# A G E N D A
# ISLE OF WIGHT COUNTY PLANNING COMMISSION
# May 27, 2025

**1. CALL TO ORDER**

INVOCATION

PLEDGE OF ALLEGIANCE

**2. ROLL CALL/DETERMINATION OF A QUORUM**

BOBBY BOWSER, CHAIRMAN
BRIAN CARROLL
JAMES FORD
JENNIFER S. BOYKIN
GEORGE RAWLS
RAYNARD GIBBS
MATTHEW SMITH
KEITH JOHNSON
BRIAN SHOTWELL

ELECTION OF VICE-CHAIRMAN FOR 2025

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

**4. APPROVAL OF AGENDA**

**5. CONSENT AGENDA**

**A.** March 20, 2025 Board of Supervisors Action List

**B.** March 25, 2025 Planning Commission Regular Meeting Minutes

**C.** April 17, 2025 Board of Supervisors Action List

**D.** April 22, 2025 Planning Commission Regular Meeting Minutes

**E.** May 15, 2025 Board of Supervisors Action List

**6. CITIZENS' COMMENTS**

**7. PUBLIC HEARINGS**

**8. OLD BUSINESS**

**A.** 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

## 9. NEW BUSINESS

**A.** EXC-25-2 Classic Collision Auto Subdivision Waiver Request

Application EXC-25-2 of William Riddick, applicant, and Star Caviar, LLC, property owner, for a waiver to Section 1.9.1 of the Subdivision Ordinance to allow for subdivision of the existing parcel 33-01-166A which would result in the creation of a non-conforming parcel that does not meet bulk regulation requirements in the Limited Industrial (LI) zoning district

### B. COUNTY ATTORNEY'S REPORT

### C. PLANNING DIRECTOR'S REPORT

1. Proposed Sign Ordinance Revisions Discussion

Proposed Sign Ordinance Revisions Discussion

## 10. CLOSED MEETING

## 11. ADJOURNMENT

# PLANNING REPORT

**APPLICATION:**

ELECTION OF VICE-CHAIRMAN FOR 2025

# PLANNING REPORT

**ATTACHMENTS:**

| Description | Type | Upload Date |
| --- | --- | --- |
| March 20, 2025 Board of Supervisors Action List | Cover Memo | 4/22/2025 |

ACTION LIST
BOARD OF SUPERVISORS
March 20, 2025

1. Closed Meeting
   No action was taken following the closed meeting.

2. Approval of Agenda
   Supervisor Acree moved that the agenda be approved as presented. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree and Distefano voting in favor of the motion and no Supervisor voting against the motion.

3. Citizens' Comments
   - Betty Butler – 5k Dolly Parton Library
   - Lewis Edmonor – Record EDA meetings

4. Board Comments

5. Consent Agenda

   Following an overview by County Administrator Keaton, on motion of Supervisor Jefferson, the following Consent Agenda was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion, no Supervisor voting.

   A. Budget Amendment – Insurance Proceeds
   Resolution to Budget and Appropriate Insurance Proceeds from VaCorp Insurance for Repairs and Replacement of County Vehicles ($14,334)

   Assignment: Stephanie Wells

   B. Budget Amendment - Litter Grant
   Resolution to Amend the FY2024-25 Operating Budget and Appropriate Funding for a Virginia Department of Environmental Quality Litter Prevention & Recycling Grant ($20,459)

   Assignment: Stephanie Wells, Michael Ethridge

C. Budget Amendment - Schools Textbook Funds

Resolution to Amend the Budget and Re-Appropriate Surplus Funds from the Textbook Fund ($112,155)

Assignment: Stephanie Wells

D. Budget Amendment – Schools Educational Technology Funds

Resolution to Amend the Budget and Appropriate Virginia Public School Authority Educational Technology Funding to Public Schools ($284,000)

Assignment: Stephanie Wells

E. Commission for Adults with Disabilities Bylaws

Consideration of the Amended Bylaws for the Commission for Adults with Disabilities

Assignment: Mike Frickonisce

F. Employment Agreement - County Attorney

Authorization to Execute an Employment Agreement for the County Attorney

Assignment: Bobby Jones

G. Minutes

November 22, 2024 Regular Meeting Minutes
December 12, 2024 Regular Meeting Minutes
January 2, 2025 Organizational/Work Session Meeting Minutes
January 30, 2025 Emergency Called Meeting Minutes

Assignment: Katheryn Mayes

6. Regional and Inter-Governmental Reports

A. Regional Reports

- Hampton Roads Alliance Committee – 40 million in housing supplement, upgraded shipyards being built

6. Appointments

A. Appointments List

- Keith Johnson - Planning Commission

Supervisor Acree made a motion to approve Keith Johnson appointment to the planning Commission. The motion was adopted unanimously (5-0) with Supervisors Rosie, Acree, Rountree, Jefferson and Distefano voting in favor of the motion and no Supervisors voting against the motion.

- Bobby Bowser – Planning Commission
- James Collins – Economic Development Authority
- Arleen Picott – STOP
- Rex Alphin – Agricultural / Forestal
- Joel Acree – HRTPO, HRTAC
- Thomas Distefano – EVRIFA, WTRJ, WTWA
- Renn Rountree – WTCSB

It was moved by the board to adopt the appointees to the appointments.
The motion was adopted unanimously (5-0) with Supervisors Rosie, Acree, Rountree, Jefferson and Distefano voting in favor of the motion and no Supervisors voting against the motion.

8. Special Presentations / Appearances

A. Legislative Update
2025 Legislative Update from Senator Emily M. Jordan

B. VDOT Update
Special Presentation – George Bowman VDOT Residency Administrator

C. Windsor Sewer System Repairs
Uwe Weindel Staff Update re: Windsor Sewer System Repairs

9. County Attorney's Report
   - Public hearing date on the County Budget has changed to April 24th due to State Code Change.

10. Public Hearings

A. CSUP-24-2 Oak Level Acres Event Center

Application (CSUP-24-2) of Joshua Mathias, applicant, and Oak Level Acres, LLC, property owner, for a conditional use permit to establish an event center use on approximately seven acres located at 15107 Courthouse Hwy (Rte. 258) on tax parcel 30-01-045B in the Rural Agricultural Conservation (RAC) zoning district. Supervisor Acree moved that the request be approved as submitted. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree and Distefano voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Amy Ring

B. COMP-24-2 Tidewater Logistics Comprehensive Plan Amendment Request

Application COMP-24-2 of the Industrial Development Authority of Isle of Wight and Hollowell Holdings, LLC, Property Owners, and Meridian Property Purchaser, LLC, Applicant, for a Comprehensive Plan Amendment for Approximately 154.3 Acres to Amend the Comprehensive Plan Designation from Mixed Use to Planned Industrial. Supervisor Jefferson made a motion for approval to application COMP-24-2 to amend the COMP Plan designation from mix use to plan industrial. The motion was adopted in a (3-2) with Supervisor Jefferson, Rountree and Distefano in favor and Acree and Rosie against the motion.

Assignment: Amy Ring, Kristy Sutphin

C. REZN-24-10 Tidewater Logistics Center Conditional Rezoning

Application REZN-24-10 of the Industrial Development Authority of Isle of Wight and Hollowell Holdings LLC, Property Owners, and Meridian Property Purchaser, LLC, Applicant, for a Change in Zoning District from Rural

Agricultural Conservation (RAC) to Conditional Rural Agricultural Conservation (C-RAC) and Conditional Limited Industrial (C-LI) for Approximately 154.3 Acres in Order to Establish the Uses of Custom Manufacturing, Industry Type 1, Warehousing and Distribution, Industry Type 2 by Conditional Use Permit, and Reconstructed Wetland Along with a Community Park. Supervisor Jefferson made a motion of the approval of the application. The motion was adopted in a (3-2) with Supervisor Jefferson, Rountree and Distefano in favor and Acree and Rosie against the motion.

Assignment: Amy Ring, Kristy Sutphin

D. EXC-24-2 Bolt and Boyes Chesapeake Bay Preservation Area Exception Request

Application EXC-24-2 of Jeffrey H. and Paula J. Bolt and Bryan W. and Amanda L. Boyes, Property Owners, for an after-the-fact exception under the Chesapeake Bay Preservation Area Ordinance for an unauthorized retaining wall with fill in the fifty-foot seaward Resource Protection Area (RPA) buffer at 15407 and 15437 Laurelwood Drive on tax map numbers 34A-01-F006 and 34A-01-F005 as well as a request to place a swimming pool within the fifty-foot seaward RPA buffer and a replacement shed within the fifty-foot landward RPA buffer. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree and Distefano voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Amy Ring

E. Smithfield Intersection Project

Public Hearing as Required by VDOT re: Smithfield Intersection Project

Assignment: Jamie Oliver

F. Personal Property Tax Rate

Discussion of Personal Property Tax Rate

Assignment: Gerald Gwaltney

G. Model Ordinance for Fire Protection

Ordinance to Amend and Reenact the Isle of Wight County Code Chapter 7 Fire, Protection. Supervisor Jefferson made a motion to approve the ordinance amendment. The motion was adopted unanimously (5-0) with Supervisors Rosie, Acree, Rountree, Jefferson and Distefano voting in favor of the motion and no Supervisors voting against the motion.

Assignment: Gary Windley

11. County Administrator's Report

A. Bradby Park Update

Staff Update re: Bradby Park Development

B. Matters for the Board's Information

13. Unfinished / Old Business

14. New Business

A. REZN-25-1 Carrollton Cove Shoppes Conditional Zoning Amendment Request

Application of Ken Bingmam, applicant, and Carrollton Cove Shoppes, LLC, property owner, to amend the conditional zoning of tax map number 33-07-000B to modify proffered building elevations for the second building in the retail shopping center. Supervisor Jefferson made a motion of the approval of the application. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree and Distefano voting in favor of the motion and no Supervisor voting against the motion

Assignment: Amy Ring

B. EXC-24-6 Thompson Subdivision Ordinance Waiver Request

Application EXC-24-6 of Paula Thompson and Samual Gough, Owners, for a Waiver to Section 3.2.4.A.4 and Section 5.9.1.C of the Subdivision Ordinance to Allow Two Family Members Subdivisions from the Property on a Private Ingress/Egress Easement Not Bulit to Public Standards Which Serves More Than

Two Lots. Supervisor Acree made a motion to approve the application EXC-24-6 Application EXC-24-6 of Paula Thompson and Samual Gough. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree and Distefano voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Amy Ring

C. REZN-25-2 Sweetgrass Conditional Zoning Amendment Request

Application REZN-25-2 of NVR, Inc., Applicant, for a Conditional Zoning Amendment of Approximately 250 Acres with Tax Map Number 32-01-009 Located on Benns Grant Boulevard (Rte. 10) to Revise the Neighborhood Plan to Allow Forty-Foot-Wide Single Family Residential Lots as well as Fifty Foot Wide Lots. Supervisor Jefferson made a motion to waive a public hearing. The motion was adopted in a (4-1) with Supervisor Jefferson, Rountree and Distefano and Rosie in favor and Acree against the motion.

Assignment: Amy Ring

D. Utilities Services Workshop

Authorize Request for Qualifications for the Utility Services Workshop
Supervisor Acree made a motion to authorize the request for qualifications for the Utility Services Workshop. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree and Distefano voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Uwe Weindel

E. Employee Health Insurance

Resolution to Approve the Employee Health Insurance Plan Offerings for Fiscal Year 2024-25. Supervisor Roundtree moved to approve the Employee Health Insurance plan for Fiscal Year 2024-25. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree and Distefano voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Michelle Clark

F. Revenue Control Policy

Resolution to Amend the Financial and Accounting Policy in the Isle of Wight County Policy Manual. Supervisor Acree made a motion to adopt the Revenue Control Policy resolution. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree and Distefano voting in favor of the motion and no Supervisor voting against the motion.

Assignment: Stephanie Wells

15. Adjournment

# PLANNING REPORT

**ATTACHMENTS:**

| Description | Type | Upload Date |
| --- | --- | --- |
| March 25, 2025 Planning Commission Regular Meeting Minutes | Cover Memo | 5/21/2025 |

# MINUTES OF THE MEETING OF THE ISLE OF WIGHT COUNTY PLANNING COMMISSION HELD ON THE TWENTY-FIFTH DAY OF MARCH IN THE YEAR TWO THOUSAND AND TWENTY-FIVE

## CALL TO ORDER

Bobby Bowser, Chairman, called the Isle of Wight County Planning Commission meeting to order at 6:00 PM on March 25, 2025, in the Board of Supervisors Room at the Isle of Wight County Courthouse, Isle of Wight, Virginia.

## INVOCATION

Bobby Bowser delivered the invocation.

## PLEDGE OF ALLEGIANCE

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

## ROLL CALL/DETERMINATION OF A QUORUM

**PRESENT**
Bobby Bowser, Chairman
Thomas J. Distefano, Vice-Chairman
Brian Carroll
Cynthia Taylor
James Ford
Jennifer S. Boykin
George Rawls
Matthew Smith
Raynard Gibbs

**ABSENT**

A quorum was determined

**ALSO IN ATTENDANCE**

Amy Ring, Community Development Director
Mandy Rogers, Substitute Legal Counsel to the Planning Commission
Amanda Landrus, Secretary
Kristi Sutphin, Economic Development Director
Trenton Blowe, Planner III
Sandy Robinson, Planner II
Shaunee Beussink, Environmental Planner

## ACTION ON REQUESTS TO WITHDRAW OR TABLE PENDING AGENDA ITEMS

Chairman Bowser asked if there were any requests to table or withdrawal agenda items. Amy Ring stated there were no requests.

## APPROVAL OF AGENDA

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

## CONSENT AGENDA

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

## CITIZENS' COMMENTS

Chairman Bowser opened the floor for any citizens comments. There being no comment, Chairman Bowser closed citizens comments.

## PUBLIC HEARINGS

Chairman Bowser called for the following first public hearing item:

> Application EXC-24-3 of Jeffrey D. and Christina L. Baker, property owners, for an after-the-fact exception under the Chesapeake Bay Preservation Area (CBPA) Ordinance for an unauthorized retaining wall, patio, and a shed in the fifty-foot landward Resource Protection Area (RPA) buffer at 312 Lakeview Lane on tax map number 43A-08-059.

Shaunee Beussink, Environmental Planner, gave the following presentation:

# Baker CBPA Exception Request

EXC-24-3

PLANNING COMMISSION MEETING

MARCH 25, 2025

SHAUNEE BEUSSINK, ENVIRONMENTAL PLANNER

## Details

- **Applicants:** Jeffrey D. & Christina Baker
- **Location:** 312 Lakeview Ln
- **Tax Map#:** 43A-08-059
- **Request:** An after-the-fact exception under the Chesapeake Bay Preservation Area (CBPA) Ordinance for an unauthorized retaining wall, patio, and a shed in the fifty-foot landward Resource Protection Area (RPA) buffer

## Background

- **1968:** Lot created
- **2009:** Previous exception granted with conditions that no additional encroachments for accessory structures, decks, or impervious surfaces would be granted.
- **2017- 2018:** Home was constructed
- **2018:** Current owners purchased
- **2021-2022:** Pier constructed
- **2022**: Application rejected for retaining wall, patio, and expanding driveway
- **2024:** Violation found structures were observed; 100-foot long retaining wall, a 315 sqft patio and a 210 sqft shed totaling 625 sqft of new disturbance

The Isle of Wight County Board of Supervisors, at its meeting on February 19, 2009, considered and approved the above-referenced application with the following conditions:

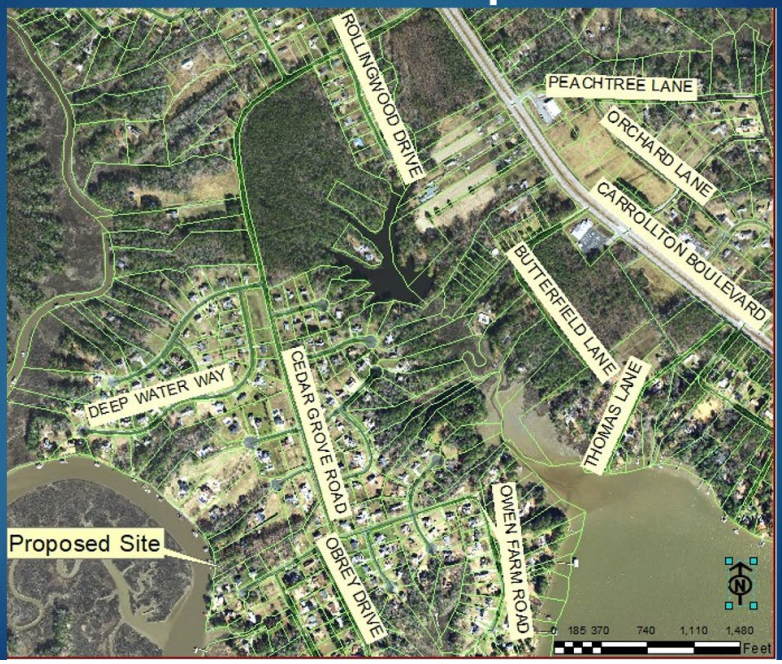
1. Approve the proposed two-story house plan with a construction footprint, including the attached garage, of 3,570 square feet and living space of 3,047 square feet.

2. Allow no additional encroachment for accessory structures, decks, or impervious surfaces.

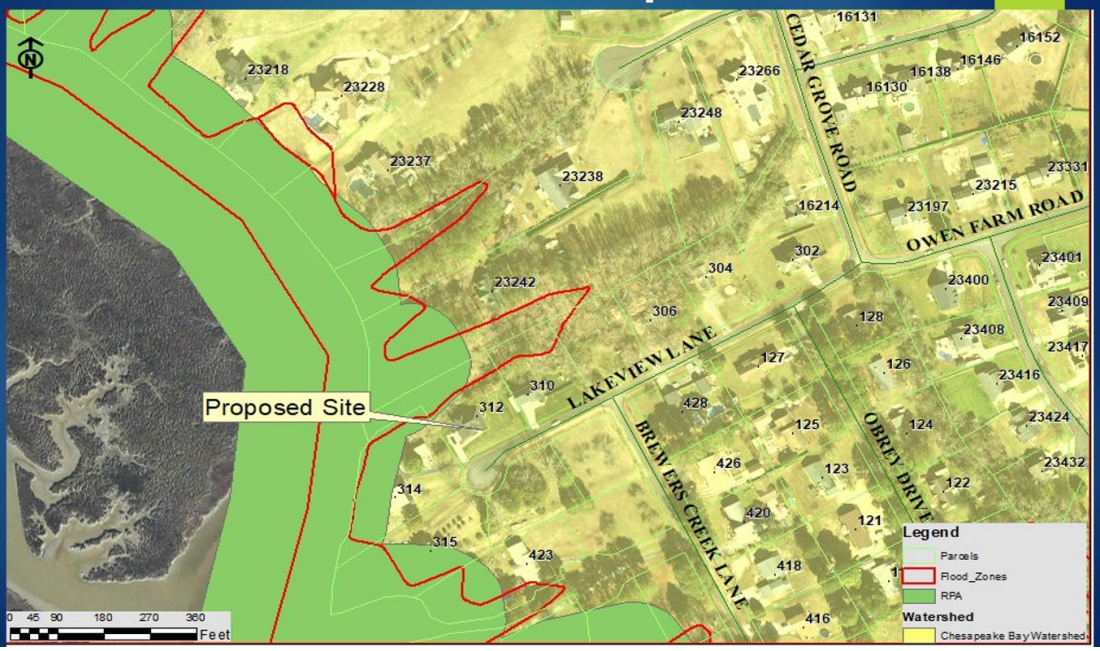
3. Encroachment into the landward 50 feet of the Resource Protection Area Buffer is not to exceed 48 feet.

