams and estuaries. Shellfish, anadromous and resident fishes, deer, waterfowl, and turkey are among the important

fauna in the Middle Woodland diet. Analysis of remains gathered from excavations at the Maycock's Point site have shown the importance of aquatic resources including fish, shellfish, and plants in the James River estuary system during the Middle Woodland Period (Opperman 1992). Various nuts, amaranth, and chenopod seeds also appear to be important during this period. These items were probably harvested intensively and often stored for long periods of time.

Perhaps the most significant data gathered from the Middle Woodland period in the Coastal Plain comes from the analysis of ceramics. Ceramic assemblages gathered from the Coastal Plain point to a division between early Middle Woodland (Middle Woodland I [500 B.C. - 200 A.D.]) and late Middle Woodland (Middle Woodland II [200 A.D. - 900 A.D.]). These differences are best represented north of the James River in the Coastal Plain where Popes Creek and Prince George wares (sand/grit- and pebble-tempered respectively) dominate Middle Woodland I assemblages, and Mockley wares (shell-tempered) dominate Middle Woodland II assemblages (Egloff and Potter 1982; Blanton 1992; Opperman 1992).

Extremely important for the Middle Woodland Period in the Inner Coastal Plain Region has been Mouer's et al. (1986) creation of the Chesterfield and Varina ceramic types. The Chesterfield type is considered an outgrowth of the sand-tempered, net-impressed Popes Creek type and is apparently contemporaneous with Prince George ceramics. These wares, and others such as Bailey Creek, are subdivisions of Evans' (1955) Stony Creek type. Chesterfield Ware has been radiocarbon dated to A.D. 335 +/- 85. Varina Ware has coarse sand and crushed rock tempering and is most frequently net-impressed. Varina Ware has been radiocarbon-dated to A.D. 250-480 +/- 60 (Mouer et al. 1986).

Also relevant to this region are sand-tempered ceramic types that occur in the northern Coastal Plain of North Carolina. Mount Pleasant pottery is a sand-tempered ware with varying amounts of grit and pebble-sized particles (Ward and Davis 1999:203). Decorations include fabric impressed, cord-marked, net impressed, and smoothed; incising is present on some smoothed vessel surfaces. The Mount Pleasant phase began around 300 B.C. and the latest radiocarbon dates fall at A.D. 800 (Eastman 1994a). This pottery type has been found in the same area as Mockley Ware sherds from the Virginia coast, so it is possible that it may be found in the Virginia coastal plain region.

Middle Woodland lithic tool assemblages include Fox Creek, Jack's Reef, and Pee Dee Pentagonal point types. There also appears to be resurgence in the use of nonlocal lithic raw materials during the Middle Woodland period. Additional Middle Woodland tools include bifaces of varying shapes, a variety of bone tools, sandstone abraders, shell pendants and gorgets, polished stone gorgets, celts, and mats woven of *Juncus* (black needle-rush marsh) grass (Phelps 1983:33; Dent 1995:239,240). The Great Neck Site (44VB7) and the Addington Site (44VB9) are both good examples of Middle Woodland (and Late Woodland) sites in the Hampton Roads area. Numerous pit features and evidence of spring, summer, and fall occupations occur at these sites (Geier et al. 1986). Remains of maize, hickory nut, walnut, acorn, grape and huckleberry have been recovered from the Middle Woodland occupation at the Great Neck Site (Gardner 1990).

The Late Woodland period is marked by an intensified use of cultivated plants, particularly maize. Various beans and squashes were also being used consistently during the Late Woodland. This dependence on agriculture was tied to socio-economic systems that were in place at the time of European contact and probably extended several centuries before contact. Carbonized remains of maize, squash, gourd, hickory nut, walnut, acorn, grape, huckleberry, persimmon, blueberry, blackgum, and amaranth have been recovered from Late Woodland associations at the Great Neck site (Gardner 1990). European accounts describe a heavy reliance on slash-and-burn agricultural methods (Turner 1992:106). However, despite this supposed dependence on cultigens, only nine sites report such remains in the region (Turner 1992:107). This may be due, in part, to recovery methods: greater numbers of cultigens have been found at Coastal Plain sites where water screening and flotation methods were used, as opposed to traditional dry screening. Also, as Turner (1992:108) points out, post-depositional processes in the coastal plain, such as soil acidity and percolation conditions may be obscuring cultigens from the archaeological record. However, if maize and other cultigens were truly not common during the Late Woodland period, knowing the processes under which the Powhatan chiefdom emerged without maize agriculture would be "theoretically important for studies on the evolution of chiefdoms" (Turner 1992:108). The role of abundant aquatic resources available in the estuarine environment also cannot be overlooked, and may account for the possible decreased dependence on maize. In addition to cultigens and shellfish, Late Woodland peoples throughout the region continued to rely on large mammals, small mammals, and birds (Dent 1995:251) for their subsistence.

By the Late Woodland period, some degree of diversity can be seen among the ceramic material culture of inhabitants of the Virginia Coastal Plain. In part, this diversity can be marked by a difference between people south of the James River and people north of the James River. North of the James River, the shell-tempered, fabric impressed, incised and plain Townsend ware is common in the Late Woodland period. Potomac Creek ware, a sand/crushed quartz-tempered, cord-marked and plain ceramic is also widespread in the northern Virginia Coastal Plain, particularly by the end of the Late Woodland period (Turner 1992). Further south, along the North Carolina/Virginia border, the sand/crushed quartz-tempered and simple-stamped Gaston ware is common. Cashie and Branchville ceramics may be an outgrowth of this ceramic type. In the coastal area and along the lower James River, the Roanoke ware is more common in the Late Woodland period. This shell tempered, simple-stamped ceramic is more commonly found in the Tidewater region than the previously mentioned ceramics (Turner 1992:102-104).

Projectile points tend to be small triangular arrow points with some basal variations during the Late Woodland period. Examples of these points include the Gaston, Madison, Roanoke, and Clarksville triangular points. Holland (1955) created a projectile point seriation based on those available in the region at the time. He placed the smaller triangular points at the end of the Late Woodland period, based on similar studies done in neighboring states (Coe 1964; Ritchie 1961).

Trade becomes a more significant factor during the Late Woodland. As Turner (1992:105) states, it "presumably was a factor in the evolution of the Powhatan chiefdom as well as the less complex Nottoway and Meherrin societies to the south". In addition to the shell masks described above, steatite pipes found at the Hand site demonstrate trade with groups in the Virginia Piedmont. Copper also is found in small amounts across the region, although its originating source is west of the region. Of a less exotic nature, lithic raw material, not found along the coast, had to be traded into the region from areas to the west. Coastal Plain groups appear to have had goods to trade out of the region. At the Great Neck site, a possible shell bead workshop area was uncovered (Painter 1983, cited in Turner 1992:105).

Settlement during the Late Woodland period is markedly changed from that of the preceding Middle Woodland. Most prominently, the presence of palisaded villages is a distinguishing settlement characteristic. These emerge during the fifteenth and sixteenth centuries. In addition to palisaded villages, nucleated and dispersed non-palisaded villages, hamlets, and temporary camps are quite common in the region at this time. Although only nucleated villages were usually identified, more recent work by Potter (1982), Hodges (1986a, 1986b), and Opperman and Turner (1989, 1990) suggest that dispersed villages were present as well. The difficulty in identifying them archaeologically may have contributed to the low number of identified Powhatan settlements known from the 1612 map by John Smith (Turner 1992:110). Village settlement itself varied, but some sites show evidence of longhouses located adjacent to the palisade (Callahan 1985; Egloff and Turner 1984:37-39). Other sites, associated with the Weanocks and located in Prince George County, have uncovered short, oval structures.

Potter (1982) has isolated broad settlement pattern changes during the Late Woodland. During the beginning of this period, large village sites disappear, replaced by intermediate and some small sites. Potter (1982) interprets this as evidence of population dispersal, connected with the introduction and adoption of cultivation in the region. Groups may have been expanding to acquire more suitable arable land. During the second half of this period, there is a return to nucleated settlement. This return to congregation may signify increasing population and concomitant tensions resulting in warfare. The need for large numbers of quickly available warriors would have been a major reason to alter the settlement pattern.

Diagnostic artifacts of the Late Woodland period include several triangular projectile point styles that originated during the later part of the Middle Woodland period. These styles decreased in size through time, and eventually culminated in the very small and often serrated triangles typically found on the most recent Late Woodland and early contact period villages. Late Woodland period ceramics in the Isle of Wight County area include shell-tempered Townsend and Roanoke Simple Stamped types, along with plain-surfaced, shell-tempered variants. By the time of European contact, the most common pottery type in the vicinity appears to have been Roanoke Simple Stamped and plain variants.

The social organization of groups located along the coast during the Late Woodland is recognized as hierarchical, based primarily on historical documentation. This hierarchy was manifested most prominently by the Powhatan Confederacy of the sixteenth and seventeenth centuries. Its growth is documented, rising from six to nine districts in the middle to late sixteenth century, to comprising a total of 31 districts by 1607, with 13,000 persons and covering 16,500 square kilometers (Turner 1992). The fast rise of this paramount chiefdom, and the presence of multiple lower level chiefdoms within the confederacy where rank is not as well-defined, as well as the lack of monumental architecture such as mounds, makes archaeological identification of hierarchical rank difficult. There is archaeological evidence and historic documentation of the expansion of Powhatan by increased territoriality and warfare. However, the best archaeological indicator of rank in this region is seen in the mortuary practices.

At the time of European contact, the Tidewater region of the Virginia Coastal Plain was mostly inhabited by people of the Powhatan chiefdom. The people spoke the Algonquian language and were dispersed in villages and smaller sites along the estuary of the Chesapeake Bay. Some groups were direct components of the chiefdom, while others—usually those most distant—were at least allied in some manner with the paramount group (Rountree 1989:7).

Settlements dating to this time consist of both villages and small hamlets. Some villages were highly nucleated, while others were internally dispersed over a wide area. Some were completely fortified by circular or oval palisades, while others contained a fortified core area and outlying houses, indicating a rise in intergroup conflict. The more dispersed villages and hamlets were scattered over a wide area with indications of internally fluid settlement within a loosely defined town or village territory.

Drawings and journals of early European explorers describing Indian villages indicate that houses were constructed of an oval, rectanguloid or circular framework of flexible green sapling poles set in the ground, lashed together, and covered with thatch or bark mats. Burial sites of the period were situated in individual pits or in ossuaries. Such historical accounts are consistent with data obtained from archaeological excavations of Late Woodland to early historic village sites (Hodges and Hodges 1994). One previously recorded site 44IW0134 dates to the Woodland period and is located within a mile-radius of the project area. There is a moderate to high probability of finding Woodland Sites in the project area.

Settlement to Society (1607-1750)

In May 1607, a small group of Englishmen under the authority of the Virginia Company of London arrived at Jamestown Island, where they established the first permanent English settlement in the New World. English contact with Native Americans living in what is now Isle of Wight County occurred in 1608 when Captain John Smith purchased 20 bushels of corn from the Warrosquoyacke people. Smith and other early settlers made contact with the Warrosquoyacke on several occasions as their villages were located along the James River near Pagan Point (Boddie 1938). John Smith's 1612 Map (Figure

3) shows villages along the James and Nansemond Rivers. The Mattanock villiage site is depicted within the project vicinity.

The first English settlers in what is now Isle of Wight County included Captain Christopher Lawne, Sir Richard Worsley, Nathaniel Basse, and John Hobson. Soon after their arrival at Jamestown in April 1619, a settlement was established on the south shore of the James River at Lawne's Creek, near the current boundary between Isle of Wight and Surry counties (Morrison 1907). Lawne represented his plantation at the first meeting of the House of Burgesses in 1619 however, Lawne and most of the settlers on his plantation died within the year. After Lawne's death, the plantation was renamed Isle of Wight Plantation for the English island where a number of the early settlers were from (Morrison 1907).

Edward Bennett was granted a patent along the Pagan River in 1621, and was soon followed by Nathaniel Basse, who settled at "Basse's Choice." These Southside settlements were devastated and suffered the loss of 53 colonists the following year during the Powhatan uprising and massacre of 1622. Sir George Yeardley led a punitive expedition later in the year against the Warrosquoyackes and Nansemonds, which helped to open the south shore of the James to increasing settlement. In the 1623-1624 census, only 53 people lived at Warrosquoyacke as settlers were hesitant to return after the 1622 massacre (Boddie 1938, Morrison 1907).

When Virginia's first counties were created in 1634, Warrosquoyacke County encompassed Isle of Wight and was named one of the eight original shires (Hiden 1957). The name of the county was changed to Isle of Wight in 1637. Early settlement of the county centered around the James River's south shore and both the east and west shores of Pagan Creek and by 1635 the population of the county had reached 532. By 1642, the population had grown so much that the county was divided into two parishes and by 1658, the population had grown to nearly 2,019 people (Boddie 1938).

As early as 1632, The Old Brick Church, now known locally as Old Saint Lukes Church, was constructed. Though the exact date of construction is not known, a church was extant at least by 1638. A deed registering the conveyance of 100 acres to John Marshall references the church and that the parcel was bound by a deep swamp (Jones Creek) (King 1993). John Fulgham, also in 1638, deeded one acre of land to the Lower Parish vestry which was described as the land on which the church stood and that it was located near a deep swamp. This information further confirms the presence of the church in 1638 (King 1993). In addition to confirming the location of the Old Brick Church, these deeds also reference the "main road" which appears to generally follow the current course of Route 10 between Smithfield and Suffolk. There are few sites of this time period documented in the vicinity of the project area and it is unlikely that colonial period sites would be found in the project area. The colonial settlement of Isle of Wight County focused on the major rivers and especially along the James and Pagan rivers near Smithfield. Given the villiage site documented on the Smith Map there is a moderate to high possibility of finding a contact period Native American site within the project area.



Figure 3. Detail from John Smith's *Virginia Discovered and Described*. Depicting the Projected Approximate Vicinity of the Project Area (Library of Congress Geography and Maps Division).

Colony to Nation (1750-1789)

Isle of Wight's economy in the second half of the eighteenth century still centered around tobacco cultivation, despite the fact that the Southside's sandy soils were never particularly conducive to growing it. Maps from the period (Figure 4-5) show no plantations in the project area vicinity. By the later years of the eighteenth century, however, Isle of Wight's farmers were beginning to diversify their crops and explore alternative products. Touring the Smithfield area in 1783, German visitor Johann David Schoeff commented that:

“...the coast is nearer here, one has passed the tobacco country proper, the plant not thriving on the poorer sandy soil of the region, but tobacco is brought hither from more distant parts; on the other hand, the extensive pine forests supply a different sort of produce, namely tar, pitch and turpentine, which with salted hog meat are the most important articles for export of this place” (King 1993: 194).

Isle of Wight County was the scene of several military actions during the seventeenth and eighteenth centuries. In 1676, the county was the scene of Bacon's Rebellion and during the Revolutionary War, British troops passed through the county (Morrison 1907). As with most other parts of Virginia, Isle of Wight's citizens' loyalties were divided, as revolution grew imminent in the 1770s. A considerable number of English and Scots immigrants resided in Isle of Wight, and when they left the county—willingly or not—their lands were considered escheated and sold to their more “patriotic” neighbors. A number of local men joined the Princess Anne District Battalion in 1775, and fought at Kempsville and Portsmouth. Later in the war, Isle of Wight men served in the 7th, 8th, and 9th companies of the 4th Virginia Regiment of Foot. No major battles were fought in Isle of Wight during the War of Independence (Figure 5), though British Lt. Col. Banastre Tarleton led a raid against the Isle of Wight courthouse in Smithfield in 1781. Tarleton succeeded in damaging the building, however, the court records were not lost to the attack, as they had recently been removed and hidden (King 1993: 60-65).

The Pitt-Blackwell-Turner House (046-5238) dates to ca 1750 and is located within a one-mile radius of the project area. Given that the historic maps show no plantations within the vicinity of the project area, but there is a house that dates to the period within a mile of the project area there is a low-moderate probability of finding sites that date to this period within the project area.

Early National Period (1789-1830)

The first federal census of 1790 recorded that Isle of Wight County had a total population of 9,028, including 4,786 (53 percent) whites, 3,867 (43 percent) black slaves, and 375 (4 percent) free blacks. The total population of Isle of Wight grew little between 1790 and 1830, when county residents numbered 10,517. The number of free blacks, however, increased more than 300 percent over this same period (King 1993).