4. Require the usual Best Management Practice maintenance agreement for the pervious pavers and for the landscaping plan.

# Location Maps

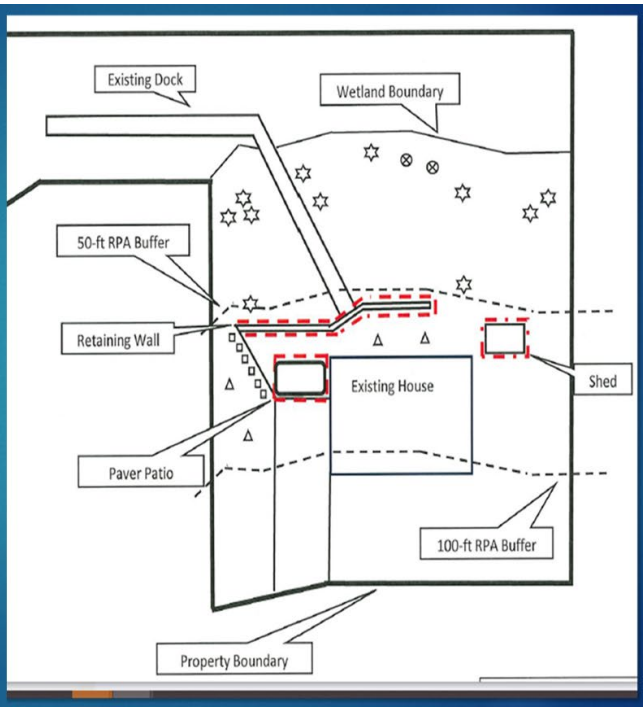



# Close-up




312 Lakeview Ln
312
310
Aerial 2024
Proposed Site
LAKEVIEW LANE
Legend
Parcels
Retaining wall
Patio
Shed
0 12.5 25 50 75 100
Feet

# Site Plan


Existing Dock
Wetland Boundary
50-ft RPA Buffer
Retaining Wall
Existing House
Shed
Paver Patio
100-ft RPA Buffer
Property Boundary


2022 Photos


2022 Photo

## 2024 Pictures



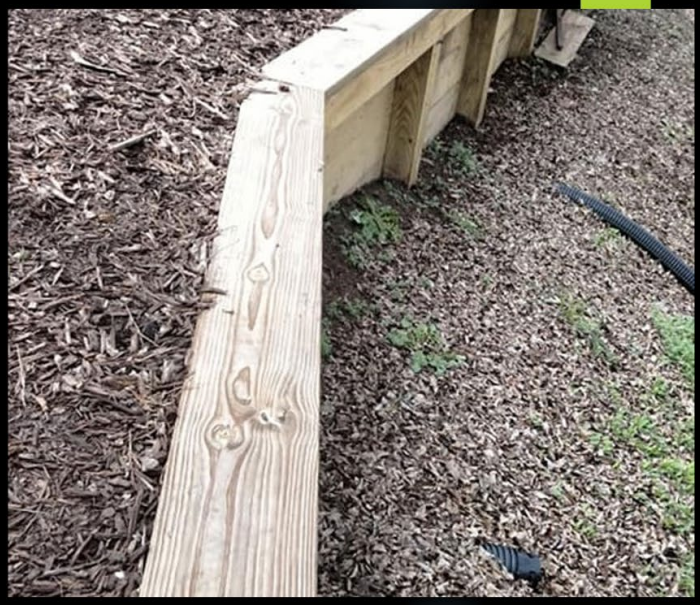




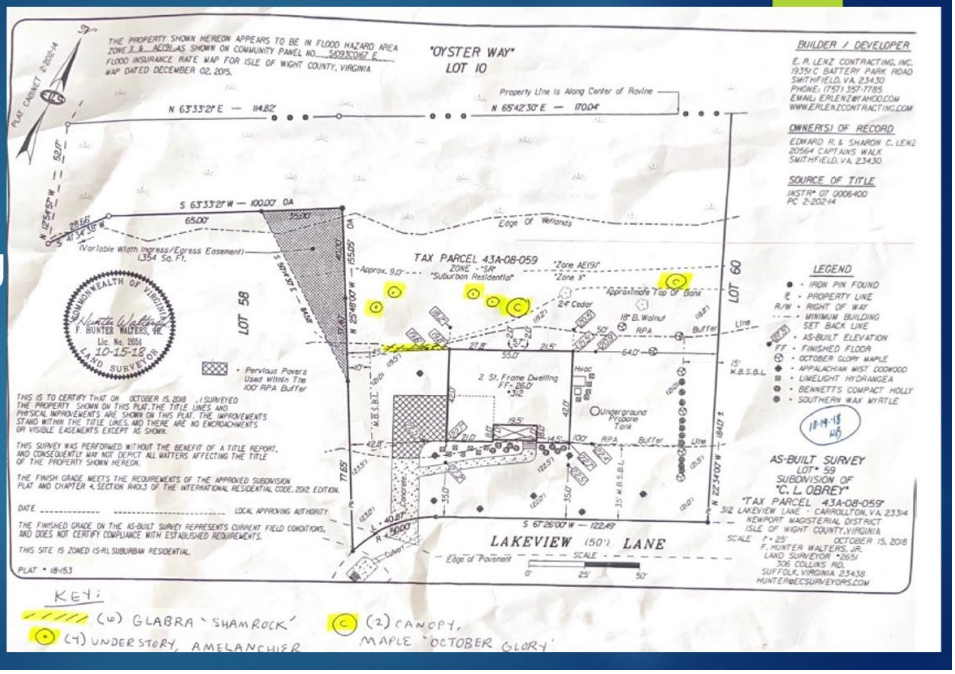








# Proposed Landscaping



## Exception Criteria

**The Planning Commission shall not recommend in favor of the applicant unless it finds:**

1. **That the strict application of the ordinance would produce an undue hardship and will not confer upon the applicant any special privileges denied by this ordinance to other property owners in the CBPA areas;**
   - Surrounding properties have similar slopes which are vegetated with no need for a retaining wall.
   - Previous 2009 exception had conditions that prohibit any new encroachment
   - Staff denied the proposed project in 2022 and notified the applicants of the need for an exception.
   - Request does not constitute a hardship and would grant a special privilege to the applicants if the items were to remain.

## Exception Criteria

2. **The exception request is not based on conditions or circumstances that are self-created or self-imposed, nor does the request arise from conditions or circumstances either permitted or non-conforming that are related to adjacent parcels;**
   - Staff informed the property owner in 2022 about the previous exception limitations
   - Staff issued a rejection letter for the proposed project which stated the need for an exception.
   - Applicant failed to contact the County and apply for the necessary exception and permits, and built the retaining wall, patio, and a shed without approvals, permits, or the needed exception.
   - This is a self-created circumstance.

## Exception Criteria

3. **The exception request is the minimum necessary to afford relief;**

- Shed and patio are accessory structures and do not prevent the ability to use the property for its intended residential use.
- No past requests for lots in the surrounding area for erosion control projects, and retaining walls
- Hardened shoreline measures are not recommended in low wave action environments. Other erosion control measures were offered in the 2022 site visit
- Retaining wall, shed, and patio exceed the minimum necessary to afford relief

## Exception Criteria

***4.* The exception request will be in harmony with the purpose and intent of this ordinance, not injurious to the neighborhood or otherwise detrimental to the public welfare, and is not of substantial detriment to water quality;**

The placement of the retaining wall, patio, and shed do not meet the purpose or intent of the ordinance, which is to safeguard water quality through protection of existing buffers and establishment of buffers where they do not exist. All the above items are within the 50-foot landward buffer.

***5.* Reasonable and appropriate conditions are imposed which will prevent the exception request from causing a degradation of water quality.**

If this exception were approved, staff recommends:

- the applicant be required to install the mitigation landscaping as proposed in the WQIA within the RPA;
- the shed and patio be removed; and
- no further exceptions be granted.

## Staff Conclusions

**Strengths:**

Proposed landscaping mitigation as seen in the WQIA does meet requirements of the Riparian Buffers Guidance Manual.

**Weakness:**

1. The applicants' request does not meet the five criteria for granting exceptions.
2. All encroachments were added without prior permits and installed after receiving a previous denial.
3. The encroachments violate the conditions imposed in the 2009 exception approval.
4. Accessory structures are not permitted in the RPA buffer.
5. The wall and fill are not needed for stabilization.
6. If the main septic drainfield fails, reaching the reserve septic in the future may be harder.
7. Stability of the wall is unknown as it was constructed without permits.

## Staff Recommendation

- Based on the above findings, staff recommends denial of the exception request.
- Board of Supervisors may also issue an order against the applicant for a one-time payment of civil charges for the violation in specific sums, not to exceed ten thousand dollars ($10,000.00), for each violation based on their failure or refusal to obey any board of supervisors' or the zoning administrator's final notice, order, rule, regulation, or variance or permit condition authorized under this ordinance (Section 5003.C).

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

Jeff Baker, property owner of 312 Lakeview Lane, stated he never received the letter of rejection, and that the soil continues to erode. The driveway has also sunk six inches, since the measures were taken. Mr. Baker stated he did it with the interest of saving his home.

Chairman Bowser asked for the following letter of support to be entered into the minutes.

**Amanda M. Landrus**

**From:** Kimberly Roe <kimberlyroe923@gmail.com>
**Sent:** Thursday, March 20, 2025 9:52 AM
**To:** Amanda M. Landrus
**Cc:** Planning Commission
**Subject:** Application EXC-24-3

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

**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.

Isle of Wight County Hearing Board
Isle of Wight County, VA

Re: Support for Jeff and Christina Baker's Property Improvements at 312 Lakeview Lane on tax map number 43A-08-059

Dear Members of the Isle of Wight County Hearing Board,

We are writing to express our support for our neighbors, Jeff and Christina Baker, regarding the retaining wall and property improvements they have made within the 50-foot Chesapeake Bay Protection Area. While we understand that these modifications may not have initially adhered to the ordinance, we believe there are compelling reasons to grant them consideration and approval.

The retaining wall they have constructed serves an important function in preventing soil erosion and protecting the stability of their property and adjacent properties, including our own. Without such reinforcement, erosion can lead to sediment runoff into the waterway, which could have a greater environmental impact than the wall itself. In addition, the other improvements they have made enhance the overall aesthetics and functionality of their property without causing apparent harm to the surrounding ecosystem.

The Bakers are responsible members of our community, and we believe their actions were taken in good faith to improve their property while ensuring its long-term sustainability.

We respectfully urge the board to take these factors into account and consider granting approval and allow them to retain their improvements. Thank you for your time and consideration.

Sincerely,

Jason Dominguez and Kimberly Roe
314 Lakeview Lane Carrollton, VA 23314
443-970-9832

Chairman Bowser closed the public hearing and called for discussion from the Planning Commission.

Chairman Bowser asked Mr. Baker if his property had a backup drainfield.

Mr. Baker stated his property does have a backup drainfield close to the resource protection area.

Commissioner Smith asked if the contractor applied for the permits that were denied.

Ms. Beussink stated the contractor applied for the permits that were rejected.

Chairman Bowser stated that it looks like the house should have never been built there.

Ms. Beussink stated that this property had an exception granted in 2009 to allow for an encroachment and the conditions included no future encroachments to prevent situations like this.

Amy Ring stated that the homeowner has the ability to apply for another exception and additional permits which would require engineered plans to verify what was being installed will actually work to mitigate the erosion. Ms. Ring stated that because this was done without permits and inspections, there is no way to verify what was constructed will actually work.

Commissioner Boykin asked if mitigation was suggested before the house was built.

Ms. Ring stated that unfortunately there is nothing reflected in the staff report.

Commissioner Boykin asked if any other mitigation was recommended in 2022.

Ms. Beussink stated that after the pier was installed, shore stabilization like replanting, straw, netting and silt fence was recommended but was not properly done after the pier was completed.

Commissioner Gibbs asked what can be done now.

Ms. Beussink suggested to remove the retaining wall in sections and restabilize the shore as they go and would suggest working with VIMS and DCR to see other shoreline re-stabilization options. Ms. Beussink added that the mitigation measures that were installed are not working as they are still experiencing erosion.

Commissioner Boykin asked if the state could come in and do anything since these are state regulations.

Ms. Ring stated that the state will not come after the property owner if the locality approves the application, however they could impose repercussions on the locality.

Commissioner Distefano asked if inspections were missed in addition to the permit not being issued.

Ms. Beussink stated there were inspections that would have been required that were not done.

Ms. Ring stated it is suggested that a property owner consult with a contractor who specializes in these kinds of structures.

Commissioner Ford stated that he has an issue with the contractor that is involved with this and believes a reputable contractor would know a permit was required.

Mr. Baker stated he has confidence in the walls' durability and believes the construction was done professionally. Mr. Baker stated that the concern is what continues to wash away on the right side of the home as the footers are now exposed. Mr. Baker added that he believes he needs an additional retaining wall and invited the commissioners to come look at his property.

Commissioner Distefano asked if the contractor who installed the retaining wall is the same as who installed the driveway and patio.

Mr. Baker stated they were the same contractor.

Commissioner Boykin asked if staff's recommendations would help mitigate the erosion issues with the right side of the home.

Ms. Beussink stated that staff was unaware of the erosion concerns on the right side of the home before tonight.

Commissioner Boykin asked Mr. Baker if he is willing to work with staff on a mitigation plan.

Mr. Baker stated that he is willing to work with the county on a mitigation plan.

Commissioner Boykin stated she believed the application should be tabled and allow Mr. Baker to work with staff on a solution.

Commissioner Carroll asked if the denial was for what was constructed and addressed to the contractor.

Ms. Ring confirmed that the contractor applied for the permits and what was submitted was denied. Ms. Ring added that as a licensed contractor, they are aware that permits are a requirement, and charges can be filed at circuit court with the request of a five-thousand dollar fine per day for willfully breaking the law.

Commissioner Rawls asked if the contractor notified the owner that the application was rejected.

Mr. Baker stated that the contractor did notify him that the application was rejected but due to him not being home and located overseas, he told the contractor to continue, and he would figure it out later.

Commissioner Smith asked if the contractor is willing to get involved and to help mitigate this violation.

Mr. Baker stated that the contractor provided the design plans and stated he is willing to make any corrections.

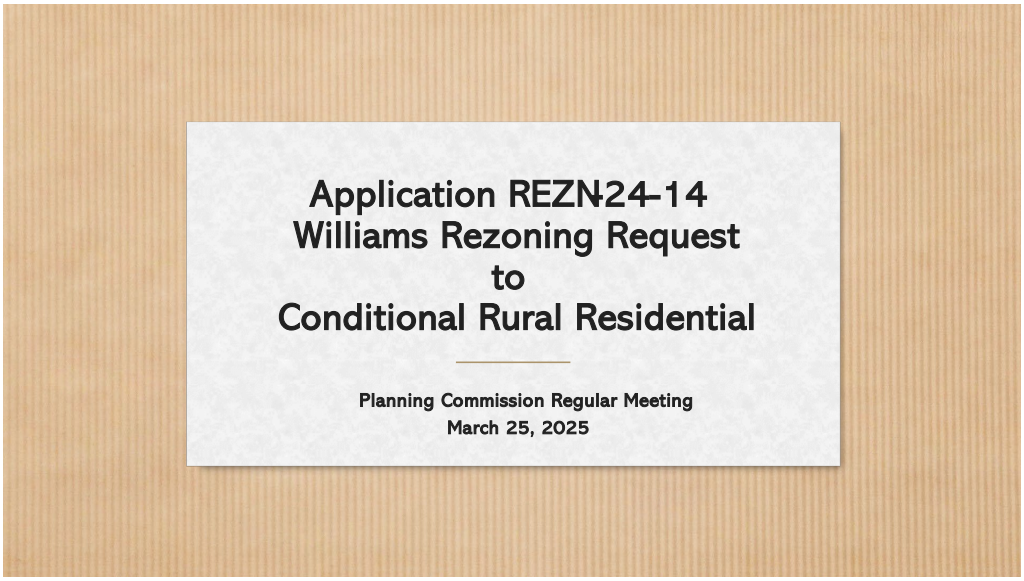
Commissioner Distefano made the motion to table this application to establish if the wall is built to code and to work to achieve a full solution to mitigate all the problems. Commissioner Ford seconded the motion. The motion was adopted with Commissioners Boykin, Distefano, Ford, Rawls, Gibbs, Smith, Carroll and Bowser voting in favor and no commissioners voting against.

The motion passed unanimously and will come back under old business once a solution has been addressed.

Chairman Bowser called for the next public hearing item:

> Application REZN-24-14 of Williams Timberlands, LLC, property owner, for a change in zoning classification from Rural Agricultural Conservation (RAC) to Conditional Rural Residential (C-RR) of five acres with a proffered condition for no further subdivision of the new lot.

Sandy Robinson, Planner II, gave the following presentation:



## Site Description

- Tax Map ID: 46-01-035A
- Location: Tar Road
- Zoning: RAC
- Election District: D5
- Request: Rezone approximately 5 acres to C-RR for one single family residential lot with proffer for no further subdivisions.

## Background

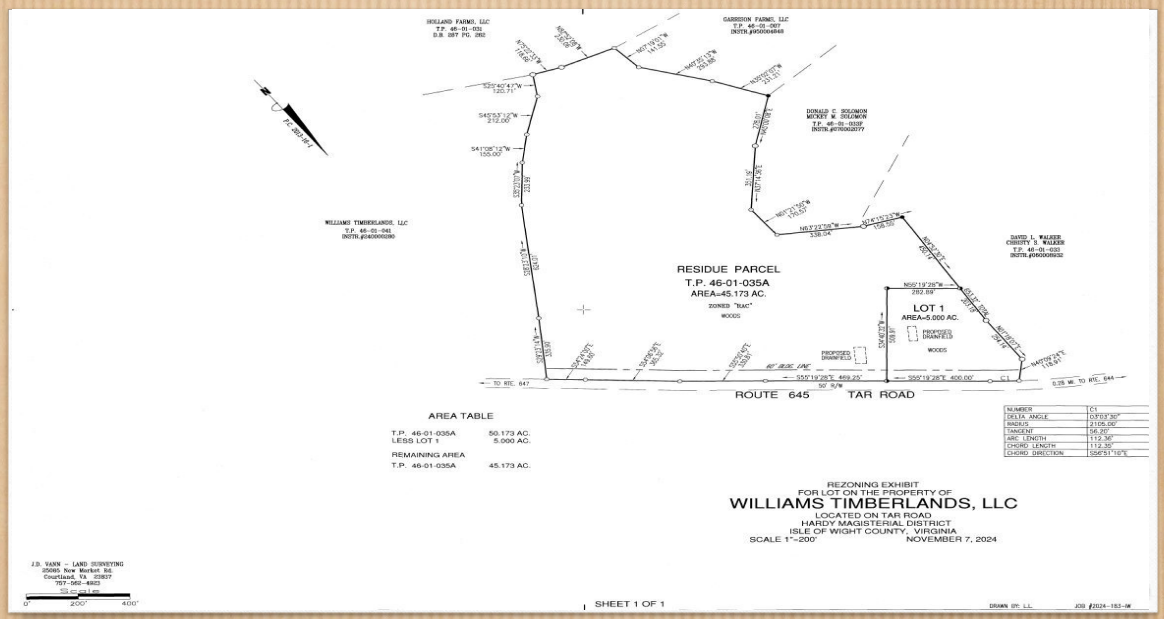
- Owner purchased property along with 5 others in 2008 from Sustainable Forests LLC
- Tract contains 50 acres and is vacant/wooded
- Sliding scale zoning requirements in RR district allow for one new single family residential lot from tract
- If rezoning is approved, parent property will have no more rezoning options
- Proffer excludes new lot from any family member transfers

# Analysis

- The Capital Impacts Model results show there is existing capacity for public facilities in the southern service area.
- Proposed zoning consistent with the future Recommended Land Use Map.
- Request meets the minimum requirements of the zoning district.
- No special flood zone designation.
- Not in Chesapeake Bay Preservation Area Overlay District.




RAC
RRE TOWER ROAD
DOVE TRAIL
POND DRIVE
SHADY POND LANE
GARRISON DRIVE
SITE
TAR ROAD
POPE'S SWAMP TRAIL
N
0 500 1,000 Feet
Legend
Road Center Lines
LAND_USE
LAND_USE
BE
CD
MU
PI
RAC
RC
SE
SR
Parcels


HOLLAND FARMS, LLC
T.P. 46-01-035
D.B. 087 PG. 262
GARRISON FARMS, LLC
T.P. 46-01-007
DONALD C SOLOMON
MICKEY W SOLOMON
T.P. 46-01-033F
WILLIAMS TIMBERLANDS, LLC
T.P. 46-01-041
DAVID L WALKER
CHRISTY S WALKER
T.P. 46-01-033
RESIDUE PARCEL
T.P. 46-01-035A
AREA=45.173 AC.
ZONED "RAC"
WOODS
LOT 1
AREA=5.000 AC.
PROPOSED DRAINFIELD
WOODS
TO RTE. 647
ROUTE 645 TAR ROAD
0.05 MI. TO RTE. 644
AREA TABLE
T.P. 46-01-035A 50.173 AC.
LESS LOT 1 5.000 AC.
REMAINING AREA
T.P. 46-01-035A 45.173 AC.
REZONING EXHIBIT
FOR LOT ON THE PROPERTY OF
WILLIAMS TIMBERLANDS, LLC
LOCATED ON TAR ROAD
HARDY MAGISTERIAL DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA
SCALE 1"=200' NOVEMBER 7, 2024
J.D. VANN - LAND SURVEYING
25085 New Market Rd.
Courtland, Va. 23837
757-562-4923
SHEET 1 OF 1




ZONING
NOTICE
357-9206

The following departments have no concerns with the rezoning application as presented:

- General Services
- Fire and Rescue
- Environmental Planner
- Virginia Department of Transportation
- IWC Health Department
- County Attorney

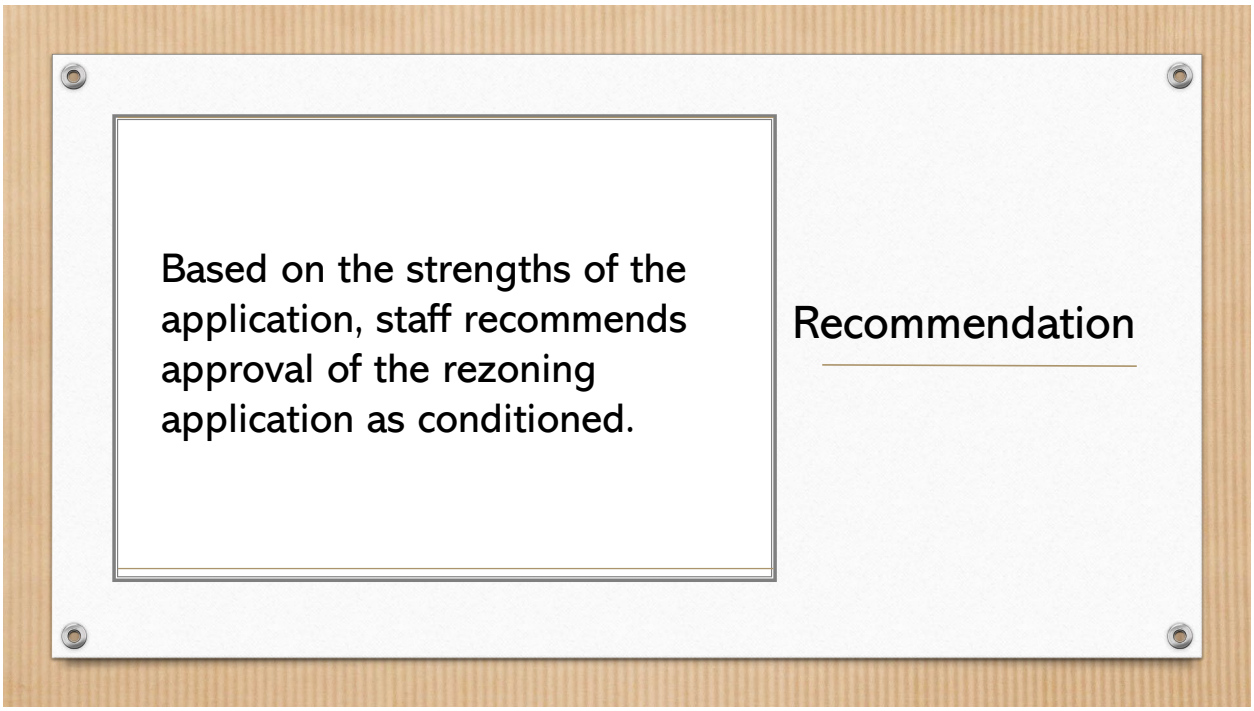
## Staff Analysis

Strengths:

- The proposed use is compatible with the existing land uses in the vicinity.
- The proposed use is within the guidelines of the future Recommended Land Use Plan Designation.

Weakness:

- None determined at this time.




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

Al Jones, applicants' legal representative, asked the Planning Commission to approve the application as presented.

Commissioner Gibbs made the motion to send this application to the Board of Supervisors as presented with the recommendation of approval. Commissioner Ford seconded the motion. The motion was adopted with Commissioners Boykin, Distefano, Ford, Rawls, Gibbs, Smith, Carroll and Bowser voting in favor and no commissioners voting against.

The motion passed unanimously and will go to the April 17, 2025, Board of Supervisors meeting.

Chairman Bowser called for the next public hearing item:

> Application CSUP-24-5 of Pyramid Network Services, applicant, Elizabeth Chabot, Joseph T. Epps Jr., and Deborah Dashiell, property owners, for a conditional use permit to establish a communication tower use on approximately one acre located on Old Stage Highway (Rte. 10) on tax map number 06-01-043 in the Rural Agricultural Conservation zoning district.

Trenton Blowe, Planner III, gave the following presentation:

# Pyramid Communication Tower Conditional Use Permit CSUP-24-5

Planning Commission Meeting

March 27, 2025

Trenton Blowe, Planner III

## Details

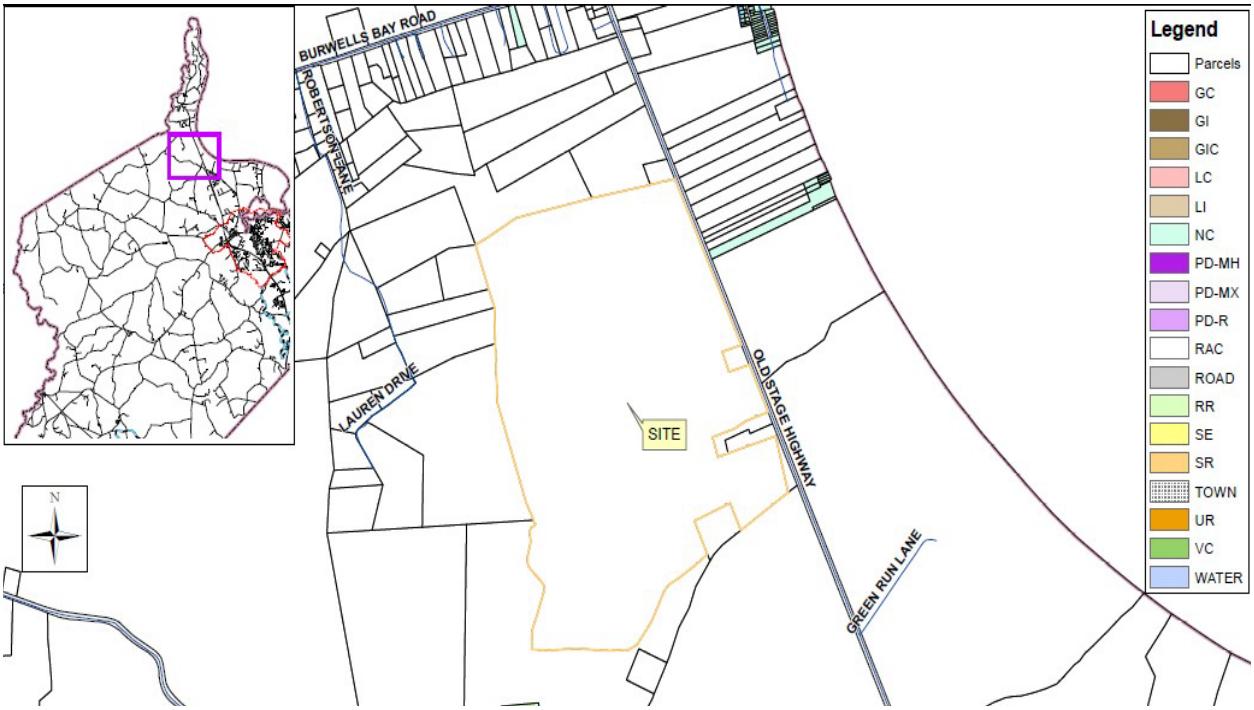
- **TPIN:** 06-01-043
- **Election District:** District 3
- **Zoning :** Rural Agricultural Conservation (RAC)
- **Request:** Conditional use permit for a communication tower on approximately one acre located on Old Stage Highway (Rte. 10) on tax map number 06-01-043

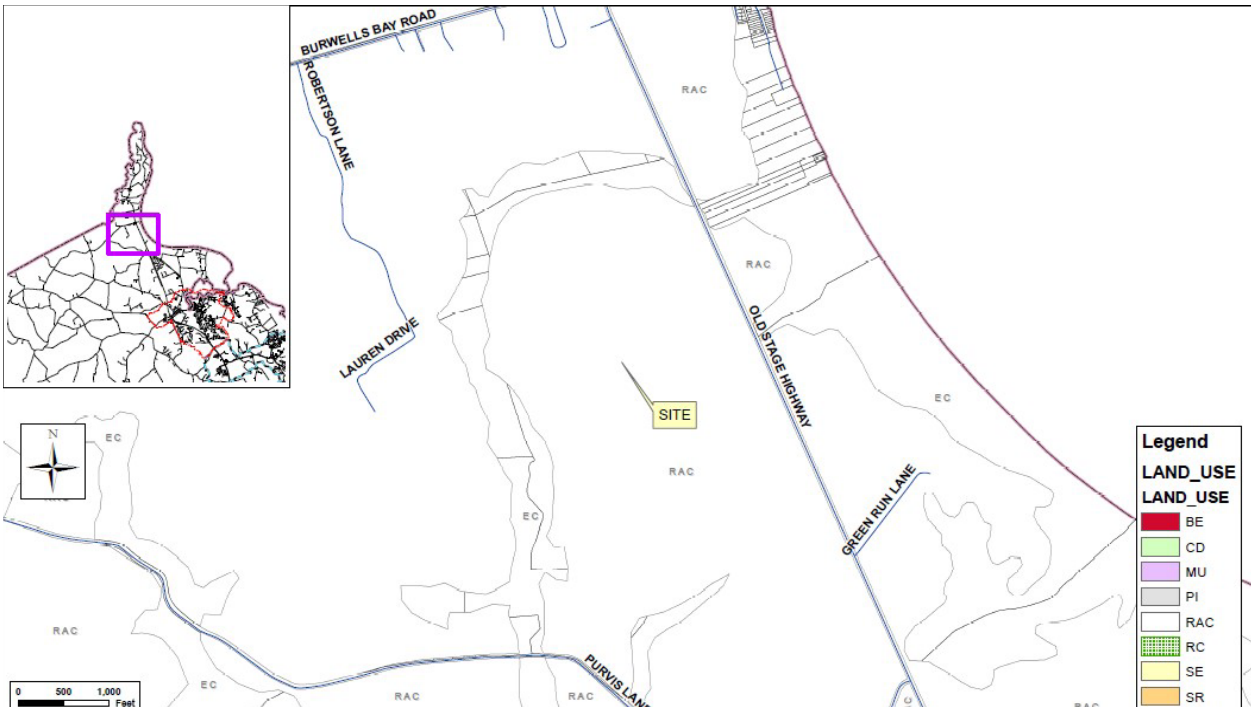
# Background

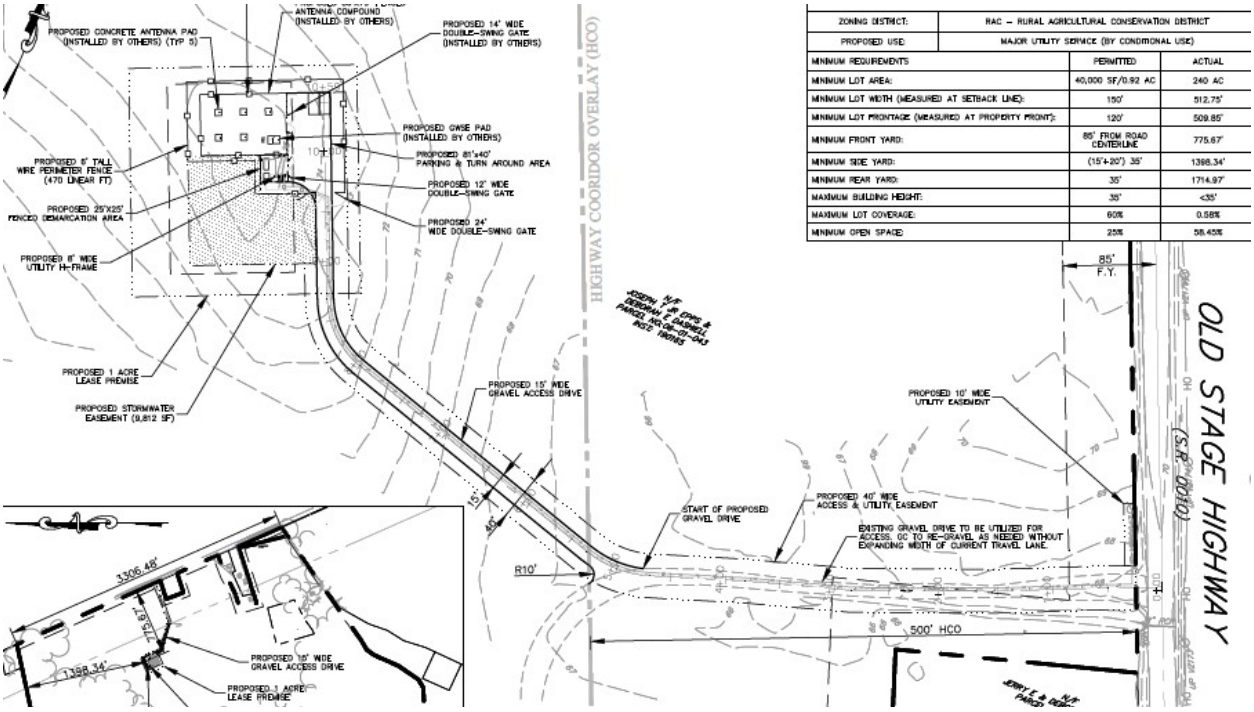
- The project is proposed on one acre of a larger239 acre property
- Property is currently being used as a farm
- Four lots were previously subdivided from the parent parcel
- Applicant submitted a request for a conditional use permit to construct a communication tower in October 2024.




SITE
OLD STAGE HIGHWAY
N
Legend
Road Center Lines
Towns
Development Service Districts
Parcels
County Boundary


BURWELLS BAY ROAD
ROBERTSON FARM
LAUREN DRIVE
SITE
OLD STAGE HIGHWAY
GREEN RUN LANE
N
Legend
Parcels
GC
GI
GIC
LC
LI
NC
PD-MH
PD-MX
PD-R
RAC
ROAD
RR
SE
SR
TOWN
UR
VC
WATER




| | |
|---|---|
| ZONING DISTRICT: | RAC – RURAL AGRICULTURAL CONSERVATION DISTRICT |
| PROPOSED USE: | MAJOR UTILITY SERVICE (BY CONDITIONAL USE) |

| MINIMUM REQUIREMENTS | PERMITTED | ACTUAL |
|---|---|---|
| MINIMUM LOT AREA: | 40,000 SF/0.92 AC | 240 AC |
| MINIMUM LOT WIDTH (MEASURED AT SETBACK LINE): | 150' | 512.75' |
| MINIMUM LOT FRONTAGE (MEASURED AT PROPERTY FRONT): | 120' | 509.85' |
| MINIMUM FRONT YARD: | 85' FROM ROAD CENTERLINE | 775.67' |
| MINIMUM SIDE YARD: | (15'+20') 35' | 1398.34' |
| MINIMUM REAR YARD: | 35' | 1714.97' |
| MAXIMUM BUILDING HEIGHT: | 35' | <35' |
| MAXIMUM LOT COVERAGE: | 60% | 0.58% |
| MINIMUM OPEN SPACE: | 25% | 58.45% |




Existing drive from RTE.10



Existing residences to the South



Looking South


Looking Northwest


iew # 3 - From Subject Property (Viewing North)
Proposed Antenna Compoun




## Communication Tower

- A Communication Tower is defined as a structure on which an antenna or dish is installed for the transmission, broadcasting or receiving of radio, television, radar, or microwaves, and similar types of devices.
- Applicant proposes to construct five 5 ground mounted antennas to provide broadband internet.
- Proposed project includes additional equipment, such as a generator, two H frames, and an electrical cabinet.
- Site layout will include a fifteen-foot-wide gravel access road, a 4,424 SF compound area, a six foot tall fence, and landscaping.