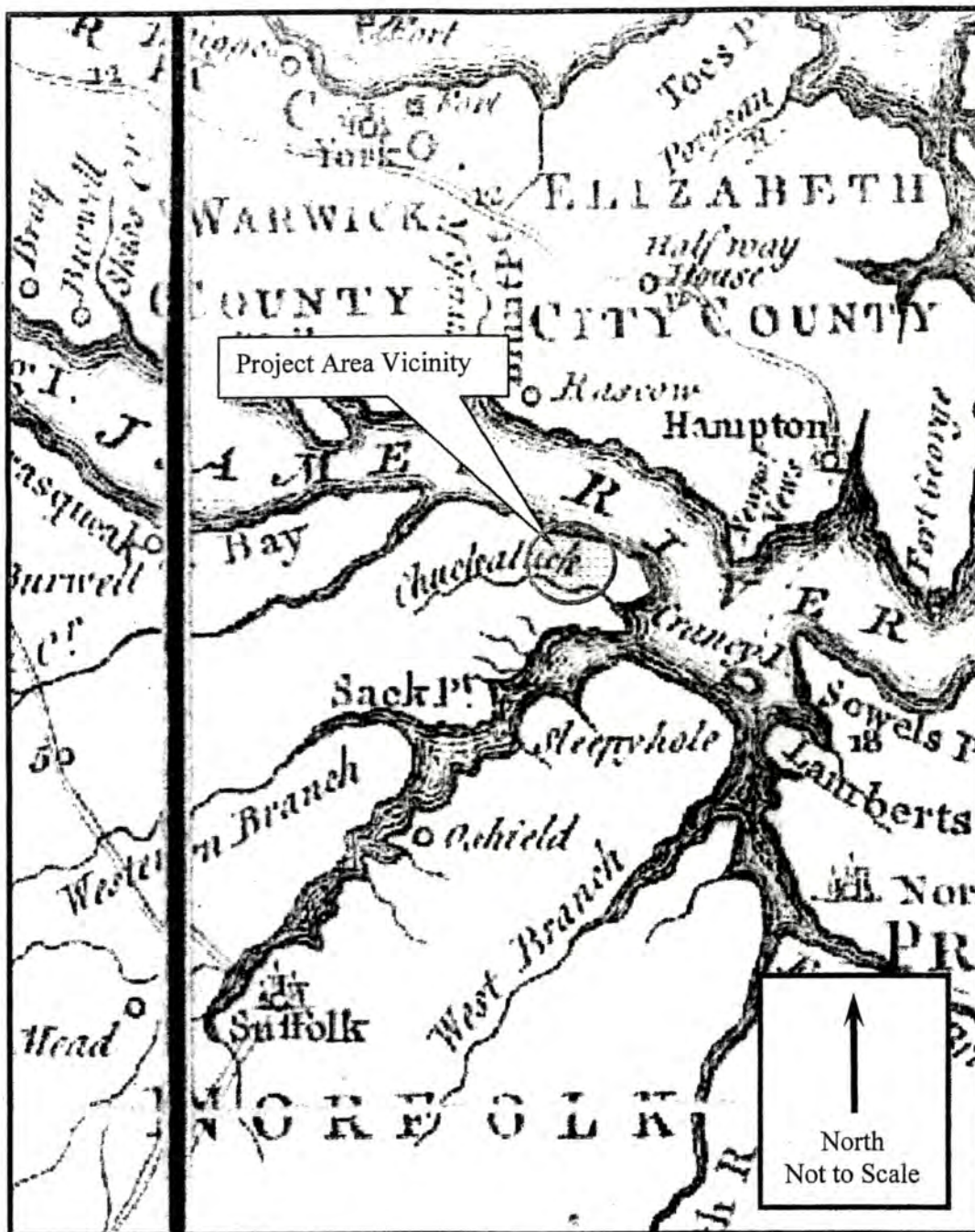


Figure 4. Detail of A Map of the Inhabited Part of Virginia, Containing the Whole Province of Maryland with Part of Pensilvania, New Jersey and North Carolina Depicting the Study Area Vicinity (Fry and Jefferson 1755).

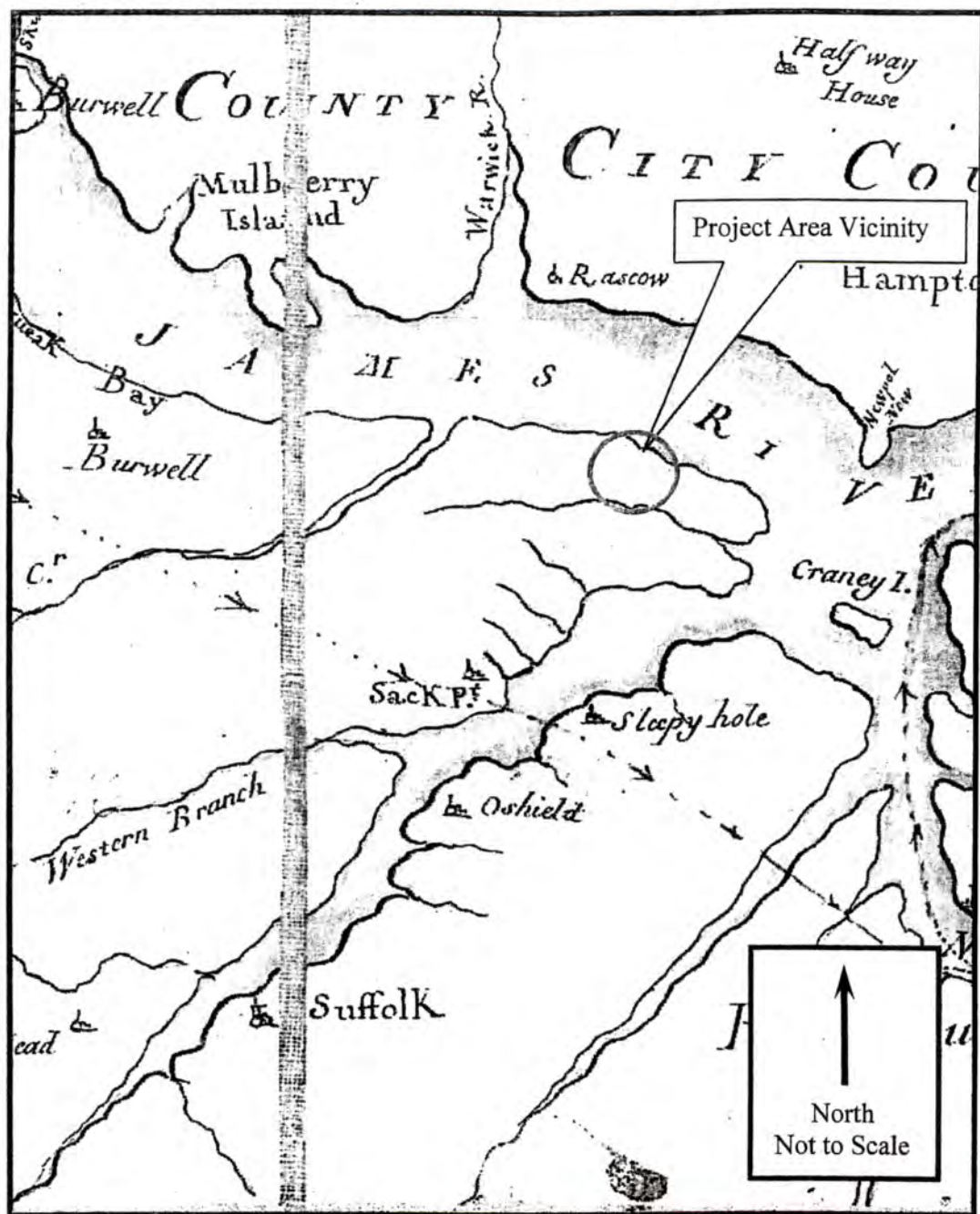


Figure 5. Detail of *Campagne en Virginie du Major General m'is de LaFayette: ou se trouvent les camps et marches, ainsy que ceux de Lietenant General Lord Cornwallis en 1781/ par le Major Capitaine, aide de camp du G'l LaFayette* (Chesnoy 1781).

During this period, Isle of Wight made the transition from an economy predominantly reliant upon tobacco as the cash crop to one characterized by diversified farming and the exploitation of the county's timber resources. The most important local products now included wheat, corn, oats, Irish potatoes, sweet potatoes, peas, beans, hogs, and forest products. By the 1830s, Isle of Wight farmers were also growing enough cotton to support two local factories (King 1993). Maps from the period (Figure 6) show no plantations within the project area.

It was during this period that another landmark in Isle of Wight County, Benns Church, was established. The Methodist congregation formed in 1789 and it became known as

Benns Church in the early nineteenth century. George Benn, in his will of 1813, left the land on which the church stood to the Methodist Convention. The building currently on the property was not constructed, however, until 1924.

Antebellum Period (1830-1860)

From 1830 to 1860, the population of Isle of Wight County remained virtually constant at around 5,000 inhabitants. Slavery was not as important to the county's social and economic makeup as in other Tidewater counties in the antebellum period, and Isle of Wight was also home to a significant number of free slaves before Emancipation. By 1860, there were 1,370 free blacks residing in the county; together they held 2,965 acres of land, a modest average of 44.25 acres per adult male (King 1993).

Civil War (1861-1865)

Isle of Wight County's economy had never been heavily oriented toward slave labor, and many of its citizens questioned the wisdom of fighting a sectional conflict to protect what they perceived to be the interests of large slave owners. However, when war was finally declared, many Isle of Wight men willingly took up arms to defend the Confederacy, some joining the Surry Light Artillery Company, and others the Isle of Wight Grays, which became Company D of the 16th Virginia Infantry Regiment (King 1993).

When Federal Major General Benjamin Butler seized Newport News in May, 1861, Confederate General Robert E. Lee quickly realized the threat posed to Suffolk, an important junction of the Southside railroad lines connecting the port of Norfolk with Petersburg and Richmond. Immediately Lee ordered local commander Brigadier General Benjamin Huger to strengthen the region's defenses, and to erect or expand a number of fortifications along the Nansemond River and the south side of the James River in Isle of Wight County. Two 1864 maps of Isle of Wight County drafted under the authority of Confederate Chief of Engineers J. F. Gilmer depict an unnamed artillery battery behind Ragged Island, on the south side of Ragged Island Creek. This battery was likely one of the defensive works built under Huger's command in 1861 and early 1862. On May 14, 1862, several Federal gunboats came up the James, and fired on Fort Boykin, an important Southside fortification located on Burwell's Bay, several miles west of Smithfield. Overwhelmed by the longer range of the Union guns, the Confederate

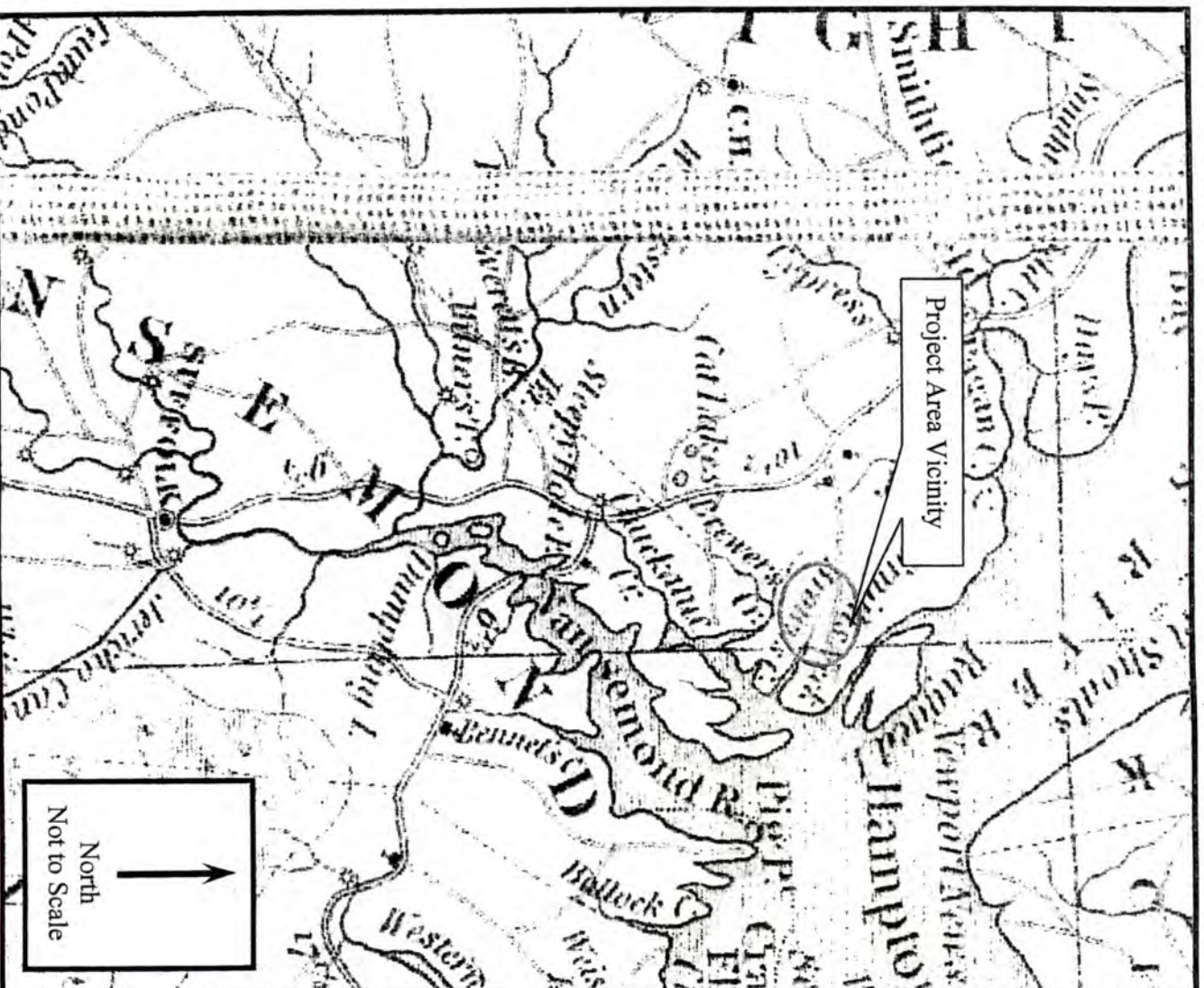


Figure 6. Detail of *A Map of the State of Virginia* (Boye 1827).

defenders of Fort Boykin abandoned the defenses, destroying their guns and the fort's buildings in the process. After this engagement, Huger withdrew his forces from the Southside forts, and it is likely that the battery near Ragged Island was abandoned by late May 1862 (Cormier 1989, King 1993).

Isle of Wight County saw few direct military engagements during the course of the war, the most significant being the Battle of Smithfield of January 31-February 1, 1864, in which a minor Union assault against the town was repulsed by its Confederate defenders. Living in a sort of no-man's-land, Isle of Wight's citizens were harried by frequent Federal cavalry raids, which frequently resulted in the appropriation of supplies and the destruction of property. An 1864 resolution of the county's justices succinctly outlined the hardships faced by Isle of Wight citizens during the war years:

"Whereas on account of the exposed condition of the county, being beyond the lines of the Confederate Army and subject to frequent and destructive raids of the enemy and the difficult and embarrassed communication with other sections of the state, our people, in a great measure, are dependent upon their own resources for an adequate supply of the necessities of life. And whereas, on account of the loss of almost our entire slave population, and the loss of a number of our free labor, and the conscription of white men between the ages of eighteen and forty-five to recruit the ranks of our armies, there is a great scarcity of productive labor, and whereas any further extension of conscription within the limits of this county will but result in the paralyzing of production and great suffering and hardships upon those who will be left at home... all other business is suspended in the county and, our people with scarcely an exception, are engaged in the cultivation of the soil" (King 1993: 179-80).

Military maps of the area drafted in 1864 shows very little detail of the area, except for the major roads (Figure 7-9). There is a low probability for finding sites that date to this period in the project area.