**The Planning Commission and Board of Supervisors shall consider the following criteria before granting a conditional use permit:**

1) Will not be detrimental to or endanger public health, safety, and general welfare;
2) 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) Adequate utilities, water, sewer or septic system, access roads, storm drainage and/or other necessary public facilities and improvements will be provided;
4) Ingress and egress so designed as to minimize traffic congestion on the public streets;
5) Not contrary to the goals and objectives of the Isle of Wight County Comprehensive Plan;
6) Shall conform to all other applicable regulations of the zoning district classification in which it is located and to the special requirements established for the specific use; and
7) Will not result in a multiplicity or saturation of similar uses in the same general neighborhood of the proposed use.

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

1) Number of persons living or working in the immediate area and the proposed hours of operation;
2) Traffic conditions, sidewalks, parking facilities, vehicle access, peak period of traffic; and proposed roads, but only if construction of such roads will commence within the reasonably foreseeable future;
3) Orderly growth of the neighborhood and community and the fiscal impact on the County;
4) Effect of odors, dust, gas, smoke, fumes, vibration, glare, and noise upon the use of surrounding properties;
5) Facilities for police, fire protection, sewage, 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 or worship, theaters, hospitals, and similar places of public use;
8) The purposes set forth in this ordinance, the County's Comprehensive Plan, and related studies for land use, roads, parks, schools, sewers, water, population, recreation, and the like;
9) The environment impact, the effect on sensitive natural features, and opportunities for recreation and open space; and
10) The preservation of cultural and historic resource landmarks.

## Agency Review

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

- IOW Museum: Recommends the applicant should pursue a full Phase I Cultural Resources Survey of the property and include nearby architectural and archaeological resources. Current study utilized a desktop analysis with a site visit.
- VDOT: Permitting is required for work inside the right-of-way and the required entrance. Utility installation within the right-of-way needs to be owned by a public utility company
- Utility Services: Comments will be provided on the preliminary site plan if the conditional use permit is approved.

## Staff Analysis

Strengths:

1. The application provides needed services for underserved rural areas in the County.
2. The nearest residence is approximately 1000 feet away.
3. The project area is only a small portion of the existing site.

Weaknesses:

1. Phase 1 study does not include shovel testing. A full Phase 1 study is recommended by staff as a condition of approval.
2. The noise study for the project is not for the current site but a similar site the applicant has constructed. A full noise study is recommended by staff as a condition of approval.

## Staff Recommendation

Based on the identified strengths and weaknesses, staff recommends approval of the conditional use permit with the following conditions:

1. A full phase 1 study with shovel testing shall be performed and submitted prior to the submission of a preliminary site plan.
2. A noise study shall be provided prior to the approval of the preliminary site plan. Any recommendations found in the study shall be implemented on the site as approved by the Zoning Administrator.
3. The site shall be screened from the road with three staggered rows of evergreen landscaping planted a maximum of ten feet on center along the perimeter of the site as approved by the Zoning Administrator.

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

Erin Lane, Project Director, 4804 Jefferson Street, Kansas City, MO, asked for the Planning Commission's approval of the application with staff's recommendations.

Debora Epps Dashiel, property owner, 10471 Berry Hill Lane, stated she supports the application, and the location of the site is far off the road, and the natural topography of the site allows screening from existing trees. Ms. Dashiel stated this will be a community benefit to help provide internet.

Commissioner Carrol asked what the power source and its access will be.

Collin Camp, project engineer, 454 W Valley Ave, Elysburg, PA, stated there is an existing utility pole on Old Stage Hwy which power and fiber will be connected to and will follow the existing gravel driveway to the project's new driveway, connecting to a twenty-five-by-twenty-five-foot utility area housing public utility connections.

Commissioner Carroll asked if the lines would be overhead or underground.

Collin Camp stated it would be underground.

Commissioner Carroll made the motion to send this application to the Board of Supervisors as presented with the recommendation of approval. Commissioner Gibbs seconded the motion. The motion was adopted with Commissioners Boykin, Distefano, Ford, Rawls, Gibbs, Smith, Carroll and Bowser voting in favor and no commissioners voting against.

The motion passed unanimously and will go to the April 17, 2025, Board of Supervisors meeting.

Chairman Bowser called for the next public hearing item:

> Proposed Revisions to the Industrial Use and Utility Cabinet Zoning Ordinance Setback Requirements.

Amy Ring, Community Development Director, gave the following presentation:



## Background

- Staff presented potential revisions to the utility cabinet setback requirements at the August 27, 2024, regular Planning Commission meeting for discussion.
- Based on public input as well as by direction from the Board of Supervisors and the Planning Commission, staff presented proposed revisions to the minimum setback requirements for industrial uses adjacent to existing residential lots at their September 24, 2024, regular meeting for discussion.
- At their February 25, 2025, meeting, the Planning Commission directed staff to advertise both sets of proposed revisions for public hearing at their next regular meeting.

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA

## Proposed Ordinance Revisions

The most recent redline version of the proposed setback requirements include the following revisions:

- 100 foot setback applies to the side and rear property lines of industrial development with one building and 200 feet for industrial development with two or more buildings adjacent to residential subdivisions of five lots or more recorded on the same plat as of July 1, 2025,
- Buffer of at least three rows of staggered evergreen landscaping planted a maximum of ten feet on center required in addition to the berm at least 10 feet high,
- Sound wall or other mitigation measure required as recommended in the sound study as approved by the Zoning Administrator, and
- Board may grant an exemption to these requirements following a recommendation by the Planning Commission.

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA

## Proposed Ordinance Revisions

- Proposed setbacks decreased to 100 feet and 200 feet from 300 feet to be more consistent with other Virginia localities and recognize increased impacts with more than one user/building.
- Enhanced setbacks apply to side and rear property lines because Ordinance currently requires 100 foot setback for industrial uses and 35 feet for associated office uses from the front, or street, property line.
- Other proposed performance criteria for industrial uses if an existing residential subdivision if located across the street.

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ISLE OF WIGHT
COUNTY, VIRGINIA

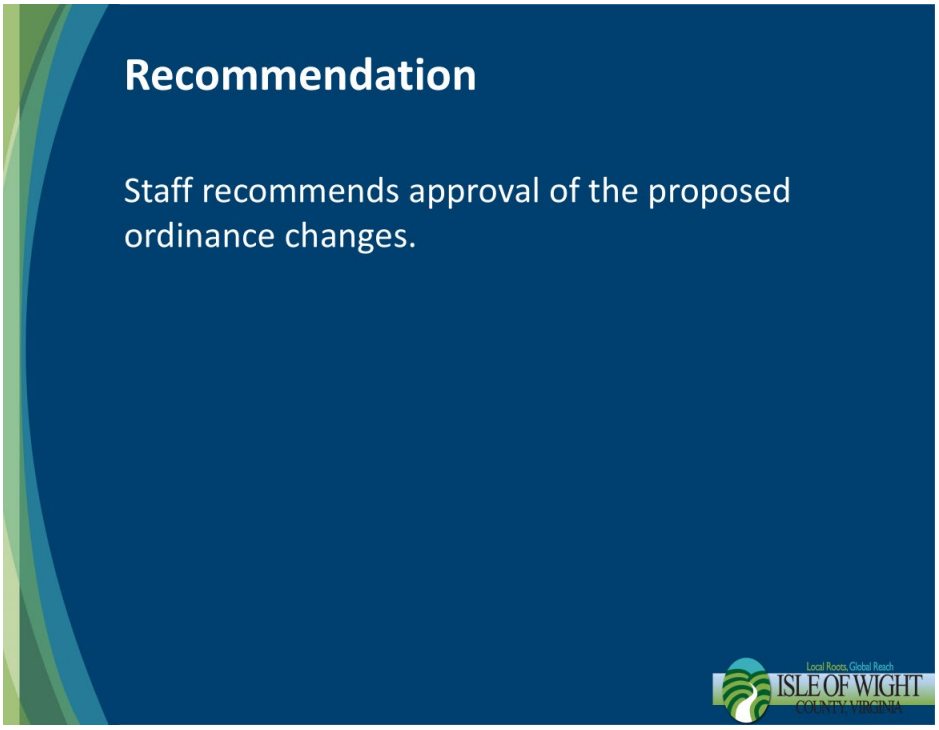
## Utility Cabinet Setbacks

Sec. 5-2000. - Supplementary density and dimensional regulations.

H. Projections and yard setback modifications.

8. Exemption of yard setback requirements for electrical, water or wastewater utility cabinets. Utility cabinets measuring no more than six feet high and eight feet wide shall be allowed to encroach into required yard setbacks and shall be located outside of any required sight line or sight triangle.

Local Roots. Global Reach.
ISLE OF WIGHT
COUNTY, VIRGINIA




Chairman Bowser opened the public hearing and welcomed any citizens to speak.

Walter Freeman, 12215 Keaton Avenue, Windsor, stated he doesn't believe one hundred to two-hundred feet is not enough of a setback.

Glen Willis, 24291 Lovers Lane, stated he is embarrassed with the proposed ordinance. Mr. Willis stated there is no reference to the size of the building, no difference between type I and type II. Mr. Willis stated that solar panels have a minimum setback of one hundred seventy-five feet. Mr. Willis asked for ordinances to be written that put citizens first when it comes to health, safety and wellness, and to quit pandering to the money.

James J. Villers Jr., 12262 Keaton Avenue , Windsor, stated he is speaking and fighting for the county. Mr. Villers stated what is being proposed is not enough, and the county needs to do better. Mr. Villers stated that money talks and citizens pay the bill.

There being no further comments, Chairman Bowser closed the public hearing and called for discussion from the commissioners.

Commissioner Boykin asked Kristi Sutphin if she had an updated opinion, since staff has decreased the setback amount.

Kristi Sutphin, Economic Director, stated the proposed ordinance is better and only one Economic Development Authority property is impacted now.

Commissioner Distefano stated that minimum standards are exactly that, they are minimum. Additional conditions can be imposed based on the application's merits during the rezoning process.

Commissioner Boykin stated her concern was that an existing site may not require a rezoning.

Commissioner Distefano asked if there is a different review if a site proposes to manufacture hazardous materials.

Ms. Ring stated hazardous materials, or obnoxious uses will fall into type II or type III industrial uses which are only permitted in general industrial zones. Ms. Ring added that there are not many existing sites that would allow this use. She added that Shirley T. Holland phases 2 and 3 are zoned conditional LI which wouldn't allow for heavy or intensive industrial use. Ms. Ring stated the GI zoned properties are mostly located around International Paper.

Chairman Bowser made the motion to send this application to the Board of Supervisors as presented with the recommendation of approval. Commissioner Gibbs seconded the motion. The motion was adopted with Commissioners Distefano, Gibbs, Smith, Carroll and Bowser voting in favor, Commissioners Boykin and Rawls voting against and Commissioner Ford abstained.

The motion passed with a vote of five in favor, two against, and one abstention (5-2-1) and will go to the April 17, 2025, Board of Supervisors meeting.

**OLD BUSINESS**

There were no old business items.

**NEW BUSINESS**

There were no new business items

**COUNTY ATTORNEYS REPORT**

There were no items for the County Attorneys report.

**PLANNING DIRECTORS REPORT**

There being no further information to discuss, Chairman Bowser adjourned the meeting at 7:38 PM.

Adopted this _____day of _____, 2025

_____
Bobby Bowser, Chairman, Isle of Wight County Planning Commission

Attest: _____
Amanda Landrus, Secretary

# PLANNING REPORT

**ATTACHMENTS:**

| Description | Type | Upload Date |
| --- | --- | --- |
| April 17, 2025 Board of Supervisors Action List | Cover Memo | 5/21/2025 |

ACTION LIST
BOARD OF SUPERVISORS
April 17, 2025

1. Approval of Agenda

Supervisor Acree moved that the agenda be approved. The motion was adopted unanimously (5-0) with Supervisors Jefferson, Acree, Rountree, Rosie and Distefano voting in favor of the motion and no Supervisor voting against the motion.

2. Closed Meeting

No action was taken following the closed meeting.

3. Citizens' Comments

Frances Kolet, from Rushmere Shores, addressed the walking trail proposed for Bradby Park and the cell tower service. She is concerned that a walking trail in the park will attract crime in that area. There currently is no cell service in that area, which brings concerns to making a call for assistance if needed.

4. Consent Agenda

Following an overview by County Administrator Keaton, on motion of Supervisor Jefferson, the following Consent Agenda was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree, and Distefano voting in favor of the motion, and no Supervisor voting against the motion.

Supervisor Distefano made a comment asking County Administrator Keaton a question about which Budget Amendments would be effective FY-26. Mr. Keaton replied the Budget and Appropriate Funding for Transfer to the Debt Service Reserve and the Vehicle Acquisition for the Sheriff's Office.

A. Budget Amendment – Debt Service Reserve Fund
Resolution to Amend the FY2024-25 Budget and Appropriate Funding for Transfer to the Debt Service Reserve ($239,489)

Assignment: Wells

B. Budget Amendment – Fire Programs Grant
Resolution to Amend the Budget and Appropriate Fire Programs Grant Funding ($14,291)

Assignment: Windley

C. Budget Amendment – Heat Program Grant
Resolution to Amend the Budget and Appropriate Funding from Virginia State Police HEAT Program ($5,499)

Assignment: Clark

D. Budget Amendment – Enterprise GIS Software Grant
Resolution to Amend the Grant Fund Budget and Appropriate Grant Fund from Virginia 9-1-1 Service Board ($3,000)

Assignment: Wells

E. Budget Amendment – V-STOP Grant
Resolution to Amend the Budget and Appropriate Grant Funds for the DCJS Violence Against Women's Act Grant for Calendars Year 2025 ($30,795)

Assignment: Wells

F. Vehicle Acquisition – Sheriff's Office
Authorization for Vehicle Acquisition for the Sherriff's Office

Assignment: Wells

G. 2024 Planning Commission Annual Report
2024 Planning Commission Annual Report

Assignment: Ring

5. Regional and Inter-Governmental Reports

A. Regional Reports

No reports were offered.

6. Appointments

Board of Building Appeals: Supervisor Jefferson moved Michelle Jones be reappointed. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Economic Development Authority: Supervisor Acree moved that Michael Maddox be appointed. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Economic Development Authority: Supervisor Rountree moved that Tim Hillegass be reappointed. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Fire & Rescue Advisory Board: Supervisor Rountree moved to appoint the following slate of members; Chuck Mullens, Jimmy Hickman, Judson West, Tyler Butler, Brandon Jefferson, Kevin Parker, Daniel Crocker, Chris Edwards, Charlie Kempton, Brian Carroll, Chad Owens, Keith Griffin, Beth Hecker, Garry Windley and Will Drewery. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Commission on Adults with Disabilities: Supervisor Distefano moved that Helen Creach be appointed. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

7. County Attorney's Report

No reports were offered.

8. Public Hearings

A. REZN-24-14 Williams Conditional Rezoning Request

Application REZN-24-14 of Willimas Timberlands, LLC, Property Owners, for a Change in Zoning Classification from Rural Agricultural Conservation (RAC) to Conditional Rural Residential (C-RR) of Five Acres with a Proffered Condition for no Further Subdivision of the New Lot.

Supervisor Jefferson made a motion to approve the application as conditioned. The motion was adopted unanimously (5-0) with Supervisors Acree, Jefferson, Distefano, Rountree and Rosie voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Ring

B. CSUP-24-5 Pyramid Network Services Communication Tower Request

Application CSUP-24-5 of Pyramid Network Services, Applicant, Elizabeth Chabot, Joseph T. Epps Jr., and Deborah Dashiell, Property Owners, for a Conditional Use Permit to Establish a Communication Tower Use on Approximately One Acre Located on Old Stage Highway (Rte.10) in the Rural Agricultural Conservation Zoning District.

Supervisor Jefferson made a motion to approve the applicant. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Distefano, Rountree and Jefferson voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Ring

C. Proposed Industrial Use and Utility Cabinet Setback Zoning Ordinance Revisions

Proposed Revisions to the Industrial Use and Ulilty Cabinet Zoning Ordinance Setback Requirements.

Glyn Willis of Windsor, spoke against the proposal and felt it does not protect the citizens.

James Willis, Jr. of Windsor, was against the proposal. He felt that the EDA makes the decisions with no consideration for the citizens opinion.

Supervisor Distefano made a motion to approve the ordinance as written. The motion was adopted (4-1) with Supervisors Acree, Distefano, Rountree and Jefferson voting in favor of the motion and Chairman Rosie voting against the motion.

Assignment: Ring, Sutphin

D. Carrollton Forest Pump Station Replacement

Authorization of Carrollton Forest Pump Station Replacement Project Condemnation.

Supervisor Jefferson moved that the request be approved for the Authorization of Carrollton Forest Pump Station Replacement Project. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Distefano, Rountree and Rosie voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Jones

9. County Administrator's Report

A. Bradby Park Update
Staff Update re: Bradby Park Development Design
Mr. Frickanisce gave an update on the status of the development of Bradby Park.

B. Matters for the Board's Information

County Administrator Keaton reported that he is satisfied with where the tax collections currently stand.

10. Unfinished / Old Business

A. Proposed FY-2025-26 Operating and Capital Budgets

Discussion of the Proposed FY2025-26 Operating and Capital Budgets

County Administrator Keaton presented to the Board where the bulk of the expenses were for the County's Budget. FY-26 purposed budget is $113,265,012. The school's purposed increase is the largest at 1.3M. Commissioner of the Revenue, Gwaltney spoke about the FY26 M&T assessments. They are based on the value of operational equipment as of January 1, 2025. Manufacturers will file their listing of equipment in just over 2 weeks on May 1. Supervisor Distefano made a final comment that this year's revenue projection does not provide opportunity to all the requests made without raising taxes, which he is not in favor of.

Assignment: Keaton

11. New Business

A. Budget Amendment – Fire / Rescue Apparatus

Resolution to Amend the Budget and Appropriate Funding for Fire/Rescue Apparatus.

Supervisor Acree made a motion to amend the budget to appropriate funding for Fire /Rescue Apparatus listed, Windsor Volunteer Fire Department Engine/Pumper, Medic Unit for Windsor Rescue Squad and a Medic Unit for Isle of Wight Rescue Squad. The motion was adopted unanimously (5-0) with Supervisors Acree, Rosie, Distefano, Rountree and Rosie voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Keaton, Windley

# PLANNING REPORT

**ATTACHMENTS:**

| Description | Type | Upload Date |
| --- | --- | --- |
| April 22, 2025 Planning Commission Regular Meeting Minutes | Cover Memo | 5/21/2025 |

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

## CALL TO ORDER

Thomas Distefano, Vice-Chairman, called the Isle of Wight County Planning Commission meeting to order at 6:00 PM on April 22, 2025, in the Board of Supervisors Room at the Isle of Wight County Courthouse, Isle of Wight, Virginia.