Reconstruction and Growth (1865-1917)

Four years of civil war had a devastating effect on the land and people of Virginia, and Isle of Wight County was no exception, though it certainly suffered less than other parts of the Commonwealth. The county was left poorer in the wake of the conflict: agricultural life was hampered by the lack of draft animals and the poor condition of long-neglected fields; and it was difficult for most former slave owners to come to terms, both emotionally and financially, with emancipation. The county's population also dropped considerably in the immediate postwar years. In 1860, Isle of Wight's residents numbered nearly 10,000; by 1870, the population had dropped by almost 20 percent, to 8,320. After the war, both black and white residents left Isle of Wight in large numbers, many seeking work in nearby cities. Physically, economically, socially, and politically,

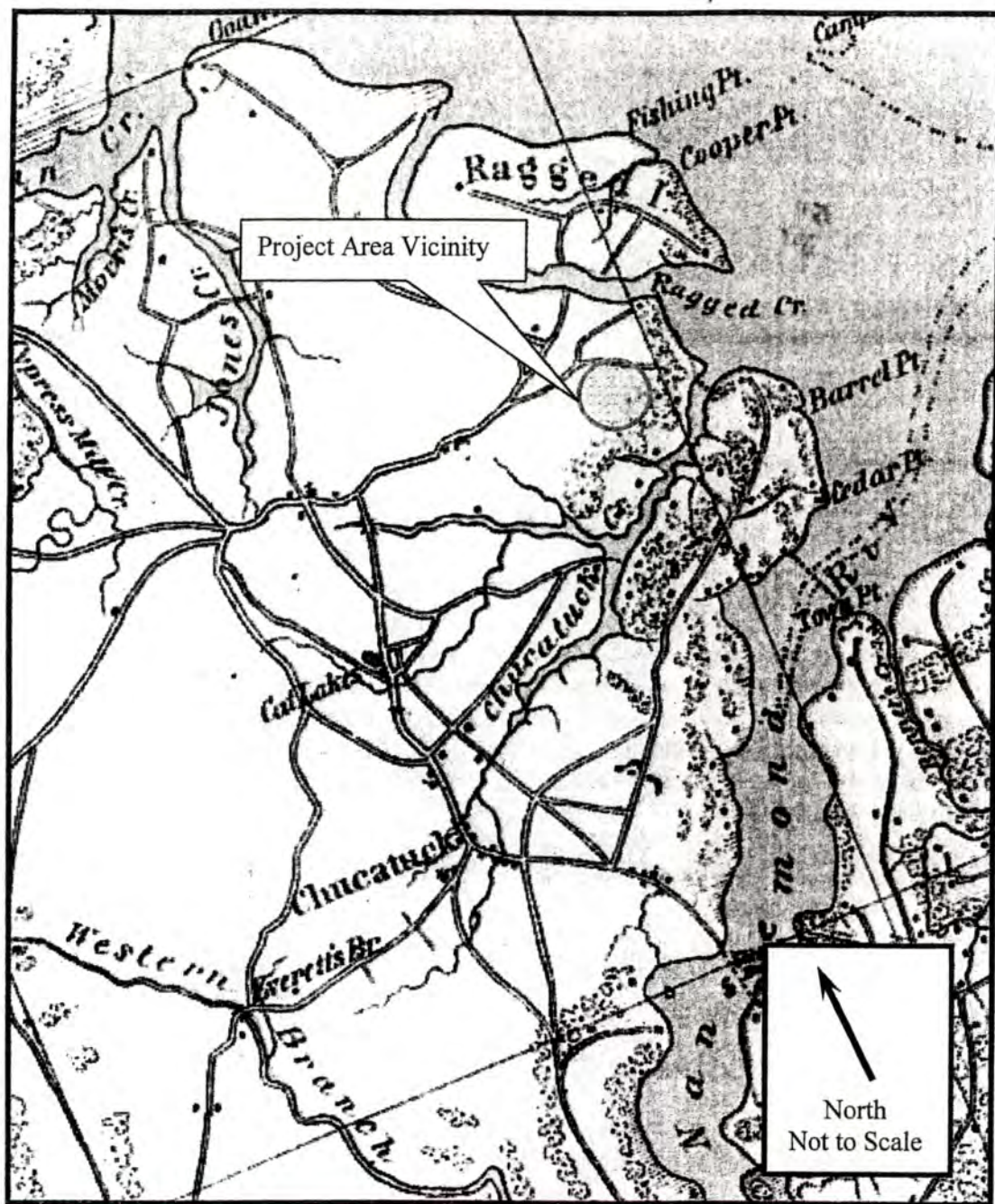


Figure 6. Detail of *Military map of south-eastern Virginia* (Lindenköhl 1864).

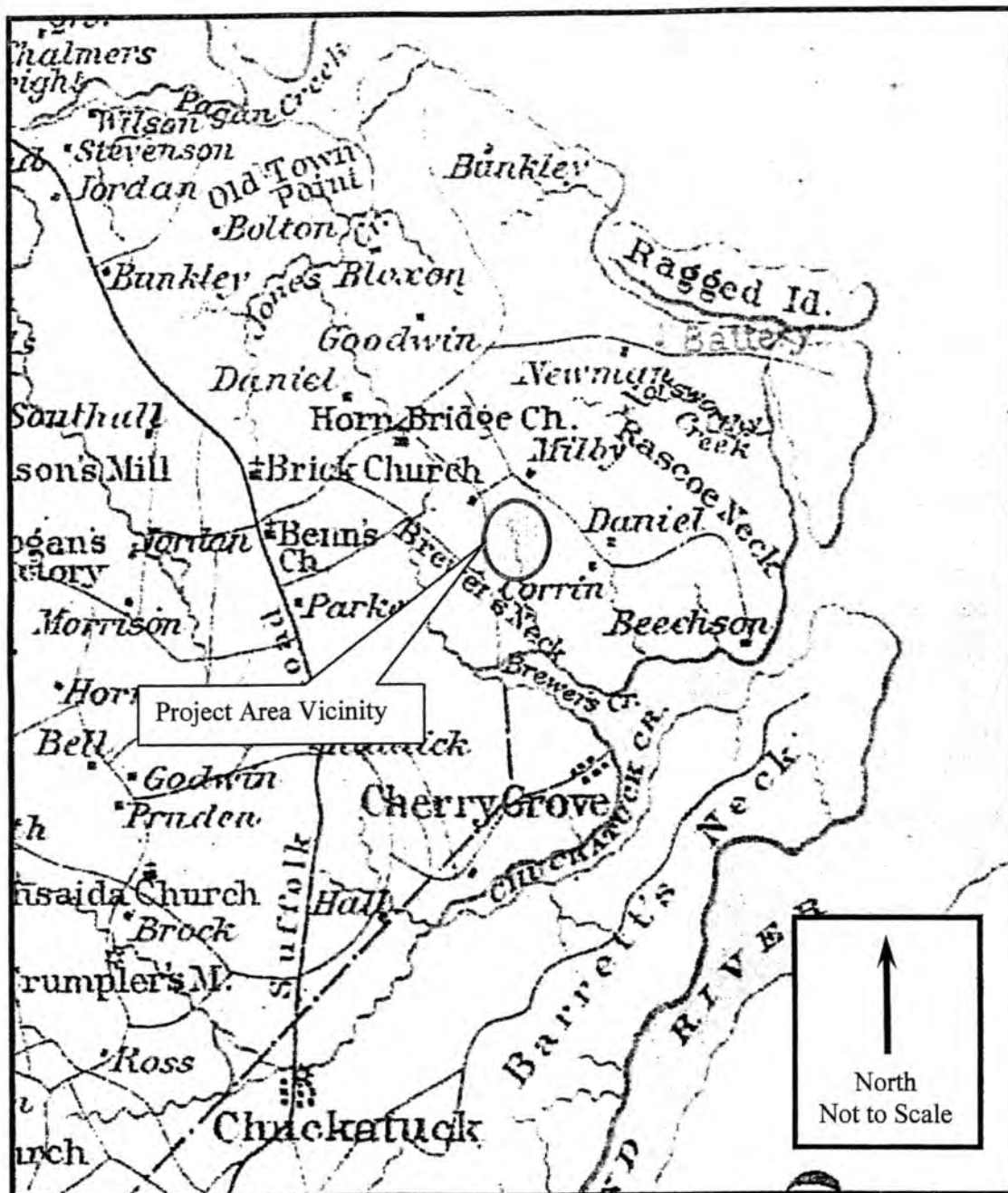


Figure 7. Detail of Preliminary Map of Apart of the South-Side of James River, VA, from surveys and Reconnaissances (Campbell 1864, Davis et al. 1983; Plate XCIII:1).

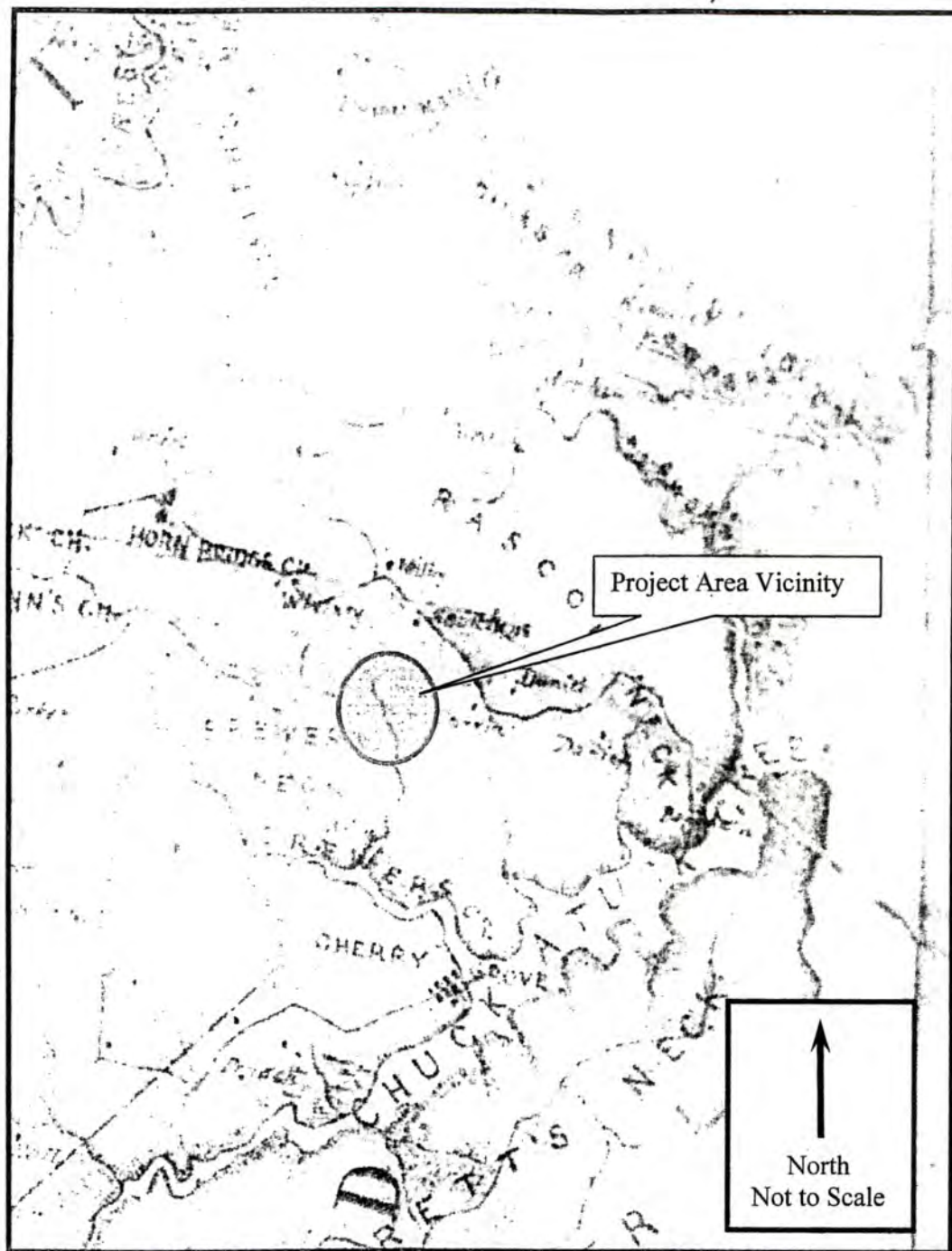


Figure 8. Detail of Map of Isle of Wight and Part of Nansemond County (Gilmer 1864).

the landscape of the county had been irrevocably altered in a short period of time (King 1993).

Agricultural changes in Isle of Wight County, including the remarkable growth of peanut and soybean production, spurred population growth in the county toward the end of the nineteenth century, and by 1890 the county's population had well exceeded its pre-war levels. In the early twentieth century, Isle of Wight farmers profited from an expanding truck-farming market, supplying the growing cities of Newport News and Norfolk with a variety of fresh fruits and vegetables. The meat packing industry also grew considerably during this period, introducing the famed "Smithfield ham" to a national market (King 1993). The Oak Grove United Methodist Church and Parish (046-5167 & 046-5168) were built in 1884, and are located within a one-mile radius of the project area. The house identified within the project area dates to ca 1910. There is a high probability of finding sites from this period within the project area, especially that relate to the occupation of the standing house.

World War I to World War II (1917-1945)

This era saw frequent and rapid change in Isle of Wight County. For example, electric power became available to the majority of rural residents after 1939, when the Community Electric Cooperative first began raising power lines. But, perhaps the most significant local development witnessed during this period was the construction of the James River Bridge, officially opened by President Calvin Coolidge on November 17, 1928. Virtually overnight, the bridge ended Isle of Wight's relative isolation from Hampton Roads' growing urban centers. County businessman and booster Albert Sidney Johnson was instrumental in getting the main north-south U.S. highway—Route 17—routed through Isle of Wight via the James River Bridge and across the new Crittenden and Nansemond River bridges to Portsmouth and Norfolk. Initially the bridge tolls were high enough to discourage daily commuting to the Peninsula, but ready access to the region's cities still proved a significant stimulus to the local economy, despite the onset of the Depression (King 1993). The 1919 USGS Quadrangle map (Figure 9) shows the Brown House, within the project area. Several other houses are shown adjacent to the project area. One farmhouse dating to 1900 has been recorded within a one-mile radius of the project area. A 20th century trash scatter has also been documented within a one-mile radius of the project area. There is a high probability of finding a site that dates to this period and will most likely be associated with the occupation of the Brown house.

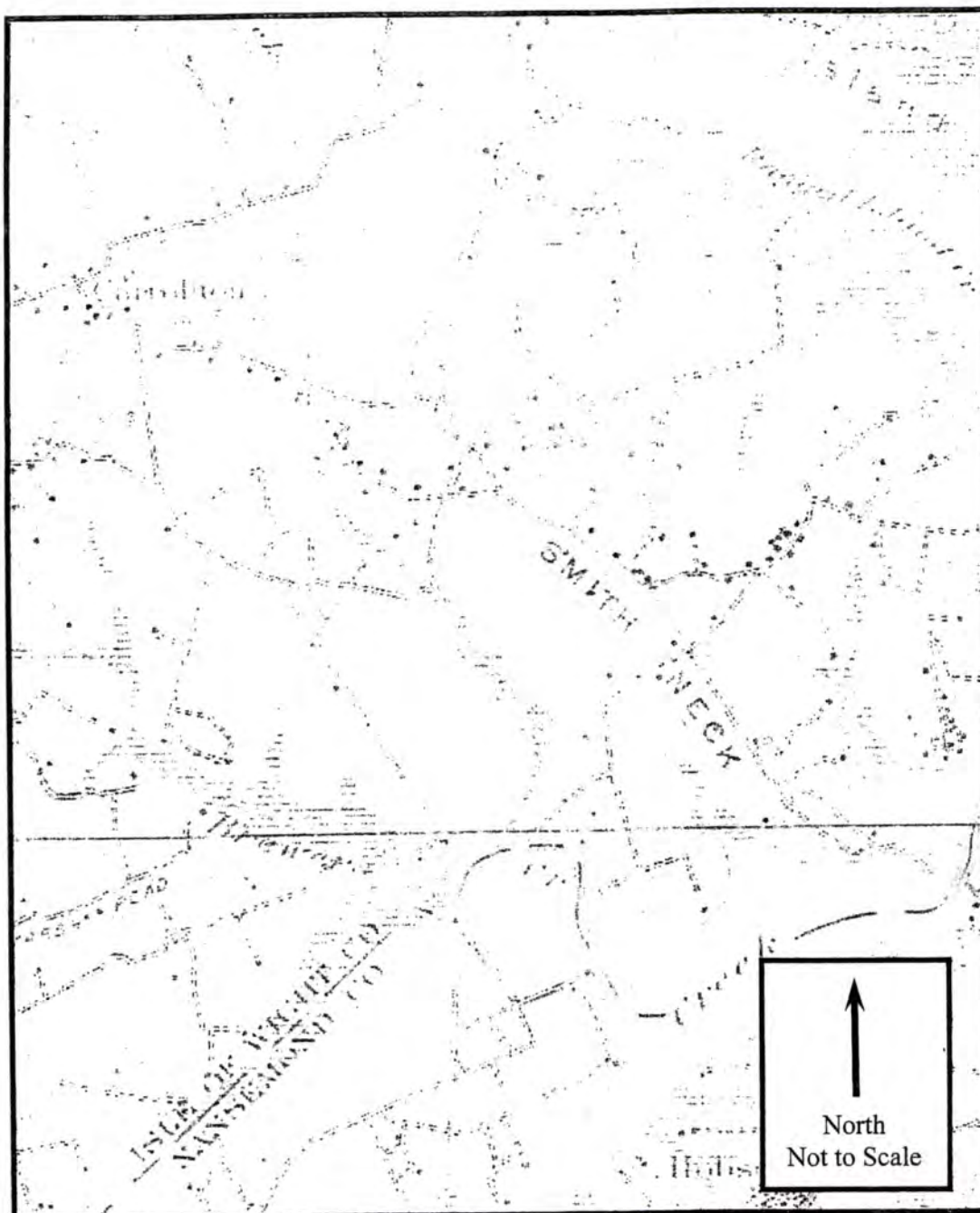


Figure 9. 1919 *Smithfield, VA* USGS Quadrangle, 15 minute series.