## INVOCATION

Don Robertson, Assistant County Administrator, delivered the invocation

## PLEDGE OF ALLEGIANCE

Vice-Chairman Distefano invited everyone present to join in the Pledge of Allegiance.

## ROLL CALL/DETERMINATION OF A QUORUM

**PRESENT**
Thomas J. Distefano, Vice-Chairman
Brian Carroll
James Ford
Jennifer S. Boykin
George Rawls
Matthew Smith
Keith Johnson

**ABSENT**
Bobby Bowser, Chairman
Raynard Gibbs

A quorum was determined

**ALSO IN ATTENDANCE**
Amy Ring, Community Development Director
Bobby Jones, County Attorney
Don Robertson, Assistant County Administrator
Amanda Landrus, Secretary
Sandy Robinson, Planner II
Caleb Kitchen, Planner I

## ACTION ON REQUESTS TO WITHDRAW OR TABLE PENDING AGENDA ITEMS

Vice-Chairman Distefano asked if there were any requests to table or withdrawal agenda items. Amy Ring stated there were no requests.

## APPROVAL OF AGENDA

Vice-Chairman Distefano called for a vote to approve the agenda. Commissioner Boykin made the motion to approve the agenda. Commissioner Smith seconded the motion. Vice-Chairman Distefano asked for all in favor to signify by saying aye. The motion passed unanimously.

## CONSENT AGENDA

Vice-Chairman Distefano called for a vote to approve the consent agenda. Commissioner Smith made the motion to approve the consent agenda. Commissioner Boykin seconded the motion. Vice-Chairman Distefano asked for all in favor to signify by saying aye. The motion passed unanimously.

## CITIZENS' COMMENTS

Vice-Chairman Distefano opened the floor for any citizens comments. There being no comment, Vice-Chairman Distefano closed citizens comments.

## PUBLIC HEARINGS

Vice-Chairman Distefano called for the first public hearing item:

> 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.

Caleb Kitchen, project manager, gave the following presentation.

# RIVERSIDE ELEVATED WATER TOWER CONDITIONAL USE PERMIT REQUEST CSUP-25-1

PLANNING COMMISSION REGULAR MEETING
APRIL 22, 2025

## SITE DESCRIPTION

- **Tax Map ID#:** 32-01-068A
- **Location:** 19488 Casper Circle
- **Current Zoning:** Rural Agricultural Conservation (RAC)
- **Election District:** D3
- **Purpose:** To construct a water tower thirty feet above the prescribed height limit.

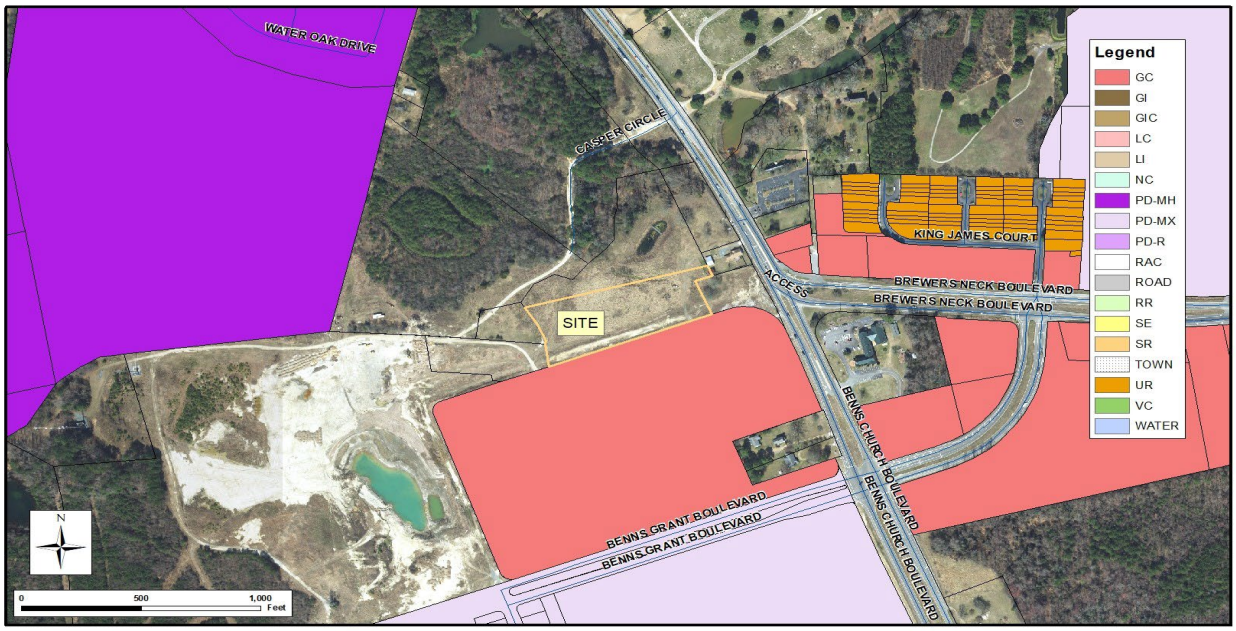
# BACKGROUND

- Resource Extraction
- Portion was rezoned for hospital complex in 2008
- Public Utilities has received $1.2 million USEPA Grant
- 1.3 acre parcel to be subdivided for water tower
- DHR resource #44IW0113, NRHP status undetermined
- Water tower 165 feet in height

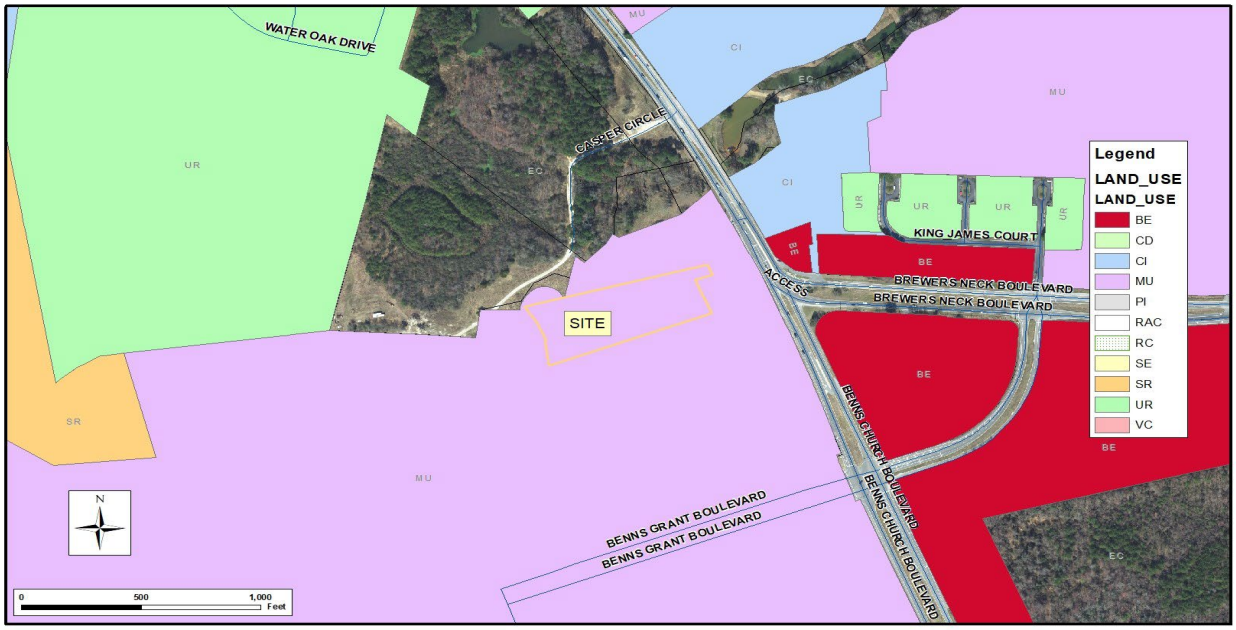
**CSUP-25-1 Riverside Water Tank Height CUP Request - Location Map**

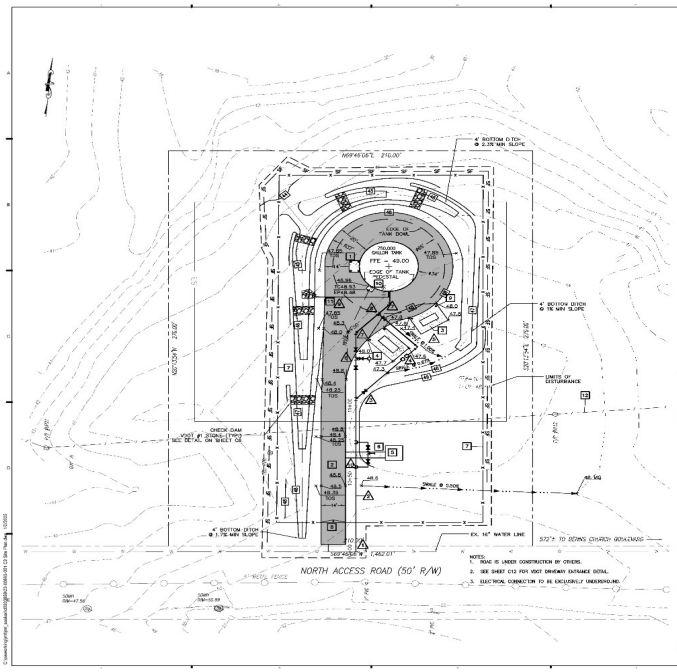


## CSUP-25-1 Riverside Water Tank Height CUP Request - Zoning Map




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






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" PVC FOR FUTURE CHLORINATION CONNECTION

"PERMANENT STANDBY BYPASS PUMP" SPECIFICATIONS

PUMP SHALL BE A DIESEL FUELED ALL 316 STAINLESS STEEL WETTED MATERIAL CONSTRUCTION GODWIN CD150S DR—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
- PRIMEGUARD 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 '± 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 48.06 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

GRAPHIC SCALE
0 20 40 80

JMT
227 BANKER ROAD, SUITE 200
VIRGINIA BEACH, VA 23462

REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|

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

PROJECT
RIVERSIDE ELEVATED WATER STORAGE TANK

PROJECT LOCATION
ISLE OF WIGHT, VA

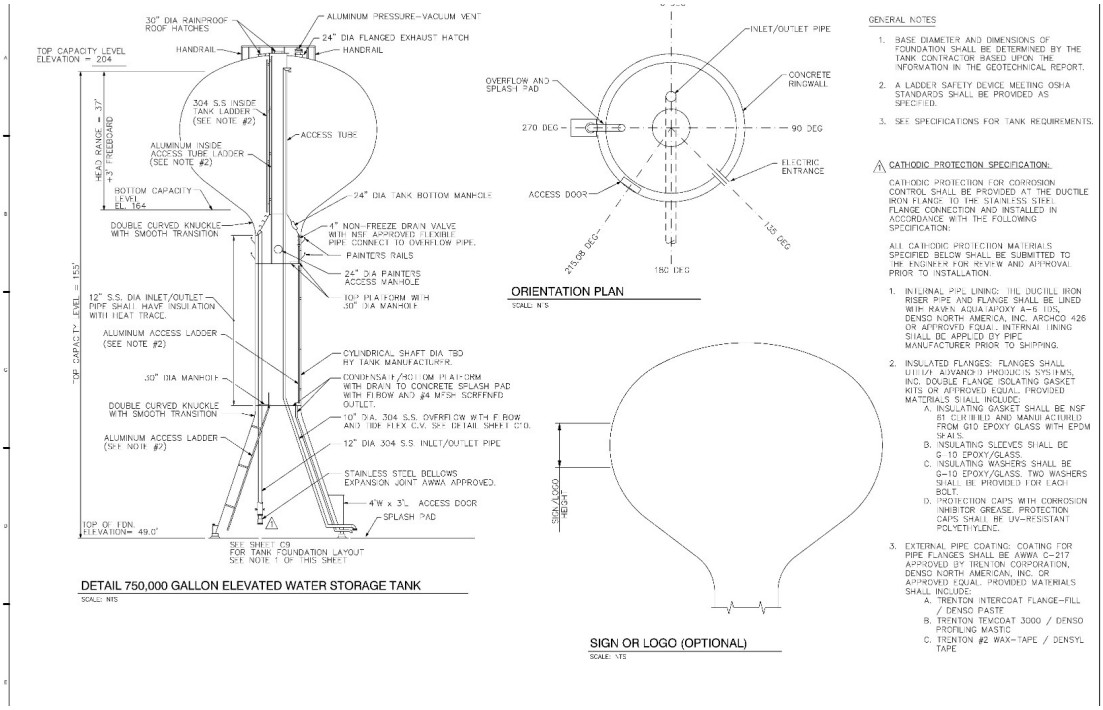
PROJECT NUMBER
23-00803-001

DATE: JANUARY 2025 SCALE: AS NOTED

PLAN SET
CONSTRUCTION PLANS

DRAWING TITLE
SITE PLAN

DRAWING NUMBER
C2




DETAIL 750,000 GALLON ELEVATED WATER STORAGE TANK
SCALE: NTS




ORIENTATION PLAN
SCALE: N.T.S




SIGN OR LOGO (OPTIONAL)
SCALE: NTS

GENERAL NOTES

1. BASE DIAMETER AND DIMENSIONS OF FOUNDATION SHALL BE DETERMINED BY THE TANK CONTRACTOR BASED UPON THE INFORMATION IN THE GEOTECHNICAL REPORT.
2. A LADDER SAFETY DEVICE MEETING OSHA STANDARDS SHALL BE PROVIDED AS SPECIFIED.
3. SEE SPECIFICATIONS FOR TANK REQUIREMENTS.

CATHODIC PROTECTION SPECIFICATION:

CATHODIC PROTECTION FOR CORROSION CONTROL SHALL BE PROVIDED AT THE DUCTILE IRON FLANGE TO THE STAINLESS STEEL FLANGE CONNECTION AND INSTALLED IN ACCORDANCE WITH THE FOLLOWING SPECIFICATION:

ALL CATHODIC PROTECTION MATERIALS SPECIFIED BELOW SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.

1. INTERNAL PIPE LINING: THE DUCTILE IRON RISER PIPE AND FLANGE SHALL BE LINED WITH RAVEN AQUA EPOXY A–6 100, DENSO NORTH AMERICA, INC., ARLOCO 426 OR APPROVED EQUAL. INTERNAL LINING SHALL BE APPLIED BY PIPE MANUFACTURER PRIOR TO SHIPPING.
2. INSULATED FLANGES: FLANGES SHALL UTILIZE ADVANCED PRODUCTS SYSTEMS, INC. DOUBLE FLANGE ISOLATING GASKET KITS OR APPROVED EQUAL. PROVIDED MATERIALS SHALL INCLUDE:
   A. INSULATING GASKET SHALL BE NSF 61 CERTIFIED AND MANUFACTURED FROM G10 EPOXY GLASS WITH EPDM SEALS.
   B. INSULATING SLEEVES SHALL BE G–10 EPOXY/GLASS.
   C. INSULATING WASHERS SHALL BE G–10 EPOXY/GLASS. TWO WASHERS SHALL BE PROVIDED FOR EACH BOLT.
   D. PROTECTION CAPS WITH CORROSION INHIBITOR GREASE. PROTECTION CAPS SHALL BE UV–RESISTANT POLYETHYLENE.
3. EXTERNAL PIPE COATING: COATING FOR PIPE FLANGES SHALL BE AWWA C–217 APPROVED BY TRENTON CORPORATION, DENSO NORTH AMERICAN, INC. OR APPROVED EQUAL. PROVIDED MATERIALS SHALL INCLUDE:
   A. TRENTON INTERCOAT FLANGE–FILL / DENSO PASTE.
   B. TRENTON TEXCOAT 3000 / DENSO PROFILING MASTIC
   C. TRENTON #2 WAX–TAPE / DENSYL TAPE

JMT
227 BANKER ROAD, SUITE 200
VIRGINIA BEACH, VA 23462

REVISIONS

| NO. | DATE | DESCRIPTION |
|---|---|---|

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

PROJECT
RIVERSIDE ELEVATED WATER STORAGE TANK

PROJECT LOCATION
ISLE OF WIGHT, VA

PROJECT NUMBER
23-00803-001

DATE: JANUARY 2025 SCALE: AS NOTED

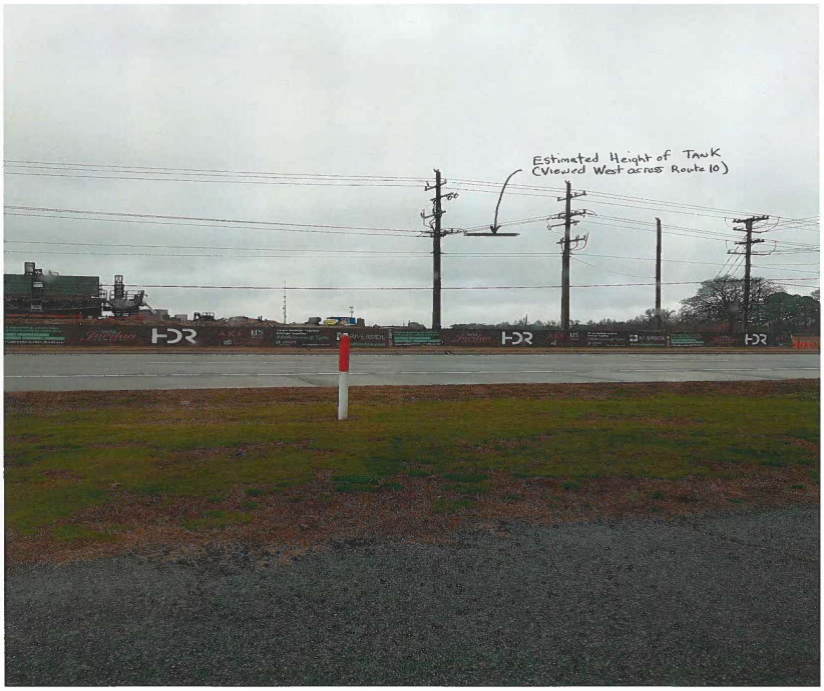
PLAN SET
CONSTRUCTION PLANS

DRAWING TITLE
TANK SECTION






Benns Church
ONLY
ONLY


Estimated Height of Tank
(Viewed West across Route 10)

The Planning Commission and Board of Supervisors shall consider the following criteria before granting a conditional use permit:

1) Will not be detrimental to or endanger public health, safety, and general welfare;
2) 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) Adequate utilities, water, sewer or septic system, access roads, storm drainage and/or other necessary public facilities and improvements will be provided;
4) Ingress and egress so designed as to minimize traffic congestion on the public streets;
5) Not contrary to the goals and objectives of the Isle of Wight County Comprehensive Plan;
6) Shall conform to all other applicable regulations of the zoning district classification in which it is located and to the special requirements established for the specific use; and
7) Will not result in a multiplicity or saturation of similar uses in the same general neighborhood of the proposed use.