The New Dominion (1945 to Present)

Isle of Wight grew at an unprecedented rate after the Second World War, and today the county has a total of 28,500 residents, more than double the population at the turn of the twentieth century. In 1975, the state took over the James River Bridge and removed the tolls; as a result, Isle of Wight County quickly developed into a bedroom community of Newport News, with residential developments springing up along the Route 17 corridor. Despite this increasing residential growth, the majority of Isle of Wight County remains predominantly rural in character (King 1993).

IV. RESEARCH DESIGN

The primary purpose of this assessment is to provide an overview that delineates areas of low, moderate, and high potential for archaeological sites of both prehistoric and historic periods within the project area, as well as identifying cultural landscapes and extant architectural resources. To this end, archival research and a field reconnaissance were undertaken.

Archival Research

Archival research was conducted at the Virginia Department of Historic Resources (VDHR), the Library of Virginia, and the Kirm Memorial Library in Norfolk, Virginia. The most complete comprehensive historical overview of Isle of Wight County is Helen Haverty King's *Historical Notes on Isle of Wight County, Virginia* (1993). Unlike many Virginia counties, the majority of Isle of Wight's court records survive from the seventeenth through the twentieth centuries, providing the researcher with relatively detailed information concerning the general history of the area.

The VDHR files of archaeological sites and historic structures were examined and information was retrieved on all sites or structures located in or within a one-mile radius of the project area. Background research also focused on relevant sources of local historical information and available historical maps, which were examined to provide a historical context for the project area and to check for any buildings and other cultural features present within the project area.

Field Reconnaissance

The field component of the cultural resources assessment consisted of a pedestrian survey of selected landforms and drainages within the study area. The property was carefully examined for archaeological site potential, and the presence of possible surface or subsurface impacts or disturbances. Archaeologists evaluated the potential for sites based on such factors as vegetation, ground slope, soil type, extent of erosion, and landform configuration. Judgmental shovel tests were excavated in selected areas to identify soil types, evaluate the stratigraphic integrity of the area, and assess cultural resource potential. The excavated soils were screened through ¼-inch mesh, and soil profiles were recorded using standard soil types and color terminology from the *Munsell Soil Color Charts* (1994).

Previous Investigations

Archaeological Sites

No previously identified archaeological sites are located within the Brown-Jolley-Brown project area. Two archaeological sites were identified within a one-mile radius of the project area (Figure 10, Table 1).

In 1989, Ed Bottoms of the ASV identified one Woodland shell midden (44IW0134) which has not been evaluated for listing on the NRHP.

CRI identified a twentieth-century trash scatter (44IW0230) in 1999. This site has not been evaluated for listing on the NRHP.

Table 1. Previously Identified Archaeological Sites Within a One-Mile Radius of the Brown-Jolley-Brown Project Area.				
Site	Resource Type	Association	Reference	NRHP Recommendation
44IW0134	Shell midden	Woodland	ASV-1989	Not Evaluated
44IW0230	Trash scatter	20th century	CRI-1999	Not Evaluated

Architectural Resources

No previously recorded architectural resources were identified within the Brown-Jolley-Brown project area. Four architectural resources were identified within a one-mile radius of the project area (Figure 10, Table 2).

In 2005, Kimble David identified four architectural resources. These resources include Oak Grove United Methodist Church Parish (046-5167) from 1884, Oak Grove United Methodist Church (046-5168) from 1884, and a ca. 1900 farmhouse (046-5180) on Channell Way. These resources have not been evaluated for listing on the NRHP. David also identified the ca. 1750 Pitt-Blackwell-Turner House (046-5238). This resource is eligible to be listed on the NRHP.

Table 2. Previously Identified Architectural Resources Within a One-Mile Radius of the Brown-Jolley-Brown Project Area.				
VDHR ID	Resource Type	Association	Reference	NRHP Recommendation
046-5167	Oak Grove United Methodist Church Parish	1884	Kimble David-2005	Not Evaluated
046-5168	Oak Grove United Methodist Church	1884	Kimble David-2005	Not Evaluated
046-5180	Farmhouse, 23381 Channell Way	ca. 1900	Kimble David-2005	Not Evaluated
046-5238	Pitt-Blackwell-Turner House	ca. 1750	VDHR-2006	Eligible

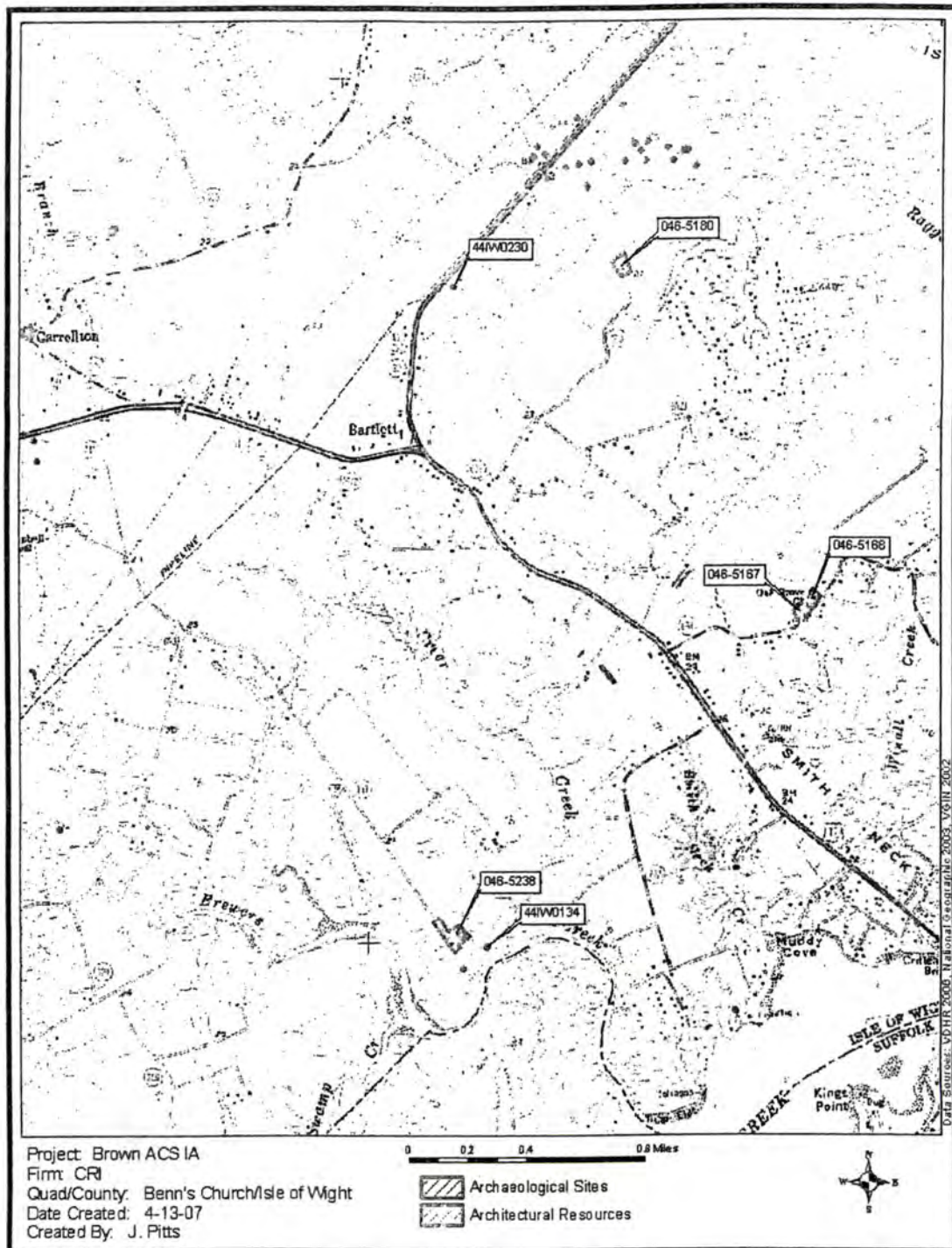


Figure 10. Location of archaeological and architectural resources within a one mile radius of the Project Area, *Benn's Church, VA* USGS Quadrangle, 7.5 minute series.

V. PROJECT RESULTS

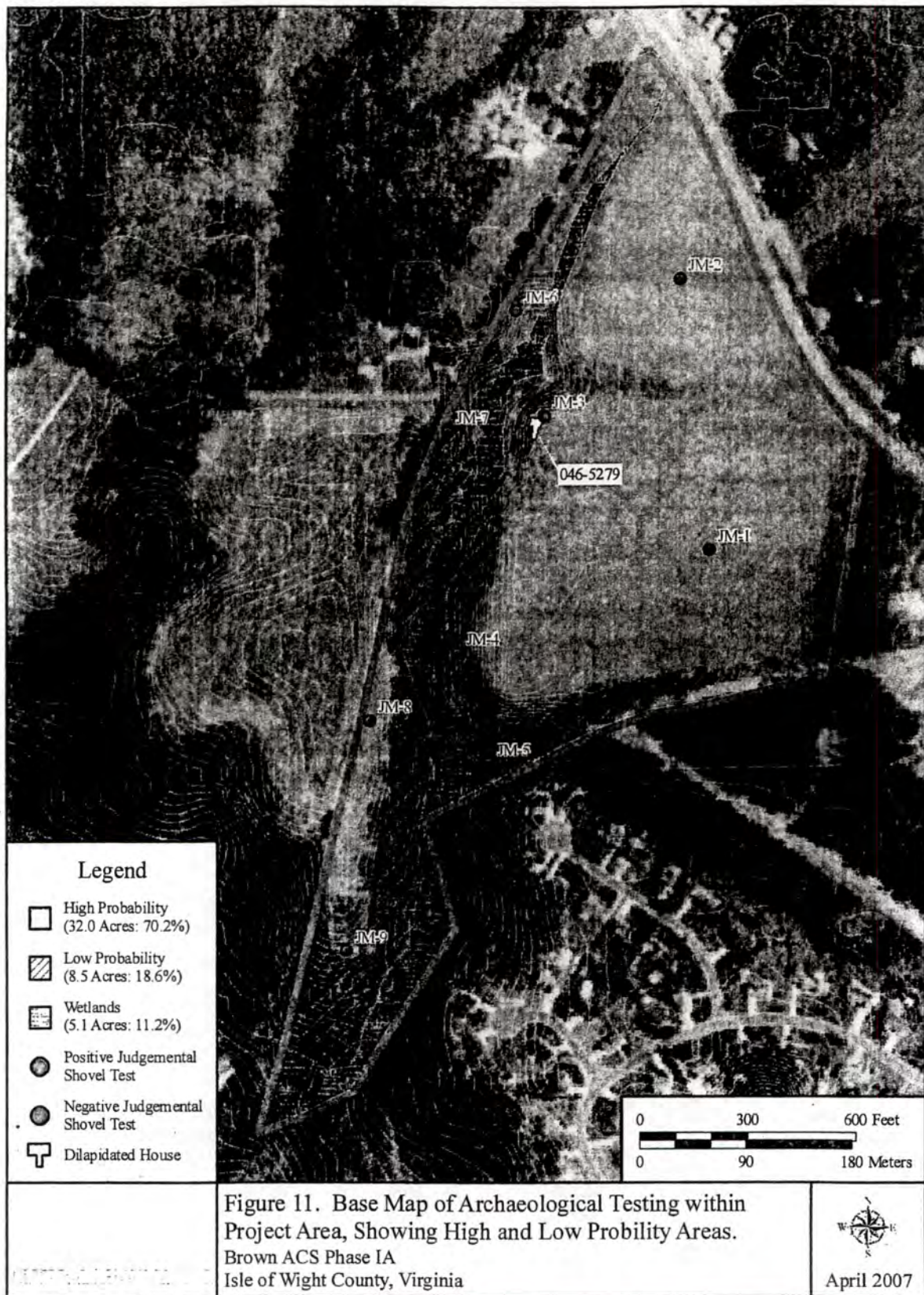
The Phase IA fieldwork examined all areas of the 45.6-acre study area in Isle of Wight County, Virginia. The field work consisted of a visual survey and walk-over of the property, along with selected subsurface archaeological testing consisting of the judgemental excavation of nine shovel tests (Figure 11). The project area is located within a high sensitive area based on William and Mary's 2005 study *More than Meets the Eye: An Archaeological Assessment of Isle of Wight County and the Towns of Smithfield and Windsor, Virginia* (Monroe et al 2005). The assessment identified potential areas of high and low probability for archaeological resources. In addition, the walkover examination identified the ruins of an old house, possibly built around the early 1900s, on the west side of the property near the tributary. According to the property owner, the collapsed remains of another house may be present at the south end of the property. A dirt path continues from Deep Bottom Road to this area. Thick vegetation prevented definite identification, although a large vegetation-covered tire pile and surface trash were present.

Archaeology

The results of the walkover survey and judgemental shovel testing contributed to the development of a map that presents potential for high and low probability areas for archaeological resources within the project area (Figure 11). These divisions were based upon soil type, drainage, topography, and areas of previous disturbance. The project area was systematically walked-over in order to identify disturbances or other notable features. Areas of high probability for archaeological resources within the project area included 70.2 percent (32 acres). Areas of high probability include higher elevations and upper ridges and terraces of the tributary off of Creer Creek which also included the area around the house remains. Nearly 29.7 percent (13.6 acres) of the land area are sloped and immediately adjacent to wetland tributaries and are therefore considered to be low probability.

The majority of the project area has been farmed in the past and is characterized by fallow fields, wooded property boundaries and wooded areas with thick underbrush along the tributary from Creer Creek (Figures 13-15). The tributary extends from Creer Creek in the south end of the project area and runs along Deep Bottom Road the entire length of the west side of the project area to Route 17.

A total of nine shovel tests were judgementally placed and excavated in the project area to determine the potential for cultural resources. The subsurface archaeological testing for a Phase IA does not represent a systematic and complete archaeological survey of the study area. The soil conditions do not significantly vary much across the project area. A representative soil profile (Figure 12) from a shovel test (ST 1) placed in an area of high probability for archaeological resources in a fallow field consisted of stratigraphy with two strata sealing sterile subsoil. Stratum I was a brown (10YR4/3) sandy loam



Representative Shovel Test JM-1

1.0'	10YR 4/3	Brown Silty loam
1.6'	10YR 5/3	Brown Silty loam
2.0'	10YR 5/2 10YR 5/8	Grayish brown Silty sand mottled with Yellowish brown Sandy clay

Representative Shovel Test JM-4

0.35'	10YR 2/1	Black Sandy loam
0.55'	10YR 4/3	Brown Sandy loam
1.2'	10YR 6/4	Light yellowish brown Sand
1.7'	10YR 5/6	Yellowish brown Sandy clay

Figure 12. Representative Shovel Test Profiles for Project Area.
Brown ACS Phase 1A
Isle of Wight County, Virginia

extending to a depth of 1.0 feet below ground surface. Stratum II consisted of a brown (10YR5/3) silt loam that extending to a depth of 1.6 feet and sealed Stratum III, a sterile grayish brown (10YR5/2) silt sand subsoil with yellowish brown (10YR5/8) sandy clay inclusions that was 2.0 below surface level.

A soil profile in the low probability area (Figure 12) for archaeological resources was represented by ST 4. Shovel Test 4 was located in the southwestern portion of the project area adjacent to the tributary off of Creer Creek. This area consists of slopes and eroded soils associated with wetland tributaries. Stratum I consisted of a black (10YR2/1) sandy loam that extended to a depth of .35 feet. Stratum II was composed of a brown (10YR4/3) sandy loam extending .55 feet below ground surface. Stratum III consisted of a light yellowish brown (10YR6/4) sand to a depth of 1.2 feet sealing a sterile yellowish brown (10YR5/6) sandy clay subsoil.

Artifacts were recovered from only one shovel test (ST 3) located beside the northeast corner of the house ruins. These included one brick bit, one oxidized nail, one fragment of automobile glass, one modern clear bottle glass fragment, and one piece of plastic. These artifacts are associated with the occupation of the house and were documented and left in the field. No other artifacts were found and no archaeological sites were identified.