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

1) Number of persons living or working in the area or proposed hours of operation;
2) Mitigation for traffic conditions, sidewalks, parking facilities, vehicle access, proposed roads, etc.;
3) Those to promote orderly growth of the community and the fiscal impact on the County;
4) Mitigation for excessive odors, dust, gas, smoke, fumes, vibration, glare, and noise;
5) Safeguards for the adequate provision of public services such as police, fire protection, sewage, water, trash and garbage collection and disposal;
6) Assurances for adequate project engineering design;
7) Protection measures for structures in the vicinity such as schools, houses of worship, theaters, hospitals, and similar places of public use;
8) Assurances for consistency with the County's Plans and Ordinances;
9) Environmental impact mitigation; and
10) Protection for cultural and historic resources.

## ZONING ORDINANCE REVIEW

- Section 4-2006.A establishes 35 feet height limit in RAC
- Section 5-2000.D.1 provides for exceptions under specific circumstances, to include water towers.
  - Exceed limit by 100 feet, any additional height requires a CUP
- 165 feet tower height proposed, 30 feet above limit

## COMPREHENSIVE PLAN REVIEW

- Future Recommended Land Use Designation for this property is Mixed Use (MU).
- Appropriate uses for the SE land use designation include detached and attached single family residences, multiplexes townhomes, 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.

## AGENCY REVIEW

- **Fire Rescue:** No concerns.
- **County Museum:** 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 ANALYSIS

**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.




Vice-Chairman Distefano opened the public hearing and invited the applicant to speak.

Uwe Weindel, Director of Utility Services, stated the applicant knew that water supply and fire protection would be needed for the hospital, so the property was given to the Public Utilities Department along with a 1.6 million dollar proffer. Mr. Weindel stated that they are developing the water storage tank for the future with a 750,000-gallon capacity to meet current domestic demand as well as the fire protection required for the hospital. The water storage tank needs to be 165 feet tall to provide enough pressure to properly function, and the proposed site was the best suited place on the property. Mr. Weindel stated this will be a major construction project and not anticipated to be complete prior to the hospital opening. Mr. Weindel added that temporary fire pumps will be needed in case of an emergency.

Commissioner Rawls asked how this tank compares to the tank on Brewers Neck.

Mr. Weindel stated the proposed tank will be taller and will have a two-zone system.

With there being no citizen comments on the application, Vice-Chairman Distefano closed the public hearing and called for discussion from the commissioners.

Vice-Chairman Distefano asked if the height for the tank is to provide enough pressure in the event there was a power outage, so the system could generate enough pressure to meet the need without an electric pump.

Mr. Weindel confirmed this was correct, and that a booster pump station will be needed in the future.

Vice-Chairman Distefano asked what maintenance would be required for the access road and tank.

Mr. Weindel stated that the access road is an existing road that was used by heavy equipment for the sand operations and there may be the need for stone to be added in the future for soft areas. He added that staff will visit the site once or twice a week along with the use of electronic data control systems to monitor what is going on with the tank.

Commissioner Carrol asked if this tank would affect the helicopter pad for the hospital.

Mr. Weindel stated they have been working with the hospital directly and have their approval of the location. He added that the tank will have a light on the top because it is over one hundred feet.

Commissioner Ford asked how long the temporary measures will be in place.

Mr. Weindel stated they are hopeful to be able to complete it in a year to a year and a half, but due to suppliers and materials, they are allowing for a five hundred day construction period.

Commissioner Boykin made the motion to recommend approval of the conditional use permit for the water tower with staff's recommendation of the museum staff conducting a shovel test and the submission of a soil report. Commissioner Ford seconded the motion. The motion was adopted with Commissioners Boykin, Distefano, Ford, Rawls, Smith, Johnson and Carroll voting in favor and no commissioners voting against.

The motion passed unanimously, and the item will go to the Board of Supervisors on May 15, 2025.

Vice-Chairman Distefano called for the next public hearing item:

> 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.

Amy Ring, Community Development Director, gave the following presentation.

# REZN-24-11 Bridge Point Commons Conditional PD-MX Zoning Request

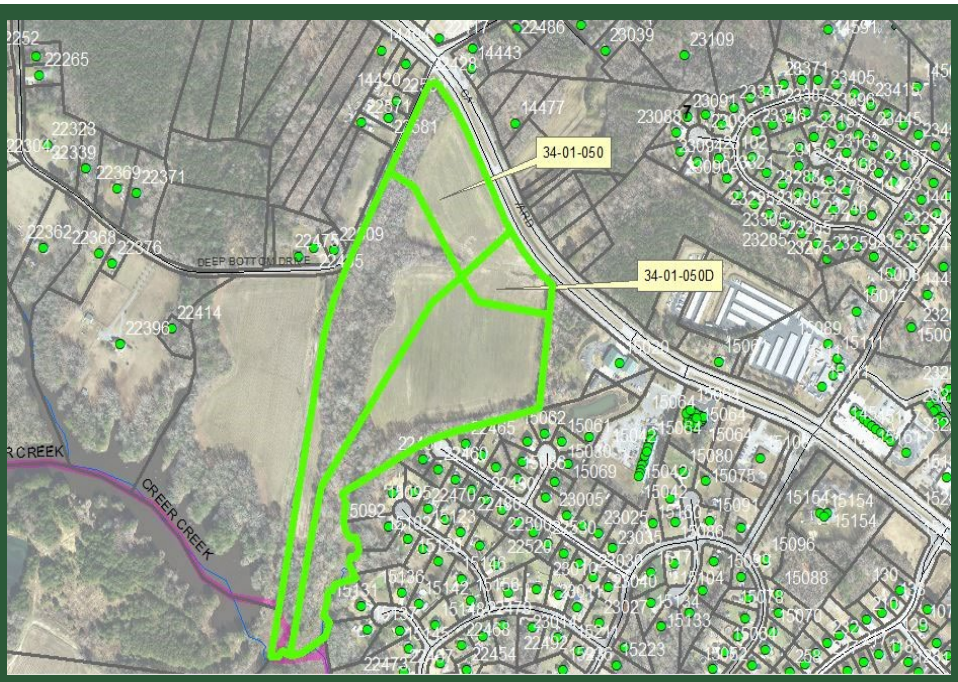
Local Roots, Global Reach

Planning Commission Regular Meeting

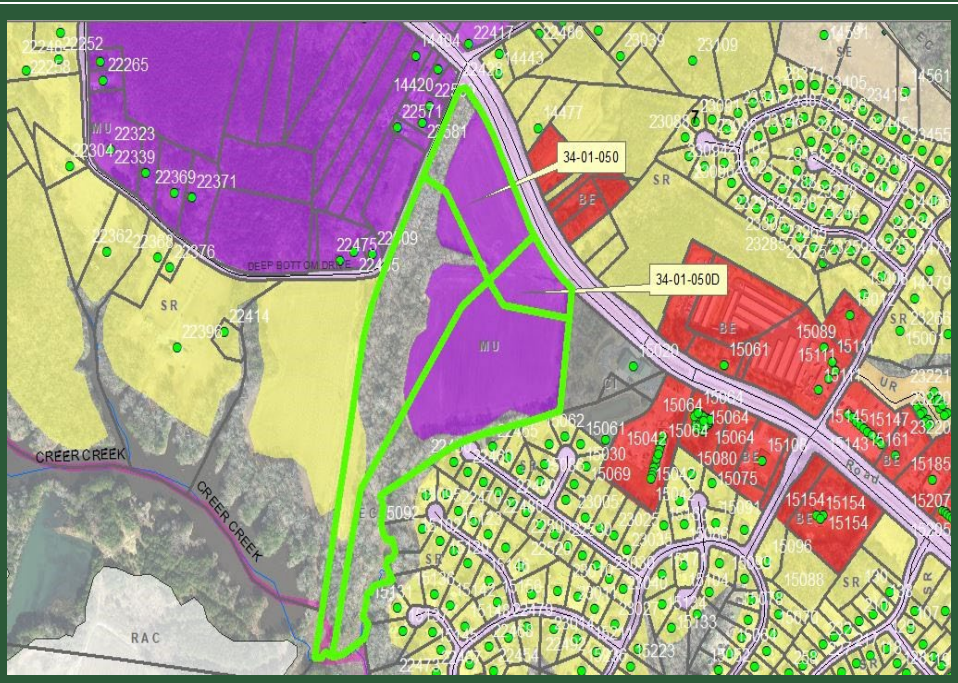
April 22, 2025

## SITE DESCRIPTION

| | |
|---|---|
| Tax Map ID#: | 34-01-050 and 050D |
| Location : | Southwest corner of Intersection of Deep Bottom Drive (Rte. 662) and Carrollton Boulevard (Rte. 17) |
| Current Zoning : | Conditional – Urban Residential and Conditional – General Commercial |
| Election District: | District 4 |
| Request: | To change the zoning district to Conditional Planned Development-Mixed Use (C-PD-MX) to allow for 147 townhomes and 1.5 acres of commercial space (up to 26,136 SF) |




SITE LOCATION




FUTURE RECOMMENDED LAND USE




ZONING DISTRICT MAP





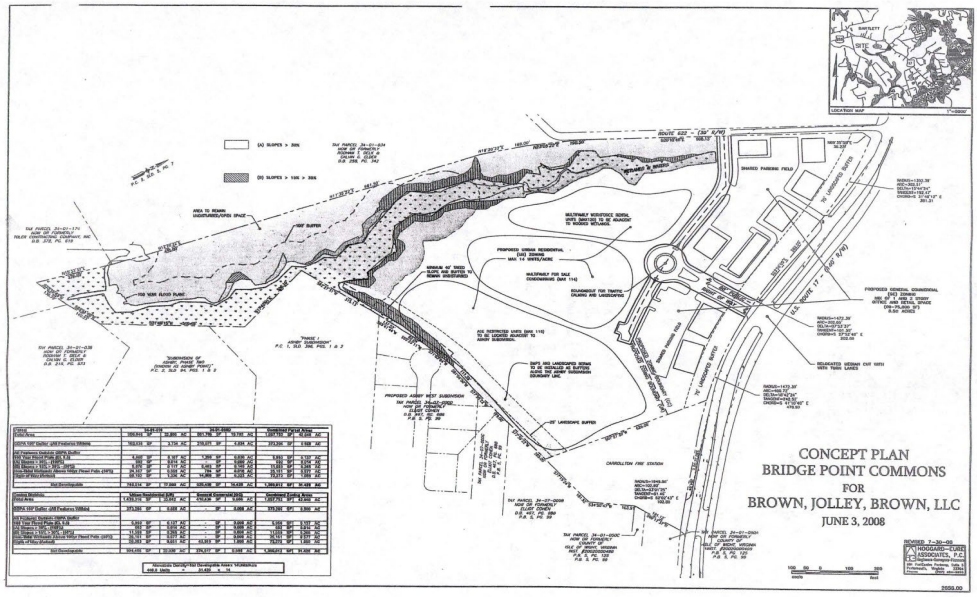
## BACKGROUND

- Board of Supervisors approved a change in zoning for the project site for approximately 9.2 acres from RAC to C-GC and approximately 33.3 acres from RAC to C-UR on October 2, 2008
- Allows up to 350 multifamily units and 8.5 acres (75,000 SF) of commercial
- 120 units designated as workforce rental apartments
- 230 units would be owner-occupied condominium units
- Out of the 230 condominiums, up to 17%, or 39 units, could also be workforce units
- 116 of the 230 condominium units designated as age-restricted units

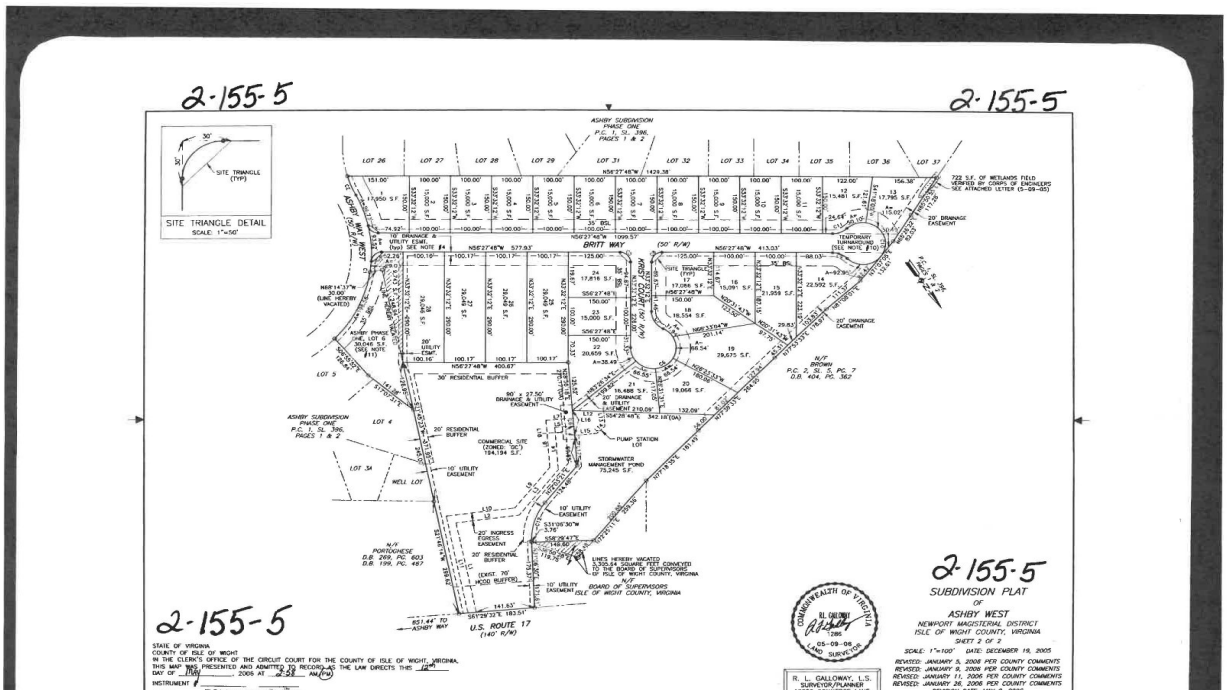
# OTHER EXISTING PROFFERED CONDITIONS

- Maximum number of 2 adults and 2 children in each rental unit bedroom
- Prohibition against participation in the Housing Voucher program for forty years
- Cash proffer to the County of $13,611.00 for each owner-occupied market rate condominium unit
- $1,470.00 cash proffer for each age-restricted unit
- $5,790.00 for each workforce unit
- List of prohibited commercial uses
- Cash proffer of $632.00 per 1000 square feet of gross floor area of each commercial building
- Open space areas, architectural criteria, recreational amenities, and transportation improvements to accommodate the development to 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 the County, a traffic light either at the intersection of Route 17 and Deep Bottom Drive or at the intersection of Route 17 and Bridgepoint Commons' main entrance.

Local Roots, Global Reach




2008 Concept Plan




# NEW PROJECT DESCRIPTION

- Reduces residential units from 350 multifamily units to 147 owner-occupied townhome units
- Remove the age-restriction and workforce housing unit criteria
- Reduces the total commercial space from 75,000 square feet to 1.5 acres, or 26,136 SF
- Removes the cash proffer for both the residential and commercial uses
- Prohibits same commercial uses
- Retains architectural criteria and mandatory property owners' association with maintenance responsibilities for all common and open space areas
- All Resource Protection Area buffers, wetlands, and streams located in common open space areas
- Retains landscaping buffer adjacent to the Ashby subdivision
- Removes proffer for full Phase I archeological and architectural survey
- Removes entrance from Deep Bottom Drive, changes the main entrance on Carrollton Boulevard to a right-in/right-out only, and provides access to Britt Way for access to traffic light at Ashby Way and Route 17
- Includes 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 extended northbound left hand turn lane at the Ashby Way and Route 17 intersection




New Concept Plan




Open Space Plan




# Home Models

## POTENTIAL IMPACTS

- TIA shows approximately 2,137 daily trips with 243 and 162 trips occurring in the morning and afternoon peak times.
  - Represents reduction in daily trips from 4,801 with 314 during the morning peak hour and 510 during the evening peak hour anticipated from the original proposed development
  - 402 additional daily trips added to Britt Way and Ashby Way
  - Proffered road improvements meet needs of new development according to VDOT & County Transportation
- New project to generate total of 43 students with 13 for Carrollton Elementary, 11 for Westside, 6 for Smithfield Middle, and 13 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
  - Reduction from 59 students generated by the existing approved project - 21 elementary school students, fourteen middle school students, and another 24 high school students
- Fire EMS projected 55 additional calls for service with 47 additional EMS calls and eight additional fire service calls. Department states sufficient capacity to serve new project.
- Sheriff's Office has concerns with potential impacts to traffic safety but has sufficient capacity to meet increased demand.

Local Roots, Global Reach

# POTENTIAL IMPACTS

- Additional 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
  - Proposed development proposes to include five neighborhood pocket parks with amenities such as benches, gazebos, and playground equipment, a walking trial, permanently preserved common open space areas as well as an extension of the multipurpose trail along the Route 17
- 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
  - Possible impacts to isolated nontidal wetland on northern end for stormwater management
- Previous Phase IA submitted in 2008 identified 32 acres of the site as having a high probability of archeological resources and recommended a full Phase I study. New proffers omit this condition
- FIA estimates total tax revenues over 20 years to be $11,955,710 and costs for services and facilities to be $3,211,127 resulting in a factor of revenue versus cost of 3.7
  - Anticipated revenues based on average home price of $369,000 and the value for the commercial property to be $1,250,000
  - Commissioner of the Revenue satisfied with the conclusions

Local Roots, Global Reach

# CONSISTENCY WITH COUNTY PLANS & ORDINANCES

- Project site designated as Mixed Use (MU) and Environmental Conservation (EC) on the Future Recommended Land Use Map in the County's 2020 Comprehensive Plan
- MU integrates office, residential, commercial, and other uses in one master planned area - best located on major transportation routes and should also have access to public water and sewer infrastructure with capacity for more intense development
- MU areas should provide multimodal connections to the community and conserve environmentally sensitive areas
- EC areas should remain largely undeveloped and consist of wetlands, floodplains, forest and some areas of farmland
- Project generally consistent with future recommended land use designations
- Project generally consistent with PD-MX, CBPA, and NDSO zoning district ordinance requirements except for the entrance sign which is not permitted in the required 70 foot setback per Section 4-18005

Local Roots, Global Reach

# STRENGTHS & WEAKNESSES

Strengths:

- Proposed project is generally consistent with the future recommended land use designation of Mixed Use and Environmental Conservation.
- Sufficient school, utility, public safety and emergency medical service capacity to serve the additional service demands generated by the project.
- Proffered conditions include road improvements to address traffic impacts generated by the development.
- Conceptual plan is generally consistent with Ordinance requirements.
- Environmentally sensitive areas located in permanently protected common open space areas maintained by the property owner's association.
- Project retains a small portion of nonresidential commercial development which will generate employment opportunities and additional tax revenues.