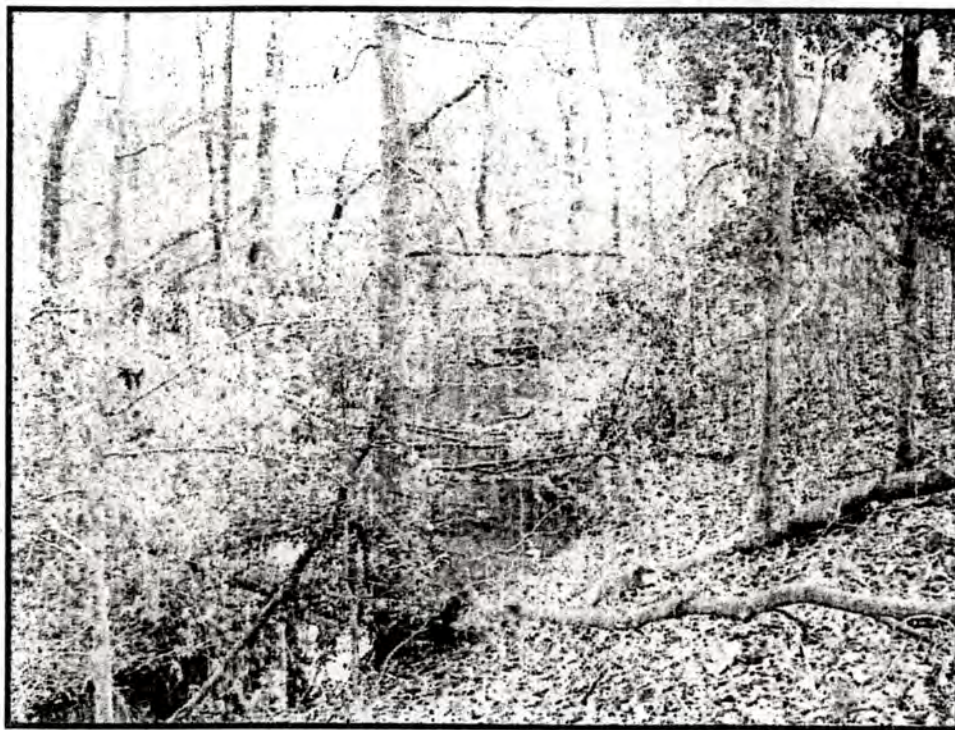


Figure 13. View of Wetland/Tributary off of Creer Creek (low probability area), facing south.



Figure 14. View of Project area with house remains and thick-vegetation in background (high probability area), facing northwest.

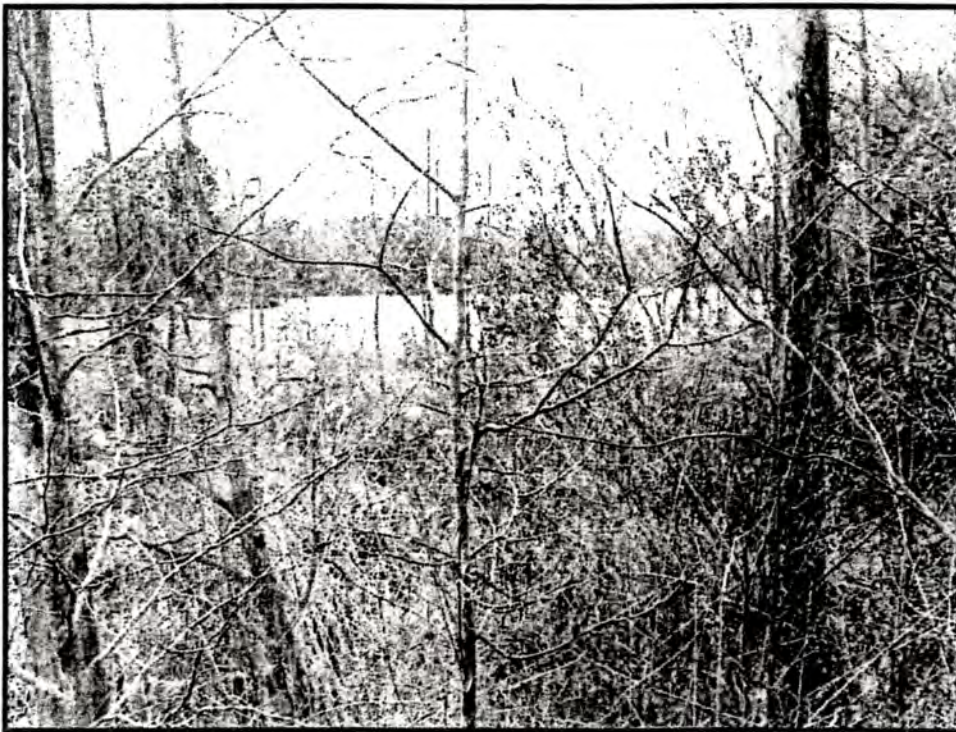


Figure 15. Lake at south end of Project Area, facing northwest.

Architecture

No previously recorded architectural resources were located in the project area, however, a collapsed house built ca.1900 was identified during the survey. According to the property owner, Mr. James B. Brown, the property had been in his family since 1912-1913 and the house had already been built by that time. Mr. Brown also recalled a garden in front of the house where he remembers finding arrowheads.

046-5279

The ca. 1900 single-family dwelling is located near the intersection of Route 17 and Deep Bottom Road in Carrollton, Isle of Wight County, Virginia. Located in a dense thicket of trees and undergrowth, the house is adjacent to an open, fallow field (Figure 16). Due to the dense vegetation and ruinous condition of the resource, a detailed architectural description was not possible as the foundation and other structural components were not visible. The three-bay, vernacular, frame house had what appears to be a less than full width porch with hipped roof clad in metal sheeting along the north or primary elevation of the building (Figure 18). The home was originally covered in clapboard siding, which was later covered by asphalt shingle siding featuring a brick running bond pattern. While there are no windows present, simple wooden surrounds are visible as is a side-gable roof. Two brick exterior-end chimneys are located along the east and west elevations (Figure 17). A one-story addition to the south of the building served as a kitchen according to the property-owner. The addition, like the two-story portion of the home, is frame construction with clapboard siding later covered with the same asphalt shingle siding with brick running bond design and has a gable roof (Figure 19). A well and its associated well curb with parged cement walls and rim is located to the southwest of the dwelling (Figure 20).

The house is in a severe state of disrepair and has been abandoned. Due to lack of integrity, CRI recommends that resource 046-5279, is not eligible for listing on the National Register of Historic Places and no further work is necessary.

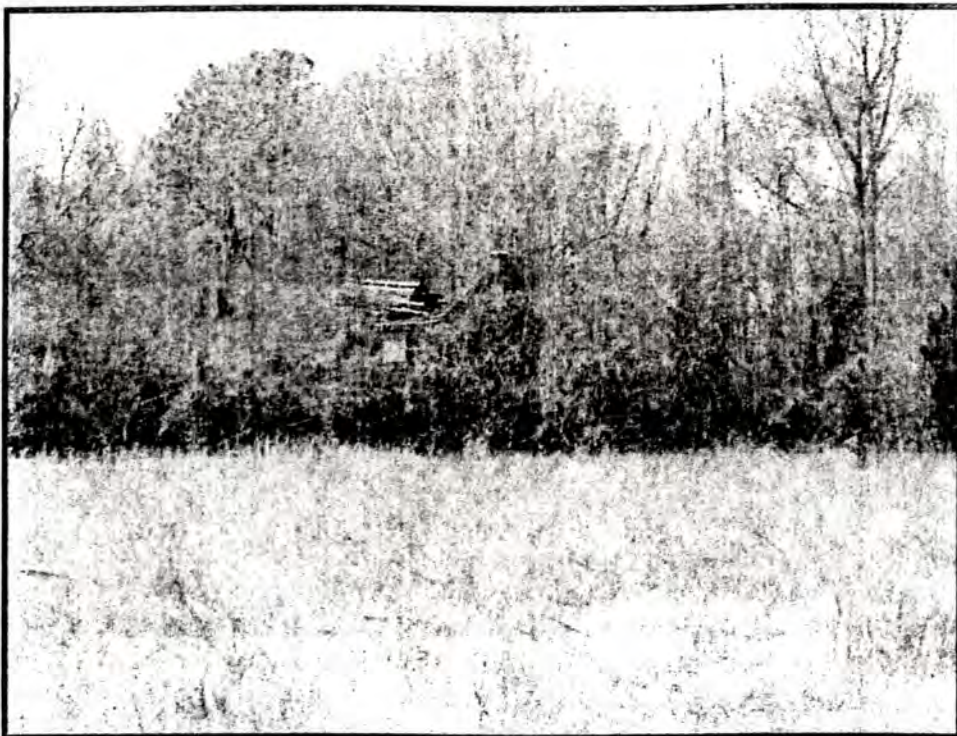


Figure 16. Overview of structure (046-5279), facing northwest.



Figure 17. East end of 046-5279, facing west.

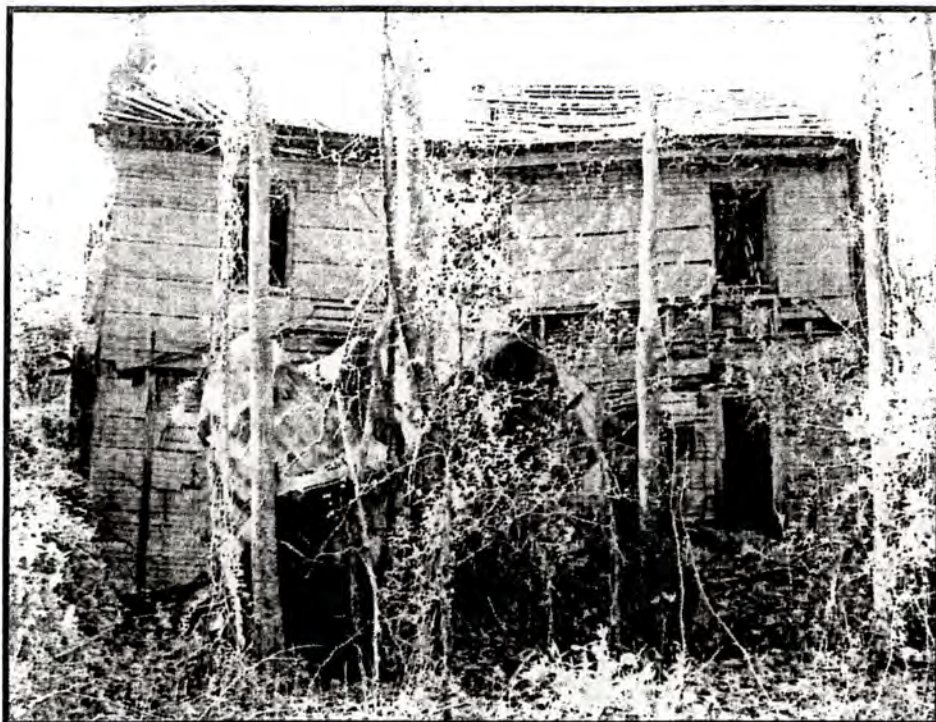


Figure 18. North side of 046-5279, facing south.



Figure 19. South end of Addition (kitchen) off of south side of house, facing north.

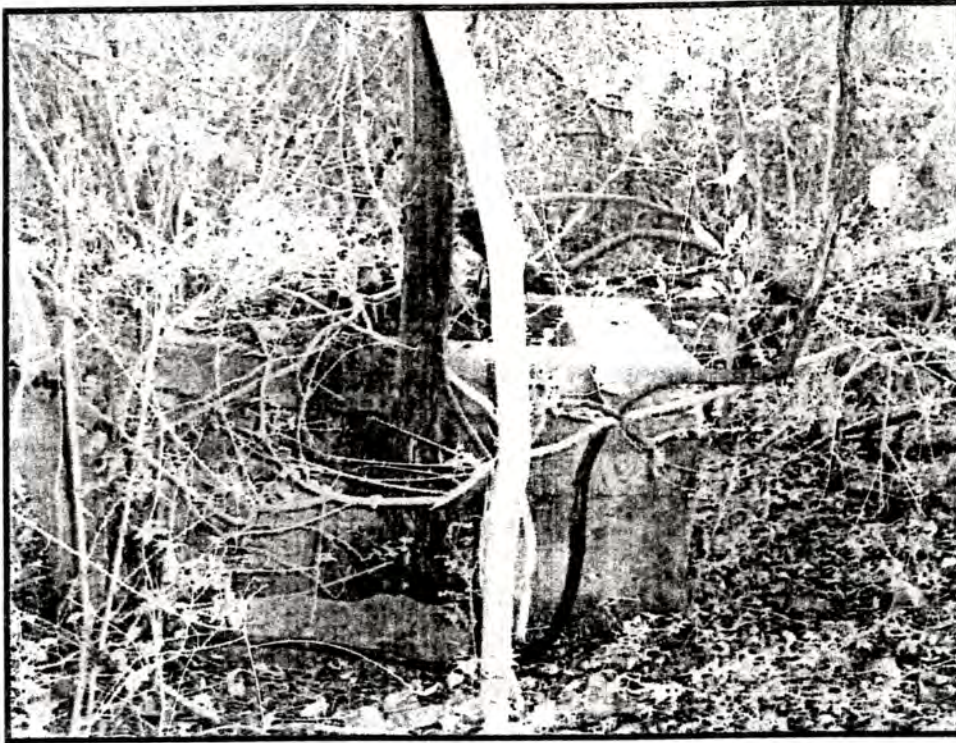


Figure 20. Well Curb above ground, facing northwest.

Summary

It is anticipated that sites dating to the nineteenth and early twentieth centuries may be present within the current project area, especially around the standing structure. The presence of nineteenth century and twentieth century resources within one mile of the current project area indicates that similar types of sites may be present. Since Native American sites are typically found in areas of well-drained soils and in close proximity to rivers, streams, and tributaries of the larger waterways, there is a high potential for the identification of Native American resources in the project area. This is also highly probable considering the land owner's recollection of the discovery of projectile points in the project area as a child and also a Native American Woodland period site within one mile of the project area.

VI. CONCLUSION AND RECOMMENDATIONS

The project area encompasses approximately 45.6 acres. Approximately 5.1 acres have been designated wetlands. The current assessment considered the entire tract of land. Of the entire tract, 32 acres (70.2 percent) were identified as having a high probability for producing archaeological resources and 13.6 acres (29.8 percent) including the wetlands were identified as having low probability.

High Potential Areas

High potential areas occupy 32 acres of the project area, encompassing all of the development areas. For prehistoric periods of occupation, any sites present would likely be located in relatively close proximity to the tributary off of Creer Creek, and within the project area. The project area would have been suitable for Native American camps or early historic settlement. The presence of nineteenth- and twentieth-century resources as well as a Native American Woodland period shell midden within one mile radius of the project area indicates that there is potential of finding additional sites dating to this time period.

Low Potential Areas

Based on topography, drainage, and historic research, 13.6 acres of the Brown Property parcel has been designated as low probability. This is the identified wetlands of the project area and adjacent slopes. It is unlikely that cultural resources would be identified in the low-lying or swampy areas of the project area. Additionally, extensive ground disturbance is not planned for these areas thus additional investigation would not be necessary.

Architecture

No previously recorded architectural resources were located in the project area, however, one standing structure (046-5279) was identified during this assessment. The structure is in extremely poor condition and is collapsing. Due to these factors and loss of integrity it is recommended that 046-5279 is not eligible for nomination to the National Register of Historic Places.

Recommendations

This Phase IA cultural resources assessment was conducted at the request of Brown-Jolley-Brown, LLC. The goal of the assessment fieldwork was to determine the nature of the soils and topography of the study area, as well as to provide information on previously identified cultural resources such as prehistoric sites, historic domestic farmsteads, gravesites, standing structures, or military encampment areas present within the bounds of the study area. This investigation also identifies areas of high and low potential for cultural resources within the property and has been developed to serve as a possible planning tool for proposed development within the study area. Determinations

of high and low probability areas were based upon soil properties, drainage, and topography as well as observations made in the field.

To facilitate systematic testing, factors such as slope, soils, and water are examined, allowing the study area to be classified in zones of varying probability for the location of archaeological resources. The total study area consisted of approximately 45.6 acres. The total area classified as retaining a low potential for archaeological resources is 13.6 acres and is limited to the designated wetland areas and adjacent steep slopes. The total area classified as retaining a high probability for archaeological resources is 32 acres. This area contains well drained, non-eroded soils and slope of 10 percent or less.

Any future Phase I-level testing should incorporate the results of the predictive model developed for the study area. Testing of the APE, based upon a predictive model, typically includes 100 percent of the high probability areas included within the APE, and 10 percent of the low probability areas included within the APE to verify the validity of the predictive model. Comprehensive Phase I testing, following the specific strategies outlined above, serves to identify any unknown prehistoric and/or historic archaeological sites located within an APE associated with a proposed undertaking. The size of an APE is highly variable, and is dependent upon the nature of various potential impacts and effects associated with a proposed undertaking. Phase I testing will also aid in the evaluation of previously identified cultural resources located within the study area through the definition of resource boundaries, temporal associations, possible functions, and potential eligibility for listing in the NRHP.

Should archaeological survey of the 45.6-acre parcel be required to fulfill regulatory requirements, CRI recommends that a Phase I survey be conducted within 100% those portions of the project area that offer high potential for archaeological sites (32.0 acres), and 10% of low probability areas (1.6 acres). Phase I survey typically includes shovel testing on 50-foot intervals and serves to identify any previously unknown sites as well as to determine their size, temporal association, function, and potential eligibility for listing in the National Register of Historic Places (NRHP).

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Amy Ring

From: Lynn Briggs <lbriggs@iwcs.k12.va.us>
Sent: Tuesday, April 15, 2025 4:15 PM
To: Amy Ring
Cc: Christopher Coleman
Subject: Re: Bridgepoint Mixed Use Development Public Hearing April 22, 2025

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Amy,
The yield analysis from the Cooperative Strategies calculates 43 students, with 13 for Carrollton ES, 11 for Westside, 6 for SMS and 13 for SHS. Based on program capacity, and enrollment from September 2024, we do have enough space to accommodate the students currently. We will provide a more detailed response prior to Tuesday's meeting.
Thank you.

Thornewood (1924 SqFt)

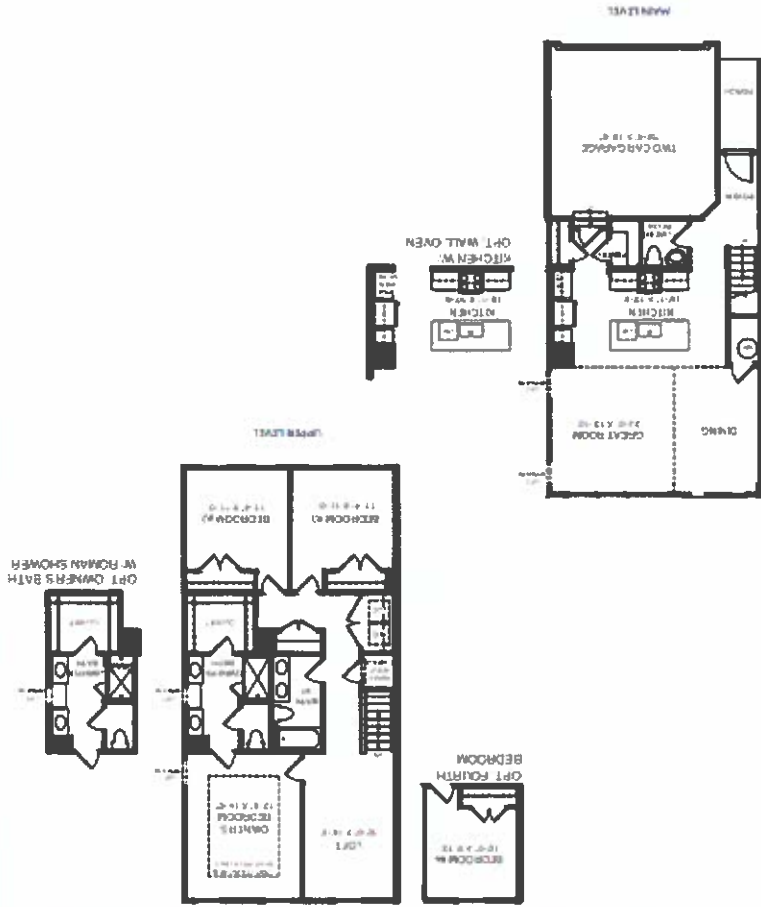




Thornewood

Thornewood





Thornewood

PLANNING REPORT

APPLICATION:

Sign Exception Request for signs installed at GO Car Wash as shown on the Sign Design Schematic dated July 11, 2023, located at 14237 Lori Ann Way, Carrollton, on property with tax map number 34-01-070F in the Conditional-General Commercial Zoning District

ELECTION DISTRICT:

D2

LOCATION:

The property is located at 14237 Lori Ann Way in the Bartlett Station planned mixed use community, , formerly known as the Crossings. The property is surrounded on all sides by other property in the Conditional-General Commercial zoning district.

BACKGROUND:

The applicant applied for zoning and building permit sign applications on August 20, 2024. The planner reviewing the application for zoning compliance rejected the sign application on August 23, 2024, noting the following deficiencies:

1. The monument sign did not show a setback to Lori Ann Way,
2. The monument sign exceeded the maximum height requirement of six feet,
3. The sign face background was not a neutral color and did not meet the construction material standards; and
4. Only one wall sign is allowed per road frontage on the east and south sides of the building facing Lori Ann Way, and all other signs facing Route 17 were not allowed as the lot did not have road frontage along that road.

No further submittal were received from the applicant following the rejection.

On August 26, 2024, Zoning and Building permits were issued in in error.

In March 2025, staff noticed that the signs were installed. Upon investigation, it was discovered the zoning permit was issued despite the planner's rejection. When contacted by telephone, the contractor stated that he was not aware of the rejection and assumed that the permit was valid. Staff advised by a follow up e-

mail that an exception would be necessary, since staff did not have administrative authority to approve signs that did not meet ordinance requirements.

DESCRIPTION:

The sign contractor, Superior Signs, installed three wall signs and one monument sign. These signs do not meet all the requirements of Section 9-1106.B and 9-1006.C of the Zoning Ordinance. Exceptions for the installed signs are being requested as follows:

1. One 79.6 square foot channel Letter wall sign and one 19.6 square foot logo wall sign on the west side of the building (totaling 99.2 square feet) facing the property with storm water pond adjacent to Route 17;
2. One monument sign that is 25 square feet and eight feet in height with a proposed setback of seven feet from Lori Ann Way, a private drive aisle.
3. The sign colors are mostly black and orange, aside from the business logo, which are not subtle, earth tone and neutral as required by the Zoning Ordinance. The sign itself does not match the colors, materials, and design submitted to the County; and
4. The sign is constructed out of aluminum and acrylic instead of masonry, wood, high density urethane (HDU), or composite panel made from natural and recycled materials which are designed to simulate wood as required by the Zoning Ordinance.

COMPREHENSIVE LAND USE PLAN:

The future recommended land use for the subject property is Mixed Use (MU) on the Future Recommended Land Use Map in the Comprehensive Plan. The Plan cites uses such as housing mixed with office, civic, and commercial uses as appropriate in these areas. The MU land use designation consists of one or multiple detached or attached single family homes, multi-plex and apartment style housing options, along with office or commercial uses. Preservation of environmental features will still occur and community amenities are typically offered. The overall site in the Crossings planned development community is consistent with the Comprehensive Plan designation.

ORDINANCE REVIEW:

The Zoning Ordinance regulates different type of signs. Wall signs are regulated under Section 9-1006.B as follows:

Each nonresidential establishment, except for planned developments, home occupations, and shopping centers, regulated separately, shall be allowed to erect one (1) or more wall signs so long as such signs shall be limited to not more than ten (10) percent of the area of the wall with road frontage on a public street or highway, or two hundred (200) square feet, whichever is less.

An exception is necessary for the wall sign on the west side of the building to this requirement, because the parcel does not have road frontage on Route 17.

The Zoning Ordinance regulates the setback and height of free-standing signs based on the size of the sign. Because the freestanding sign exceeds the maximum six foot height limit as well as not meeting the minimum setback from Lori Ann Way, the freestanding sign needs an exception to Section 9-1006. C.1.b which states that one freestanding sign, limited to no more than 32 square feet in size that is a maximum six feet in height, may be permitted if it is setback a minimum of fifteen feet from the edge of the right-of-way. The freestanding sign installed is 25 square feet in size, eight feet in height, and seven feet from the edge of Lori Ann Way.

The Zoning Ordinance also regulates free-standing sign construction standards. The freestanding sign needs an exception to Section 9-1006.C. 2 which states that all freestanding signs shall comply with the following standards:

1. Sign shall be masonry, wood, high density urethane (HDU), or composite panel made from natural and recycled materials which are designed to stimulate wood.
2. Color schemes shall be subtle, and the majority of the sign structure shall be limited to earth tones or historic palettes which have been specifically identified for the area. An exception to this section is required due to the freestanding sign materials and colors.

The main frame of the free-standing sign is black aluminum while the majority of the sign face is an orange acrylic containing the business logo. The sign does not meet the minimum construction standards, nor is consistent with the design and character of other businesses in the vicinity nor with the Newport Development Service Overlay district which requires new development to be consistent with the surrounding historic character of the community and where use of black as a building color is prohibited. The sign regulations are publicly available, and other businesses in the general vicinity have complied with the regulations.

Section 9-1012 of the Ordinance includes the following criteria for the Board to consider when formulating a decision for a sign exception request:

1. Such exception shall create no greater impact to the residents or occupants of the development, as well as the neighboring property, than that which would be obtained under the applicable regulation;
2. Such exception is reasonable because of the high level of design and construction that will be incorporated in the development; and
3. Such exception will result in design and construction that is in accordance with accepted engineering and building standards.

AGENCY REVIEW:

The application did not require outside agency or department review.

STAFF CONCLUSIONS:

Staff analyzed the application documents and identified the following strengths and weaknesses:

Strength:

1. Staff has discussed taking into consideration that the channel letters and logo on the west elevation of the structure does face Carrollton Blvd. even though the parcel does not front on Carrollton Blvd. The parcel that fronts on the street is occupied by a stormwater pond for the development.

Weaknesses:

1. The monument sign exceeds the height requirement by two feet.
2. The monument sign does not meet the minimum setback of fifteen feet from Lori Ann Way for a sign of 25 square feet.
3. The free-standing sign does not meet the construction standard requirements in the Ordinance nor does it match what was submitted and ultimately approved by the County in error following the planner's rejection.
4. The free-standing sign is not consistent with the design and character of other businesses in the vicinity nor with the Newport Development Service

Overlay district.

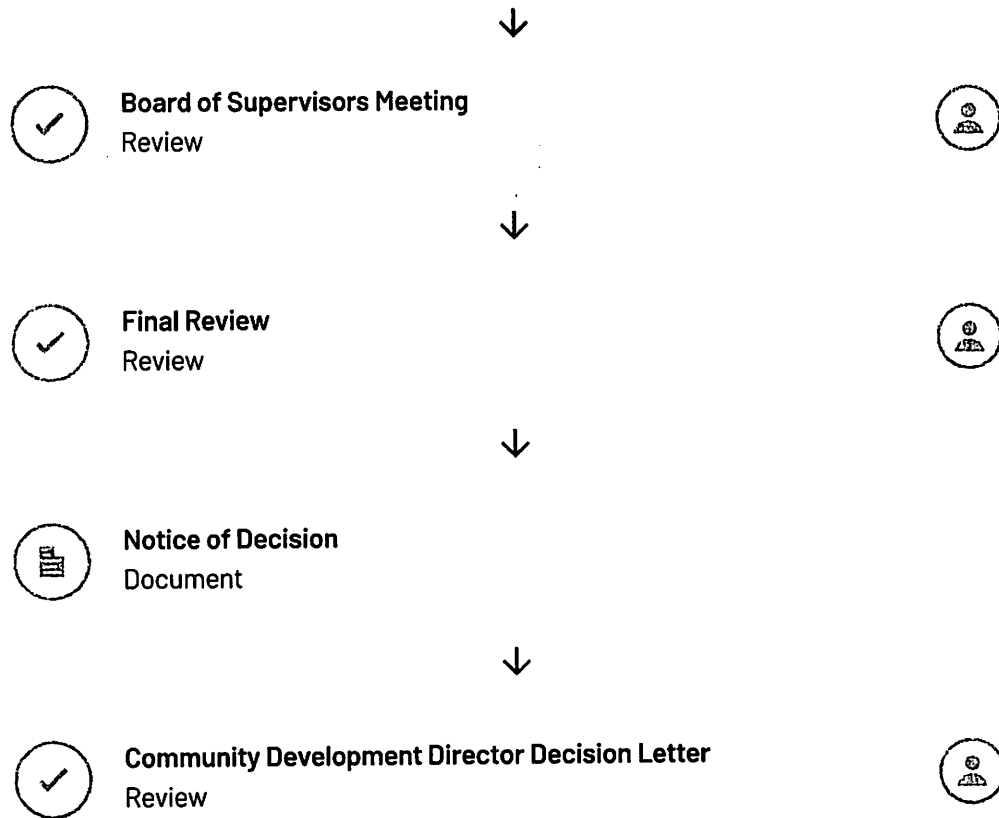
STAFF RECOMMENDATION:

Based on the weaknesses listed above, staff recommends denial of the exception request for the free-standing sign and approval of the exception request for the wall sign on the west side of the building.

ATTACHMENTS:

Description	Type	Upload Date
Application	Cover Memo	4/8/2025
Site Layout	Exhibit	4/9/2025
Location Map	Backup Material	4/8/2025
Sign Specs	Backup Material	4/8/2025
Monument Sign location	Backup Material	4/8/2025
County Correspondence	Backup Material	4/8/2025
View from Carrollton Blvd	Exhibit	4/16/2025
South and East side signs	Exhibit	4/16/2025
Free standing sign	Exhibit	4/16/2025
Free Standing sign view 2	Exhibit	4/16/2025
Approved Sign Plans in Error Aug 2024	Cover Memo	4/16/2025

I'm seeking an exception / waiver because Isle of Wight County issued our permit # SIGN-24-16 in error that was not discovered until permitted signs were installed months later. An exception / waiver is now required to allow our client to open his business.



Details

Application Information

[Edit](#)

Applicant*

Contractor

Request for*

Sign Exception

Project Name*

GO Car Wash

Ordinance *

Isle of Wight County Zoning
Ordinance

Section(s)*

Article IX

Please provide detail of the proposed use or activity being requested* ②

Commercial business signage

Please click Zoning Ordinance
(https://library.municode.com/va/isle_of_wight_county/codes/code_of_ordinances/codetitle_17_chapter_20_zoning_ordinance) for guidance

Sign Information

Edit

Type of Sign*

Will the sign be illuminated?*

Other

yes

Total square footage of sign area?*

Height of sign?*

111

7

Width of sign?*

5

Description of sign*

(3) Single Face Wall signs & (!) Double Face Monument Sign,

Disclosures and Signature

Edit

No application for a sign exception shall be certified as complete unless the following information is provided. Six (6) full-size copies of all application documents and (1) reduced 11"x17" copy of concept plan must be provided in addition to a digital upload on the next screen.

The required number of copies may be increased or reduced with permission of the Zoning Administrator, depending on the review needs.

All plans over 11"x17" in size are required to be folded to be processed for review.

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

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 the processing of this application.

I understand my application will not be processed until I deliver paper copies to Central Permitting at 17140 Monument Circle Building B Isle of Wight, VA 23397.

Applicants Signature



Jeff Lee

Mar 20, 2025



Local Roots, Global Reach

ISLE OF WIGHT COUNTY, VIRGINIA

DEPARTMENT OF COMMUNITY DEVELOPMENT

AFFIDAVIT OF OWNERSHIP

This 27th day of March, 2025.
(day) (month) (year)

I Realty Income Properties 9, LLC,
a Delaware limited liability company, owner of 14237 Lori Ann Way, Carrollton, VA 23314,
(owner) (address and/or tax map number)

give my permission to: Superior Signs LLC, to make
(applicant)

application to Isle of Wight County Department of Community Development for the aforementioned property.

(signature of owner)

Realty Income Properties 9, LLC, a Delaware limited liability company,
by Realty Income Corporation, a Maryland corporation, its sole and managing member
by Karolina Ericsson, Senior Vice President, Associate General Counsel

Approved As To Form
Legal Department
Date of Approval

(printed name)

See attached Certificate
Commonwealth of Virginia

County of Isle of Wight

Subscribed and sworn to before me _____,

A Notary Public in and for the County of Isle of Wight, Commonwealth
of Virginia, this _____ day of _____, 20____.