Local Roots, Global Reach

# STRENGTHS & WEAKNESSES

Weaknesses:

- Britt Way and Ashby Way will see an increase in traffic along both residential roads.
- New proffers remove the previous commitment to obtain a Phase I study and follow any recommendations for further study.
- Proposed reduction in commercial space reduces nonresidential revenues, however, there are less traffic impacts as result.
- Although a sign is not permitted within the required 70 foot buffer adjacent to Route 17, one is shown in the Neighborhood Plan book and Master Concept Plan despite staff comments that this is not the appropriate process for this variance request.

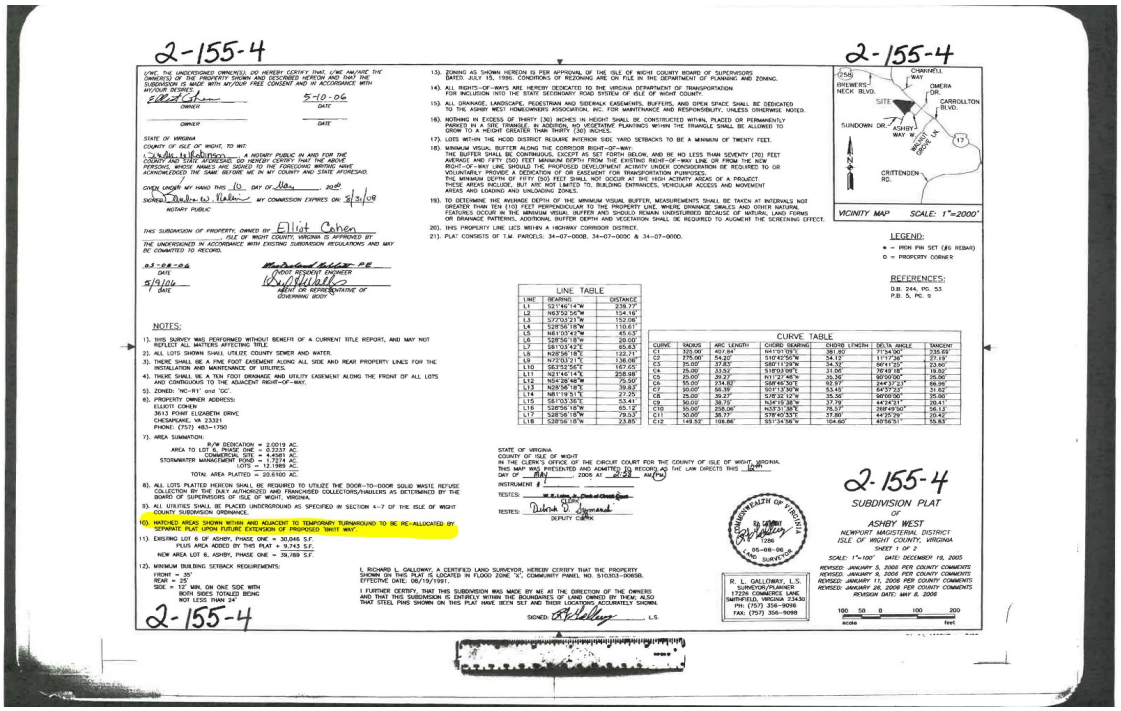
Local Roots, Global Reach

# RECOMMENDATION

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

Local Roots, Global Reach






Vice-Chairman Distefano opened the public hearing and invited the applicant to speak.

Amy Bocchicchio, representing the applicant, Land Planning Solutions, 5857 Harbor View Boulevard, Suffolk, gave the following presentation.




# Bridge Point Rezoning

Downzoning from 350 units to 147 units

# Site Location




# Existing Approved Zoning & Conceptual Plan




Zoned Urban Residential & General Commercial

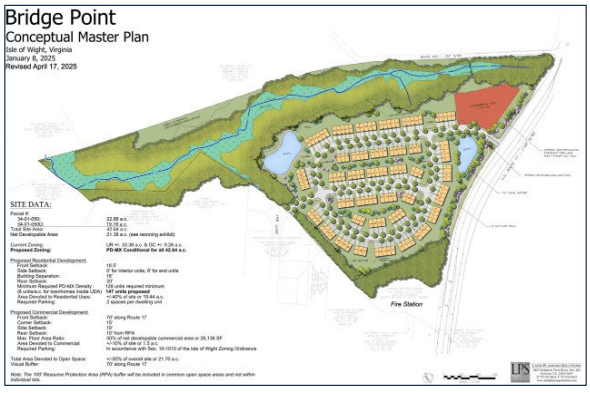
# Proposed Downzoning & Conceptual Plan



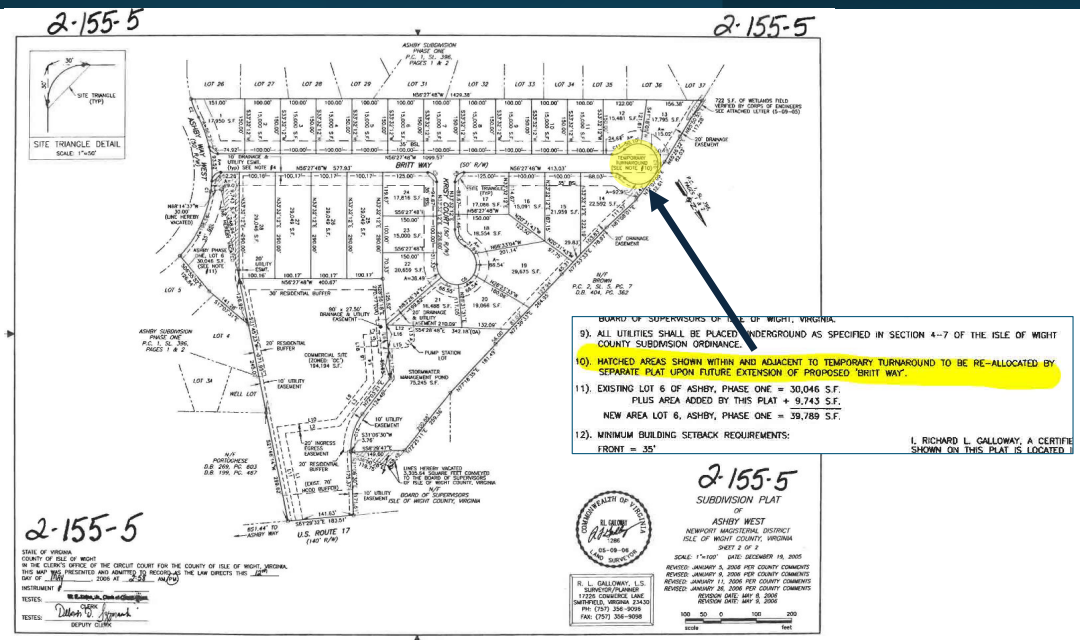

# Differences between the 2008 plan and 2025 plan:

- 203 **fewer** dwelling units
- Half the previous density
- All **for-sale** market rate townhomes
- 50,000 SF **less** of commercial space
- **80% less** daily vehicular trips estimated (4,795 fewer trips)
- **More** green space and protected environmental areas
- Since 2008, the Brewer's Neck & Route 17 intersection improvements were completed, improving flow of traffic on 17.



# 2005 Ashby Subdivision Plat




# Vehicular Travel

Residential Use:

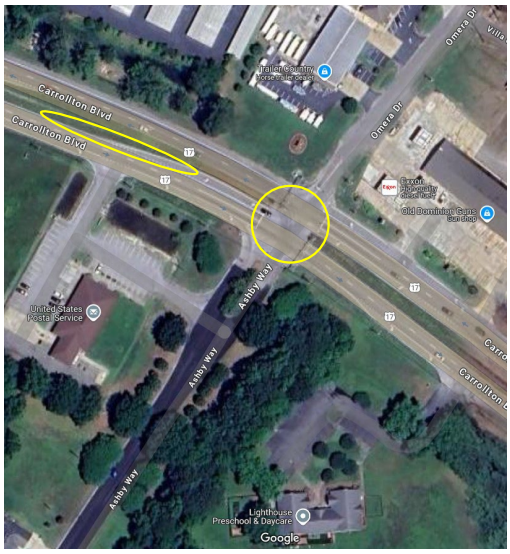
- Only 71 peak AM trips and 84 peak PM trips

Future Commercial Use:

- 20 employees estimated – 72 peak AM trips and 22 peak PM trips

Proffered Roadway Improvements:

- Optimized **signal timing** for Carrollton Blvd/Ashby Way signal
- **Extend southbound left -turn lane** to provide 200' storage and 200' taper.






## Building Design Concepts




William Riddick, legal representative representing the applicant, stated that the proposed connection to Britt Way was anticipated in 2006 as shown on the plat. Mr. Riddick stated having

a temporary cul-de-sac is a common planning tool for a future connection. Mr. Riddick also stated that it provides secondary emergency access should another entrance be blocked. Mr. Riddick added that this was a VDOT requirement, and they gave no other option.

Mr. Riddick stated that Virginia Law states that for a cash proffer to be accepted there must be an identified need in the CIP specifically pertaining to the proposed school proffer. Isle of Wight County Schools stated there is a drain on excess capacity, therefore a proffer is legally not allowed to be accepted.

Vice-Chairman Distefano invited the public to speak on this application.

Cassidy Fisher, 22485 Britt Way, asked the Planning Commission to consider the damage and safety concerns that extending Britt Way would cause. Ms. Fisher shared her concerns with the additional cars, pollution, distracted drivers, noise and the lack of sidewalks and stop signs on Britt Way. Ms. Fisher asked to find a solution that does not place undue burden on an established neighborhood.

John Mazur, 22480 Britt Way, asked for alternatives and asked why VDOT is not here to explain. Mr. Mazur shared his concerns with the plan to remove the stoplight and stated the plans contradict each other. Mr. Mazur added that he has concerns with the traffic analysis and stated it had fatal flaws. He also included his safety concerns with the proposal and asks that if this is approved, there should be traffic calming measures required. Mr. Mazur added that the connection on Britt Way stated for Emergency Only and was not approved for this type of connection.

John Springfield, 22491 Sundown Drive, stated he has lived in Ashby since 1994 and has been a wonderful place to raise a family. Mr. Springfield stated he supports smart growth and existing citizens. Mr. Springfield shared his concerns with the Britt Way connection and the traffic and safety concerns it will bring. Mr. Springfield stated he believes this will have a negative impact on property values. He added that he believes the timing on the traffic study occurring in 2020-2022 could have generated incorrect results due to Covid. Mr. Springfield stated the number of proposed U-turns would create safety issues on Route 17.

Charlotte Mathes, 15062 Krisy Court, shared her frustration about Isle of Wight and VDOT's back and forth with responsibility and wished VDOT was present to answer some questions. Ms. Mathes stated that she has concerns about the overcrowding at Westside. Ms. Mathes also shared her concern about the U-turns and young drivers making that U-turn with vehicles at excessive speed on Route 17. She added that continuing development takes away the Isle of Wight County charm and stated that the community does not support this.

Tyler Mueller, 15088 Yarmouth Court, stated he opposed the connection through Britt Way, and added that it is unclear why there cannot be a left turn into the site. Mr. Mueller stated he believes a connection at Deep Bottom should be considered as an alternative.

Kip Redick, 15095 Yarmouth Court, stated that the neighborhood is a safe environment for kids to grow up, and building this road will change this.

Angela Slaughter, 22473 Sundown Drive, shared her concerns with the U-turns on Route 17, and the unforeseen event that the James River Bridge has become a chosen alternate route and the safety issues this will cause.

Kevin Cargill, 15211 Ashby Way West, stated that Britt Way is a violation of the covenants and restrictions, because of a subdivision that was not allowed. Any further development of Britt Way would be a further violation of that covenants. Mr. Cargill stated that Ashby West has a provision in their covenants that allowed for the expansion of Ashby West within 15 years of the filing in 2008, meaning that it expired 2 years ago. Mr. Cargill added that the removal of the stoplight would prevent residents from exiting out of Ashby.

David Turpin, 15156 Yarmouth Court, stated that he appreciates the reduction of the units and supports the design. Mr. Turpin stated that just because you can do something by right or law doesn't mean you should do it. Mr. Turpin asked the Planning Commission for an alternative to the traffic coming through the Ashby neighborhood. Mr. Turpin added that the emergency vehicles would have to come through the Ashby due to the logistics with the right-in only turn.

Ralph Scichilone, 15250 Ashby Way West, stated he moved from Northern Virginia for less development. Mr. Scichilone said his main concern was with the need for a U-turn. He stated the large emergency vehicles making a U-turn will cause safety concerns especially with the number of red light runners.

Lemon Pierce, 22304 Deep Bottom Drive, stated his family has been on Deep Bottom Drive since the early 1900's, and there is an established community on Deep Bottom Drive as well. He added that Deep Bottom has no sidewalks, and children and elderly have to walk on the road. Mr. Pierce stated he wishes to be a good citizen and wants the safest alternative for this plan to be accomplished.

Angela Gibson, 22520 Britt Way, thanked the developer for the updated plan but shared her concern with the proposed Britt Way connection. Ms. Gibson stated that she was told that the cul-de-sac was there due to the wetlands. She added that she has a concern with the HOA managing the environmentally sensitive areas. Ms. Gibson shared that the Britt Way cut through is for emergency use only. Ms. Gibson read a letter from her son, that also resides at 22520 Britt Way, that echoed the concerns that were previously shared this evening with the connection to Britt Way and on-street parking concerns.

Pete Pruitt, 22510 Britt Way, stated he opposes the connection to Britt Way. Mr. Pruitt stated that the street is not built for two-way traffic. He added that the road is in current need of repair now. Mr. Pruitt stated that the houses on Deep Bottom Way are set back further from the road, allowing for improvements to be made.

Nancy Burton, 15136 Evening Court, stated that the new neighborhood would have 147 houses and would require two exits, but Ashby has 135 houses and has only one exit.
There being no further citizen comment Vice-Chairman Distefano closed the public hearing and asked the applicant, if they had a response.

Christina Early, representing Allied Properties, 236 Bay Colony Drive, Virginia Beach, stated that the applicant did not want to access Britt Way and stated the two access points are a VDOT requirement. Ms. Early stated they are not allowed two access points on Route 17, because it is a

limited access highway and was not in 2008 with the original rezoning. She added that VDOT has future plans to make Deep Bottom a dead end, so this would not facilitate an access point.

Amy Bocchicchio, representing Land Planning Solutions, stated she is thankful for the input from the community members. She stated again that this is a downzoning, and if this application is denied, the previously approved plan can move forward with development without any input from current neighbors. Ms. Bocchicchio stated VDOT currently maintains the roads in Ashby and will also maintain the proposed new roads. She added that they are hopeful for a traffic plan that not only benefits the Ashby residents but also the entire Route 17 corridor. She stated they are open for a meeting with VDOT, if that will be beneficial. Ms. Bocchicchio stated that school reports show a decrease in attendance, and a proffer for schools is not required.

Commissioner Boykin asked if the 2008 site plan is the only one on file with the county.

Ms. Ring stated the approved proffer concept plan is the only one on file.

Commissioner Boykin stated that the one that was shared by the applicant from 2007 showed an entry from Britt Way.

Ms. Ring stated that she was not able to find the one shown tonight in the files, and stated she would need to go back through the meeting minutes to see if this one was presented at any time.

Vice-Chairman Distefano stated that the proffers address this connection as an emergency access.

Ms. Ring confirmed this to be correct and read the approved proffers related to adjacent road connections. Article 3 item B on page 5 states “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. 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.”

Commissioner Boykin stated that Article D states there shall be a buffer from the Carrollton Fire Station property line west to the Britt Way cul-de-sac which leads her to believe this was for an emergency access plan.

Ms. Ring stated that the buffer is referring to a landscape buffer, which could include an emergency access with a lockbox on it.
Commissioner Rawls asked if this development is only allowed a right in/right out onto Route 17, how would this affect Archers Meade with the crossover with a stop light.

Bobby Jones stated Archers Meade is abandoning their right to have a cross-over.

Ms. Ring stated Archers Meade would be right in/right out as well. This changed in 2022 when they proffered to close the median.

Vice-Chairman Distefano asked what the challenges would be to connect to Deep Bottom Way.

Ms. Ring stated that between 2008 and 2021 VDOT conducted the Route 17 Arterial Preservation Study, and the preferred scenario included a displaced left and a future closure of Deep Bottom Drive that was approved by VDOT. The study and recommendations were presented and accepted by the Board in 2022.

Commissioner Carroll asked how the Traffic Impact Analysis affects the already approved plan.

Ms. Ring stated the existing plan could be pursued by right with the submittal of a preliminary plat, construction plans and a final plat for review and approval.

Commissioner Johnson asked if the light at Ashby is still being considered for removal.

Ms. Ring stated the light removal was recommended to facilitate traffic flow on Route 17 in the Arterial Preservation Study. An alternative intersection design was recommended in its place. Ms. Ring added that this is not a consideration in this plan or the County's immediate future road improvement plans.

Commissioner Smith asked if they are allowed to put a light at the entrance.

Ms. Ring stated to be allowed to have a light they must meet the traffic signal warrant analysis. VDOT could consider whether one was needed at that time, but the light would go against the Route 17 Arterial Preservation Study Plan.

Commissioner Johnson stated that the traffic study looks to be incomplete and should consider the type of roads, how roads are used, on-street parking, sidewalks, children's activity and other hazards.

Commissioner Carroll stated that he has concerns with the schools' comments and would like more information from VDOT. His greatest concern is the clarity of the connection to Britt Way.

Commissioner Rawls stated he would like an update from schools.

Commissioner Smith stated he would like more information from VDOT.

Commissioner Boykin asked if this is not approved, what is the chance that Deep Bottom would be used.

Ms. Ring stated the proffered master plan shows connection to Deep Bottom, so it could be used.

Vice-Chaiman Distefano stated he needs clarity on the proposed connection on Deep Bottom and Britt Way.

Commissioner Ford asked for specificity and clarity from VDOT and the schools and stated this application should be tabled until additional research is done.

Commissioner Ford made the motion to table this application until the questions to VDOT and the schools are answered. Commissioner Carroll seconded the motion. The motion was adopted

with Commissioners Boykin, Distefano, Ford, Rawls, Smith, Johnson and Carroll voting in favor and no commissioners voting against.(7-0)

The motion passed and the application is tabled pending more information.

**OLD BUSINESS**

No old business items.

**NEW BUSINESS**

Vice-Chairman Distefano called for the following new business item:

> 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.