Notary Public

My Commission Expires _____

ACKNOWLEDGMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

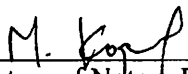
STATE OF CALIFORNIA

COUNTY OF SAN DIEGO

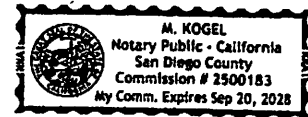
On March 27, 2025, before me, M. Kogel, Notary Public, personally appeared Karolina Ericsson, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is subscribed to the within instrument and acknowledged to me that she executed the same in her authorized capacity(ies), and that by her signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature of Notary Public (Notary Seal)



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

Owner: _____
Applicant Realty Income Properties 9, LLC
Address 11995 El Camino Real
San Diego California 92130
City State Zip

REAL ESTATE HOLDINGS TO BE AFFECTED

Location or Address	Description
14237 Lori Ann Way, Carrollton, VA 23314	Go Car Wash - Parcel ID: 34-01-070F

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: ☒ The Owner of the property is an affiliate of and wholly owned by Realty Income which is a publicly traded company that is a member of the S&P 500 and has no way of knowing if there are members of the Isle of Wight County Planning Commission may own stock in Realty Income. As of February 20, 2025, Realty Income has issued 891,516,161 shares of stock and have no way of knowing if any members of the Isle of Wight County Planning Commission might own shares

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

Owner: Realty Income Properties 9, LLC, a Delaware limited liability company
by Realty Income Corporation, a Maryland corporation, its sole and managing member

Applicant: by Karolina Encsson, SVP, AGC

Applicant: _____

Date: 3/27/25

Printed or Typed Name
See Attached Certificate

Approved As To Form
Legal Department
[Signature]
Deputy Secretary

Signature

~~Commonwealth of Virginia
County of Isle of Wight~~

~~Subscribed and sworn to before me _____,
A Notary Public in and for the County of Isle of Wight, Commonwealth
of Virginia, this _____ day of _____, 20____.~~

~~Notary Public~~

~~My Commission Expires _____~~

ACKNOWLEDGMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

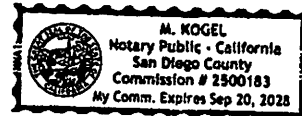
COUNTY OF SAN DIEGO

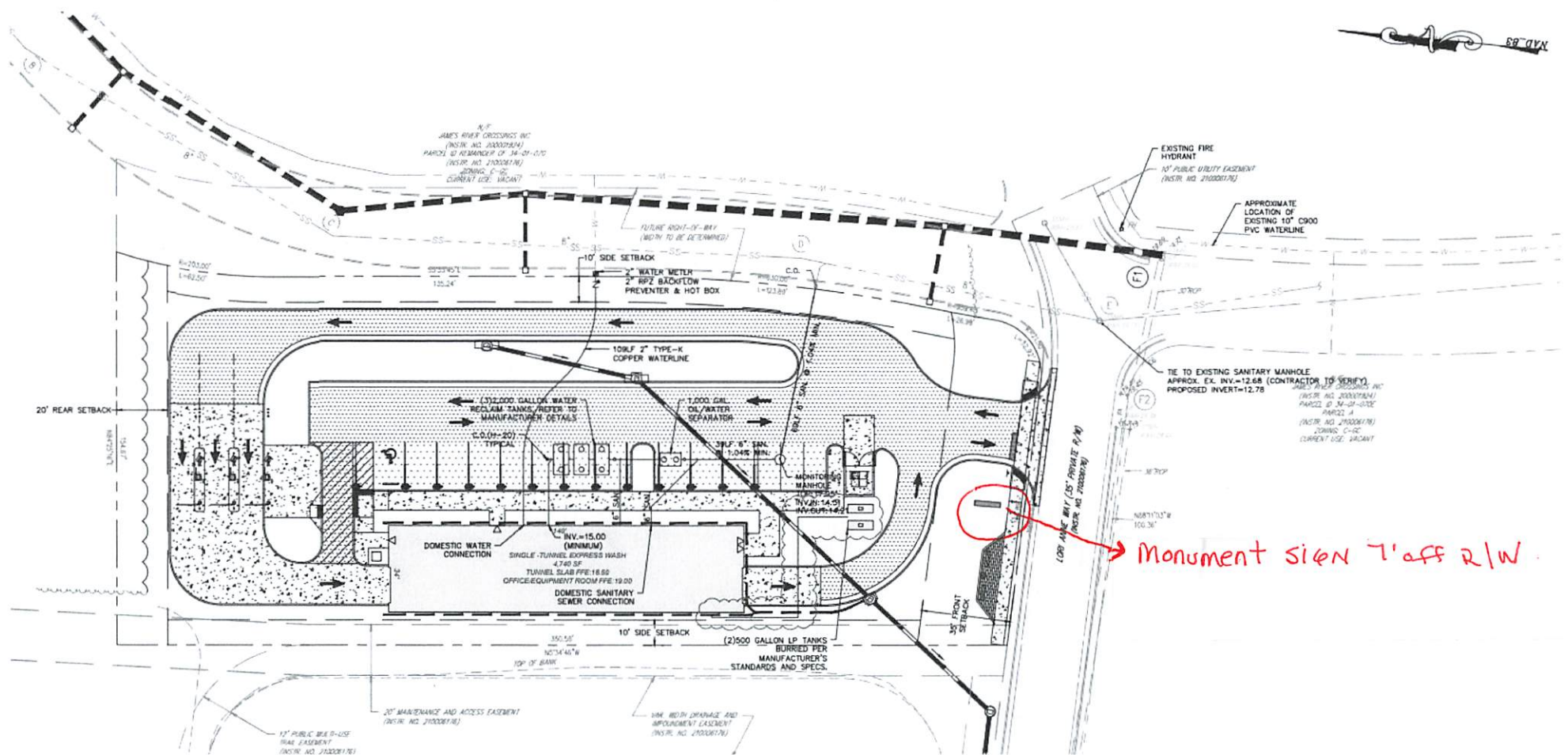
On March 27, 2025, before me, M. Kogel, Notary Public, personally appeared Karolina Ericsson, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is subscribed to the within instrument and acknowledged to me that she executed the same in her authorized capacity(ies), and that by her signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

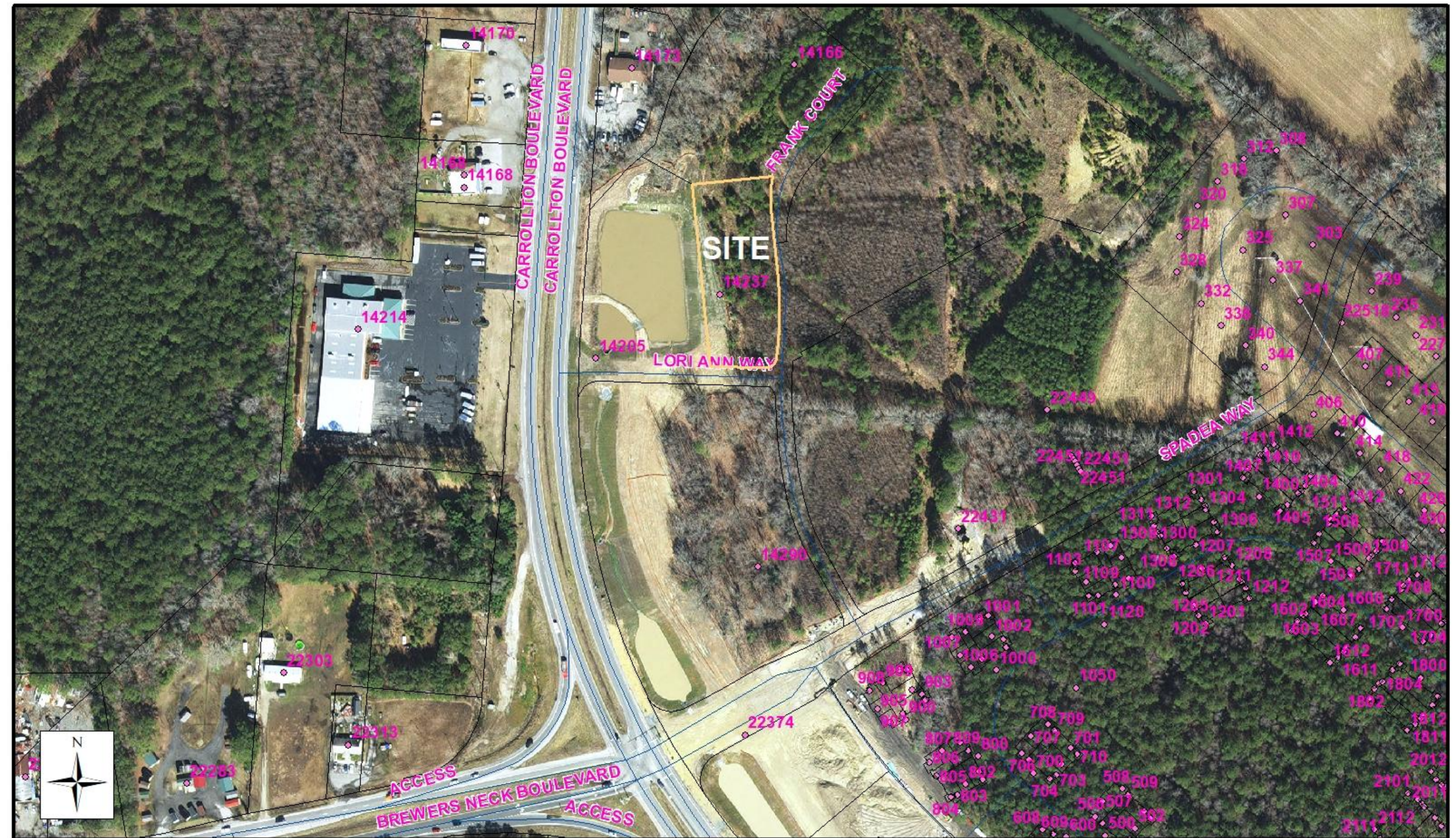
WITNESS my hand and official seal.

M. Kogel
Signature of Notary Public (Notary Seal)



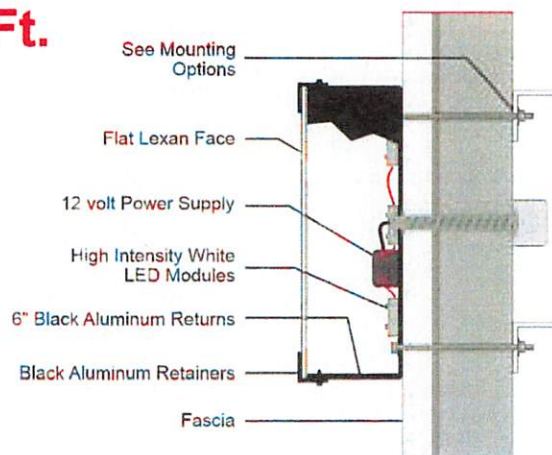


EXC-25-1 GO Car Wash Location Map





78" Diameter
33.18 Sq. Ft.



TYPICAL LETTER SECTION

COLOR SPECIFICATIONS:

- 3630-124 Burnt Orange
- 3630-147 Light European Blue

MOUNTING SPECS

FASTENER SCHEDULE		
	3/8" LAG SCREW	FOR USE WITH WOOD OR EIFS WALL SYSTEMS. 1-1/2" MIN PENETRATION (EXCL. TIP)
	3/8" DIA. THREADED ROD	FOR USE WITH WOOD, CONCRETE BLOCK OR EIFS WALL SYSTEMS.
	3/8" DIA. MILD STEEL (LARGE DIAMETER) TAPSCREW	FOR USE WITH CONCRETE BLOCK, BRICK OR CONCRETE. EMBED A MIN. OF 2 1/2".
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH CONCRETE. EMBED A MIN. OF 2".
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH MASONRY AND BRICK. EMBED A MIN. OF 3 3/8".
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH CONCRETE BLOCK. EMBED A MIN. OF 2".
	3/8" DIA. SLEEVE ANCHOR	FOR USE WITH CONCRETE, MASONRY AND BRICK. EMBED A MIN. OF 3 3/8".



East Elevation

Scale: 1/16" = 1' - 0"



2510 willis road, richmond, virginia 23237

150

SuperiorSignsRVA.com

Customer: GO Car Wash

Job Location: 14217 Carrollton Blvd

Date: 7-11-23

Salesperson: A T

Drawn By: C M

Revisions:

Scale: 3/8"=1' - 0"

Type of Signage:

File Name: East Elevation

Customer Approval:

at the customers expense. This drawing is the property of Superior Signs, LLC and may not be shown to anyone outside of the customers own organization. Duplication or distribution of this drawing without the written permission of Superior Signs, LLC is prohibited by law and will be taken very seriously.

Channel Letters on Raceway

Option 2

Sales **Allen T.**

Customer **Go Car Wash**

Date **8-13-24**

Page **2**

Artist **Chris M.**

Location **14217 Carrollton Blvd. - Carrollton, VA**

Job # **230732**

File Name **West Elevation**

Scale **1/4" = 1' - 0"**

5' Dia. Logo - 19.6 Sq. Ft.

48" x 238.8" Overall "CAR WASH" - 79.6 Sq. Ft.



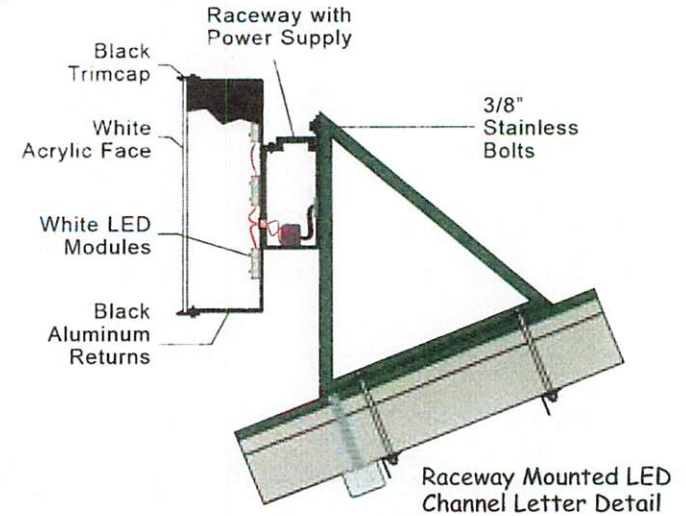
CAR WASH

MOUNTING
SPECS

FASTENER SCHEDULE		
	3/8" LAG SCREW	FOR USE WITH WOOD OR EIFS WALL SYSTEMS 1-1/2" MIN PENETRATION (EXCL. TIP)
	3/8" DIA. THREADED ROD	FOR USE WITH WOOD, CONCRETE BLOCK OR EIFS WALL SYSTEMS
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH CONCRETE BLOCK, BRICK OR CONCRETE. EMBED A MIN. OF 2-1/2"
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH CONCRETE. EMBED A MIN. OF 2"
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH MASONRY AND BRICK. EMBED A MIN. OF 3-3/8"
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH CONCRETE BLOCK. EMBED A MIN. OF 2"
	3/8" DIA. SLEEVE ANCHOR	FOR USE WITH CONCRETE, MASONRY AND BRICK. EMBED A MIN. OF 3-3/8"

Evergreen
Raceway & Bracket
Confirm Color

CMYK Digital Print



TOYER RIDGE
34'-0"

B.O. SOFFIT - TOYER
28'-0"

MAIN ROOF RIDGE
25'-0"

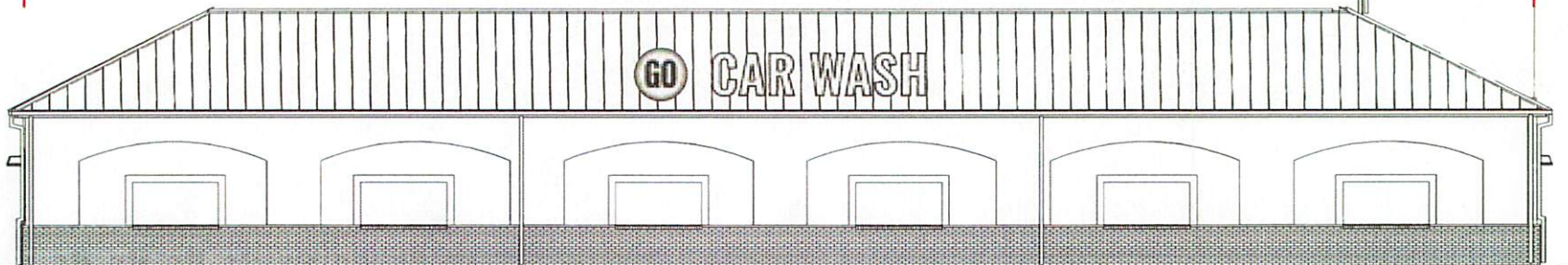
B.O. SOFFIT - MAIN ROOF
14'-0"

WINDOW SILL HEIGHT
4'-0"

FIN FLR
0'-0"

140' Storefront

Confirm Location of Channel Letters



West Elevation

Scale: **1/16" = 1' - 0"**



**SUPERIOR
SIGNS**

Authorized Signature

Date

This drawing must be approved and signed by the customer before production can begin. Any changes made after the drawing has been approved will be done at the customers expense. This drawing is the property of Superior Signs and may not be shown to anyone outside of the customers own organization. Duplication or distribution of this drawing without the written permission of Superior Signs is prohibited by law and will be taken very seriously.



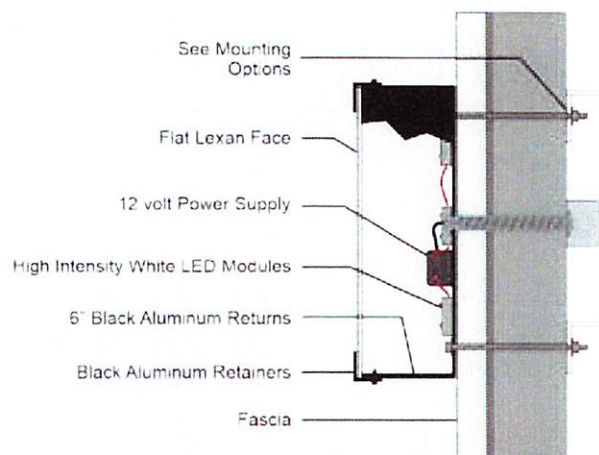
78" Diameter
33.18 Sq. Ft.

COLOR SPECIFICATIONS:

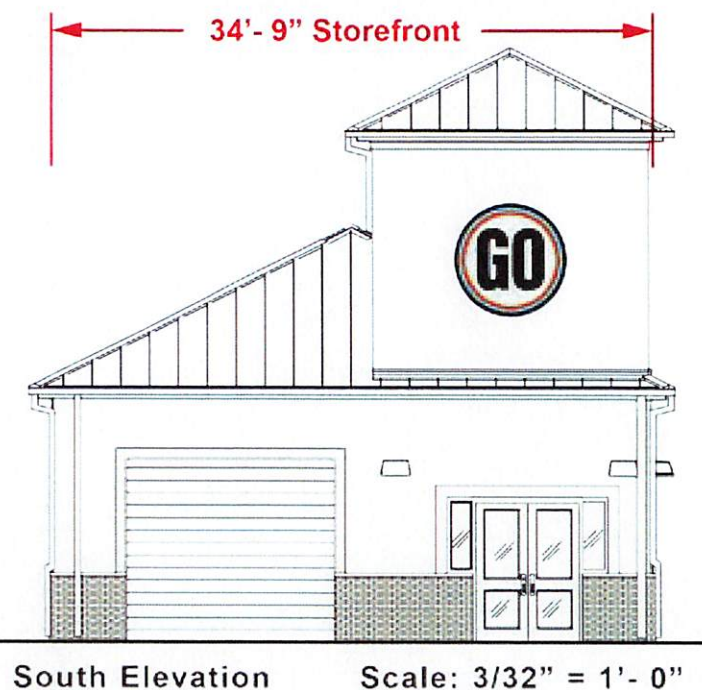
- 3630-124 Burnt Orange
- 3630-147 Light European Blue

MOUNTING SPECS

FASTENER SCHEDULE		
	3/8" LAG SCREW	FOR USE WITH WOOD OR EIFS WALL SYSTEMS 1-1/2" MIN PENETRATION (EXCL. TIP)
	3/8" DIA. THREADED ROD	FOR USE WITH WOOD, CONCRETE BLOCK OR EIFS WALL SYSTEMS
	3/8" RED HEAD L.O.T. (LARGE DIAMETER THUNDERBOLT)	FOR USE WITH CONCRETE BLOCK, BRICK OR CONCRETE EMBED A MIN. OF 2-1/2"
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH CONCRETE EMBED A MIN. OF 2"
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH MASONRY AND BRICK EMBED A MIN. OF 3-3/8"
	3/8" DIA. ROD WITH ADHESIVE	FOR USE WITH CONCRETE BLOCK EMBED A MIN. OF 2"
	3/8" DIA. SLEEVE ANCHOR	FOR USE WITH CONCRETE, MASONRY AND BRICK EMBED A MIN. OF 3-3/8"



TYPICAL LETTER SECTION



South Elevation

Scale: 3/32" = 1' - 0"



2510 willis road, richmond, virginia 23237
phone: 804-271-5685 fax: 804-743-9250

SuperiorSignsRVA.com

Customer: GO Car Wash

Job Location: 14217 Carrollton Blvd

Date: 7-11-23

Salesperson: A T

Drawn By: C M

Revisions:

Scale: 3/8" = 1' - 0"

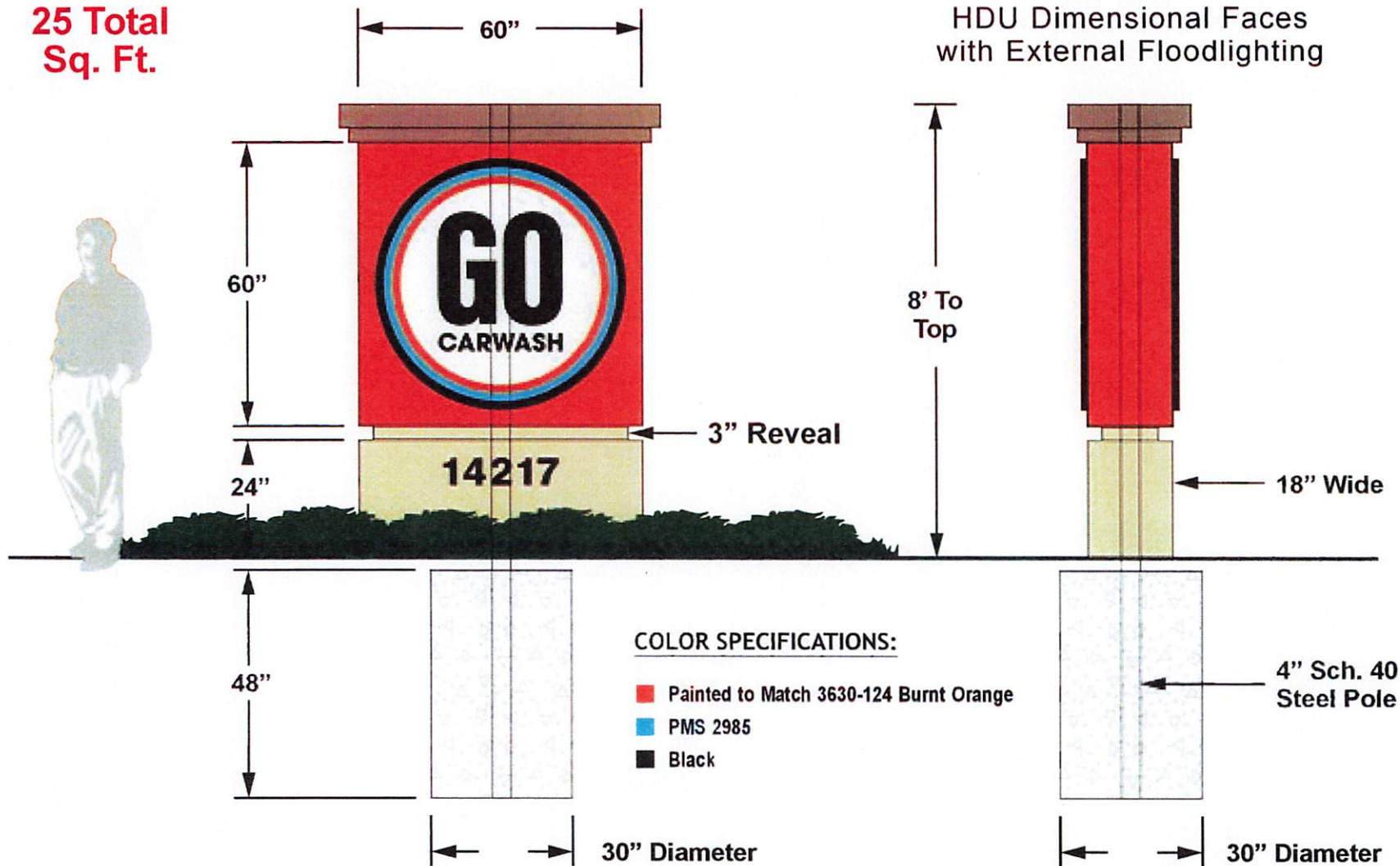
Type of Signage:

File Name: South Elevation

Customer Approval:

This drawing must be approved and signed by the customer before production can begin. Any changes made after the drawing has been approved will be done at the customers expense. This drawing is the property of Superior Signs, LLC and may not be shown to anyone outside of the customers own organization. Duplication or distribution of this drawing without the written permission of Superior Signs, LLC is prohibited by law and will be taken very seriously.

**25 Total
Sq. Ft.**



**SUPERIOR
SIGNS**

2510 willis road, richmond, virginia 23237
phone: 804-271-5685 fax: 804-743-9250

SuperiorSignsRVA.com

Customer: GO Car Wash

Job Location: 14217 Carrollton Blvd

Date: 8-19-24

Salesperson: A T

Drawn By: C M

Revisions:

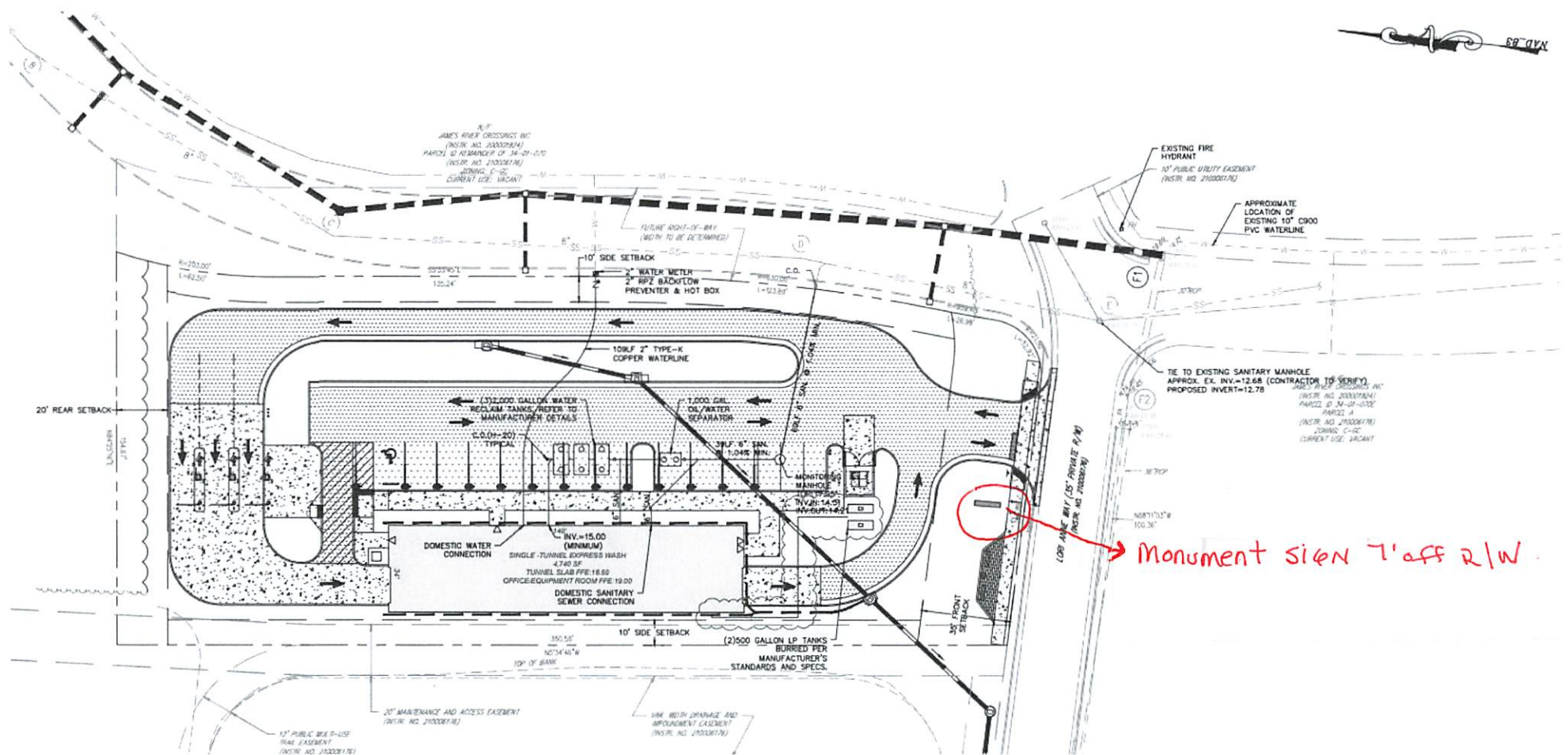
Scale: 3/8"=1'-0"

Type of Signage:

File Name: Monument

Customer Approval:

This drawing must be approved and signed by the customer before production can begin. Any changes made after the drawing has been approved will be done at the customers expense. This drawing is the property of Superior Signs, LLC and may not be shown to anyone outside of the customers own organization. Duplication or distribution of this drawing without the written permission of Superior Signs, LLC is prohibited by law and will be taken very seriously.





Outlook

GO Car Wash

From Sandra Walker Robinson <srobinso@isleofwightus.net>

Date Mon 3/17/2025 3:36 PM

To Atwedt@superiorsignsrva.com <Atwedt@superiorsignsrva.com>

Cc Amy Ring <aring@isleofwightus.net>

 1 attachment (120 KB)

Sec 9 1012 Exceptions.pdf;

Mr. Twedt:

In following up on our conversation this morning, please be advised that the Zoning Permit was erroneously issued for SIGN-24-16 on August 26, 2024.

I concluded my review of this project on August 23, 2025 and rejected the application with the following statement expecting a follow up conversation:

For future reference property location is 14237 Lori Ann Way.

The detached sign face has to be a neutral color. (The colors orange and blue need to be historical colors, a sample has to be supplied for all colors to be approved prior to sign approval).

The max height of the size allowed is six feet. (Monument)

The setback from Lori Ann Way has to be shown on a site plan. Monument)

The east side GO is not allowed as the lot does not front on a street on that side.

The south side GO is allowed.

The channel letters across the front of the building are not allowed as the lot does not front on a street on that side.

I understand from our conversation this morning that the signs have been installed as recent as last Friday.

Unfortunately, there is no way I can administratively resolve this unfortunate situation, however there is a process in which the Board of Supervisors have the authority to grant an exception to these sign requirements such as height, setback, colors and wall sign not fronting on a street.

This process is attached above for your convenience.

The Exception Application found in OpenGov with link:
<https://isleofwightcova.workflow.opengov.com/#/create>

As you are aware, once the application is created, upload your information including a narrative explaining the reason for the application, the sign locations and height of the monument sign with your previous exhibits. If we receive a completed application within the next 10 days I will be able to get the application on the April 22, 2025 Planning Commission agenda.

I am only requiring ONLY One (1) hard copy of your application be delivered to Central Permitting rather than the suggested eleven (11) hard copies.

Please feel free to give me a call if more questions arise.

Sincerely,

SANDRA WALKER ROBINSON
PLANNER II
ISLE OF WIGHT COUNTY
P. O. BOX 80
ISLE OF WIGHT IN VIRGINIA 23397
(757) 365-6208 phone
(757) 365-6207 fax
srobinso@isleofwightus.net

Sec. 9-1012. Exceptions.

- A. A request for an exception to the requirements of article IX, signs, shall be made in writing to the zoning administrator for consideration by the board of supervisors following a recommendation by the planning commission in accordance with section 7-2000 (development review). The request shall be accompanied by those documents determined by the zoning administrator to be necessary for the board of supervisor's consideration of the request.
- B. The board of supervisors in formulating a decision shall consider the following:
 - 1. Such exception shall create no greater impact to the residents or occupants of the development, as well as the neighboring property, than that which would be obtained under the applicable regulation;
 - 2. Such exception is reasonable because of the high level of design and construction that will be incorporated in the development; and
 - 3. Such exception will result in design and construction that is in accordance with accepted engineering and building standards.
- C. Applicants shall be informed in writing of the outcome of the board of supervisors and the process for appeal, should the request be denied.
- D. Any person or persons jointly or severally aggrieved by a decision of the board of supervisors may present to the Circuit Court of the County of Isle of Wight a petition specifying the grounds on which aggrieved within thirty (30) days after the final decision of the board of supervisors. (3-14-18.)