Sandy Robinson, project manager, gave the following presentation.

# EXC-25-1 GO Car Wash
# Sign Exception Request

Local Roots, Global Reach

**Planning Commission Regular Meeting**
**April 22, 2025**

# SITE DESCRIPTION

| | |
|---|---|
| Tax Map ID#: | 34-01-070F |
| Location : | 14237 Lori Ann Way |
| Current Zoning : | Conditional General Commercial (C-GC) |
| Election District: | D2 |
| Request: | Exception to allow installed signs as shown on sign design schematic |

# BACKGROUND

Applicant applied for sign zoning and building permits on August 20, 2024. The planner reviewed zoning and rejected application August 23, 2024, noting the following deficiencies:

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

No further communication received from the applicant following the rejection.

# BACKGROUND CONTINUED

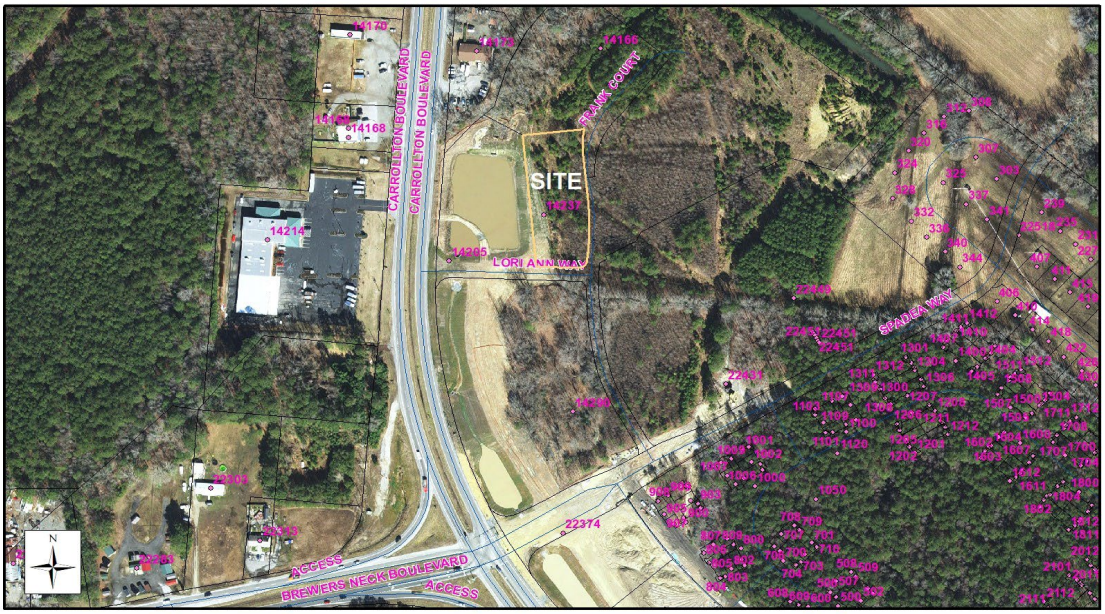
- Zoning and Building permits were issued on August 26, 2024, in error despite the planner's rejection.
- Staff noticed signs were installed March 2025 and upon investigation, it was discovered the zoning permit was issued.
- Applicant stated that he was not aware of the rejection and assumed that the permit was valid.
- Applicant advised that signs have to be removed or an exception would be necessary, since staff has no administrative authority to approve signs that do not meet the ordinance.

# EXCEPTION 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:

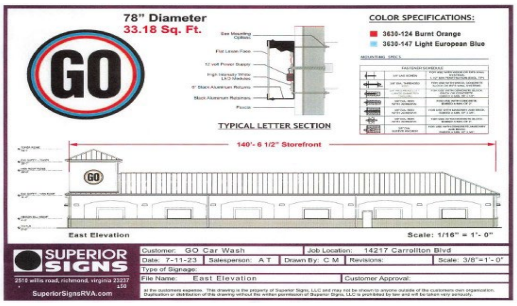
1. One 79.6 square foot channel letter wall sign and one 19.6 square foot logo wall sign on the west side of the building (totaling 99.2 square feet) facing the property with storm water pond adjacent to Route 17;
2. One monument sign that is 25 square feet and eight feet in height with a proposed setback of seven feet from Lori Ann Way.
3. Sign colors are mostly black and orange, aside from the business logo, which are not subtle, earth tone and neutral as required by the Ordinance. The sign itself does not match the colors, materials, and design submitted to the County; and
4. 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 Ordinance.

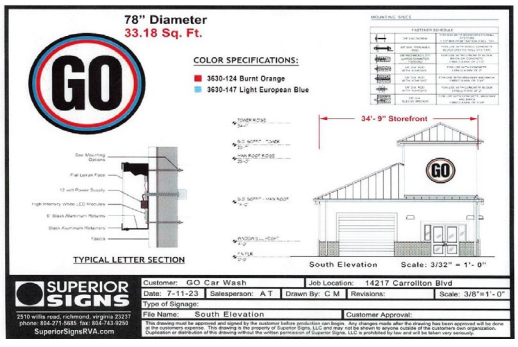
EXC-25-1 GO Car Wash Location Map

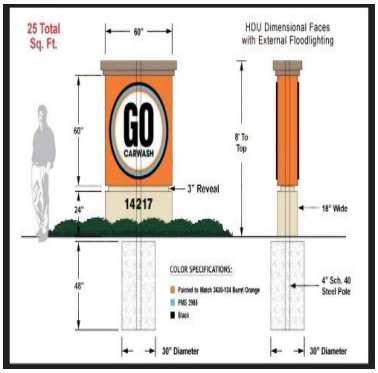








# CRITERIA FOR GRANTING AN EXCEPTION

Section 9-1012 outlines the following criteria for granting a sign exception:

- 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;
- Such exception is reasonable because of the high level of design and construction that will be incorporated in the development; and
- Such exception will result in design and construction that is in accordance with accepted engineering and building standards.

# ANALYSIS

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

Strength:
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:
- The monument sign exceeds the height requirement by two feet.
- The monument sign does not meet the minimum setback of fifteen feet from Lori Ann Way for a sign of 25 square feet.
- 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.
- 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.

# 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.**

Commissioner Boykin asked if this was submitted online using the new permitting system and asked how the rejection comments were missed.

Sandy Robinson stated Superior Signs did not receive rejection comments. She stated staff did not see the rejection comments, when they issued the permit. Ms. Robinson stated that as soon as the signs went up, she called the company to inform them of the mistake. She added that the free-standing sign shown in the packet that was submitted and approved by building inspections does not match what was installed.

Commissioner Carroll asked if the dimensions match.

Ms. Robinson stated to her knowledge the dimensions are the same. Ms. Robinson added that after further review of the signs, they all meet the ordinance guidelines except for the free-standing monument sign. She stated this situation is complicated, the sign plans that were submitted for review did not meet the ordinance and were rejected but ultimately received permits by mistake. They also do not match the signs that were installed. She added that the signs that were installed do not meet the ordinance either.

Commissioner Rawls asked if staff knows how this mistake was made, and if it is corrected so it does not happen again.

Commissioner Ford stated that mistakes happen, and we hope that it does not happen again.

Amy Ring stated that processes have been put in place so that she receives the first initial review to prevent it from going any further, if the plans do not meet the ordinance.

Ms. Robinson stated the sign that was submitted for review would be approvable, if it was further from the road, smaller sized, and if the background of the sign was neutral or white.

Ms. Ring stated this sign is particularly critical, because it is not only in the NDSO (Newport Development Service Overlay) district but it also has to meet the Crossings Development standards.

Commissioner Boykin asked if the rejection comments were sent electronically.

Ms. Robinson stated she does not send rejection comments.

Ms. Ring stated the rejection comments should be sent out by email.

Commissioner Rawls asked that when something is rejected, is there a signal for a permit to not be issued.

Ms. Ring stated there should have, but unfortunately, that was overlooked.

Commissioner Rawls asked if the sign company was the applicant for the sign.

Ms. Robinson confirmed that the sign company was the applicant for the sign.

Commissioner Johnson asked about the blue color in the Royal Farms sign.

Ms. Ring stated that the blue they used what in the Sherman Williams historic pallet.

Commissioner Boykin asked if the sign color is for this development only.

Ms. Ring stated anything in the NDSO would be required to meet this color requirement.

Commissioner Boykin asked if the applicant is willing to paint the black part a neutral color.

Jeff Lee, Superior Signs, stated it is never a good idea to build a sign without a permit. Mr. Lee stated that they can do things cosmetically to correct the sign, remove the sign, or cut it down. He added that it would be helpful if the industry knew what the color standards were.

Commissioner Smith stated he would suggest staff to work with the applicant to agree upon a cost-effective way to address the color pallet.

Vice-Chairman Distefano asked if there have been any complaints about this sign.

Ms. Ring confirmed there have been no complaints.

Commissioner Ford asked staff if there is a suggested remedy to correct the sign.

Ms. Ring said there is only so much you can do when the sign is too large, too close to the road wrong material and the wrong color. Ms. Ring reminded the Planning Commission that the proposed sign does not match what was constructed for the size and the material.

Mr. Lee questioned the material requirement stating his company does not use HDU in house.

Ms. Ring showed the plans that were submitted that noted HDU as the material proposed.

Mr. Lee stated that it was a mistake in his plans and should not have stated that.

Commissioner Boykin shared her concern with setting a precedent for approving this exception.

Mr. Lee stated that with an HDU sign, you cannot have a center pole, and the plans clearly state HDU as the material, the center pole is also shown. He stated there would not be a way to use the existing frame to switch out the sign to HDU.

Bobby Jones stated if the commission and the board request the material to be changed, he suggested for the height to be adjusted as well.

Commissioner Boykin stated that instead of a neutral color for the base and top of the sign for it to be painted to the colors of the building.

Vice-Chairman Distefano stated he did not find the sign offensive, but his concern is following the regulations as closely as possible.

Commissioner Boykin made the motion to approve the exception, if the black portion of the frame is painted the cream color to match the building, and the top of the sign to be painted with the green color to match the roof of the building. Commissioner Rawls seconded the motion. The motion was adopted with Commissioners Boykin, Distefano, Ford, Rawls, Smith, Johnson and Carroll voting in favor and no commissioners voting against.(7-0)

The motion passed unanimously, and the item will go to the Board of Supervisors on May 15, 2025.

## COUNTY ATTORNEYS REPORT

Bobby Jones stated that with residential proffers the state code drives the proffer issue. He added that Virginia is a Dillion Rule state meaning we can only do what the state allows us to do. Mr. Jones added that the applicant is required to complete a Traffic Impact Analysis and Financial Impact Study at their expense and submit them to the County for review. The County then submits these reports to VDOT or EMS to validate the information provided.

Mr. Jones stated that there are two types of capacity issues with schools, including the physical facility and operational capacity. If the schools say they can make do with the existing facilities, cash proffers cannot be collected. He gave the scenario that if a school capacity report states they can accommodate 99 additional children, and a proposed development would generate 100 children, they could offer a cash proffer for only one child.

Mr. Jones stated that in 2019, school buses, furniture and other capital expenses that would go into building a new school were proposed to be added to the list of items that could be recovered by cash proffers but got denied. Mr. Jones stated that if an application is denied, and the developer alleges the application was denied because of not providing proffers, the court will require the application to be approved.

## PLANNING DIRECTORS REPORT

Amy Ring stated she sent out an email earlier today in regard to the American Planning Association of Virginia Annual Conference and asked for the Commissioners to let her or Amanda know, if they would like to attend.

Ms. Ring also stated the Board of Supervisors approved the industrial and utility cabinet setback ordinance revisions at their last meeting. Ms. Ring added that the sign ordinance survey closes May 1st, and she will report back with the data collected along with any proposed sign revisions.

There being no further information to discuss, Vice-Chairman Distefano adjourned the meeting at 9:32 PM.

Adopted this _____day of _____, 2025

_____
Bobby Bowser, Chairman, Isle of Wight County Planning Commission

Attest: _____
Amanda Landrus, Secretary

# PLANNING REPORT

**ATTACHMENTS:**

| Description | Type | Upload Date |
| --- | --- | --- |
| May 15, 2025 Board of Supervisors Action List | Cover Memo | 5/21/2025 |

ACTION LIST
BOARD OF SUPERVISORS
MAY 15, 2025

County Attorney Bobby Jones advised that Chairman Rosie would be participating remotely from Spring Creek, PA due to a personal matter.

Supervisor Acree moved that Chairman Rosie be authorized to participate remotely in the meeting. The motion was adopted (4-0) with Supervisors Acree, Jefferson, Rountree and Distefano voting in favor of the motion; no Supervisor voting against the motion; and Chairman Rosie abstaining from voting on the motion.

Approval of Agenda

1. Supervisor Acree moved that the agenda be approved. The motion was adopted unanimously (5-0) with Supervisors Jefferson, Acree, Rountree, Rosie and Distefano voting in favor of the motion and no Supervisor voting against the motion.

2. Citizens' Comments

David Tucker presented a PowerPoint on BAN Battery Energy Storage System – BESS

Greg Brown of Smithfield gave comments and suggestions on pedestrian and bicycle access in Isle of Wight. He feels that there are not enough crossings and sidewalks for pedestrians and bicycles to travel safely.

3. Consent Agenda

Following an overview by County Administrator Keaton, on motion of Supervisor Jefferson, the following Consent Agenda was adopted unanimously (5-0) with Supervisors Acree, Rosie, Jefferson, Rountree, and Distefano voting in favor of the motion, and no Supervisor voting against the motion.

A. Budget Amendment – DRIVE Tourism Grant
Resolution to Amend the Budget and Appropriate DRIVE Tourism Grant Funds ($10,000)

Assignment: Wells

B. Funeral Leave Policy
Resolution to Amend Chapter 1: Personnel, Article V - Leave Provisions, Section 5.6 Funeral Leave of the County Policy Manual

Assignment: Clark

C. Minutes
January 16, 2025 Regular Meeting Minutes
February 6, 2025 Work Session Meeting Minutes
February 25, 2025 Regular Meeting Minutes
March 6, 2025 Work Session Meeting Minutes
April 3, 2025 Work Session Meeting Minutes

Assignment: Clerk / Mayes

4. Regional and Inter-Governmental Reports

A. Regional Reports

Supervisor Acree spoke on a couple topics from the HRTPO & HRPDC meetings from that afternoon.
HRTPO Railroad Safety. Railroad tracks are parallel with the roadway causing a safety issue. The safety issue made the top 20 in the region in Windsor.
HRPDC Water Planning for the Region. There was an assessment of what the needs were and where does it come from.

Supervisor Acree spoke about how the commissions and state-required organizations are not properly funded by the state.

5. Appointments

Commission on Aging: Supervisor Rountree made a motion to reappoint Brenda Reynolds. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Board of Zoning Appeal: Supervisor Rountree made a motion to reappoint Lawrence Yoakum. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Chamber of Commerce: Supervisor Rountree made a motion to appoint Kristi Sutphin. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Commission on Aging: Supervisor Distefano made a motion to reappoint Thomas Finderson. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Planning Commission: Supervisor Distefano made a motion to appoint Brian Shotwell as his replacement. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Community Transportation Advisory Committee: Supervisor Distefano made a motion to appoint Thomas Finderson. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Social Services Board: Chairman Rosie made a motion to appoint Phillip Bradshaw. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

6. Special Presentation / Appearances

Safe Street for All
Special Presentation Regarding the Safe Street for all Program

Assignment: Oliver

7. County Attorney's Report

No report was presented.

8. Public Hearing

A. PVAC-25 Brewers Creek Well Lot 2 Vacation
Application PVAC 25-1 of Karen and Stephen House, Property Owners, to Vacate the Well Lot Designation of "Well Lot No. 2" as Shown on the Brewers Creek Subdivision Plat for the Property Located on Deep Water Way in the Suburban Residential Zoning District to Allow Single Family Residential Use of the Lot.

Supervisor Rountree made a motion to approve vacate the Well Lot Designation of "Well Lot No. 2" as Shown on the Brewers Creek Subdivision Plat for the Property Located on Deep Water Way. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Ring

B. 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 in the Rural Agricultural Conservation Zoning District.

Supervisor Rountree made a motion to approve Riverside Elevated Water Storage Tank Conditional Use Permit Request with staff recommendations. The motion was adopted

unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Ring

C. Noise Ordinance

Consideration of Amendments to the County's Noise Ordinance

Supervisor Jefferson made a motion to table the Noise Ordinance to next month's meeting. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Jones

D. Tax Rate Ordinance

Consideration of the Tax Rate Ordinances for FY2025-26 – Tabled to go behind the Budget discussion on tax rates.

Supervisor Acree made a motion to table the tax rate discussion. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Gwaltney

9. County Administrator's Report

A. Matter for the Board's Information

There have been 3 bids for the water tank project. The low bid came in slightly under 5.7M. Comparing to a similar tank in Hardy which was 3M.

At the Hampton Roads Planning District Commission meeting it was reported that retail sales were down in the region. Isle of Wight seeing the opposite at double digit increases.

Assignment: Keaton

10. Unfinished / Old Business

A. Proposed FY25-26 Operating Budget, Capital Budget and Related Ordinances Consideration of the Proposed Operating and Capital Budgets for Fiscal Year 2025-26 and Related Ordinances
There were 6 options presented to the budget. Option 1 was an overall choice.
The last line in the budget was to approve the pay and compensation plan.

Supervisor Acree made a motion to approve the pay and compensation plan. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Supervisor Acree made a motion to approve Proposed FY25-26 Operating Budget, Capital Budget and Related Ordinances Consideration of the Proposed Operating and Capital Budgets for Fiscal Year 2025-26 and Related Ordinances.
The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Supervisor Rountree made a motion to approve the Capital Improvement Project as presented. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Tabled Tax Rate Ordinance
77.5 Cent for Real Estate Tax and $1.95 tax for M&T and all other items from the previous discussion would stay the same.

Supervisor Rountree made a motion to approve the Tax Ordinance. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Keaton

11. New Business

A. EXC-25-3 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 in the Conditional-General Commercial Zoning District.

Supervisor Acree made a motion to approve EXC-25-3 Go Car Wash Sigh Exception Request. The motion was adopted unanimously (5-0) with Supervisors Rosie, Jefferson, Rountree, Acree and Distefano voting in favor of the motion; no Supervisor voting against the motion.

Assignment: Ring

12. Adjournment

# 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 Creer 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,
5. An emergency vehicle access to the adjacent Carrollton Fire Station; and
6. 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.

<u>Project Update since April 22, 2025, Planning Commission Meeting</u>

Following the public hearing on the proposed Bridge Point Commons conditional zoning request to Conditional-Planned Development-Mixed Use on April 22, 2025, the Planning Commission directed staff to seek additional information to answer several questions posed by the Commission members. Staff sent a memo to the Planning Commission with the requested information via email. A copy of the memo is attached to this staff report. Representatives from VDOT and the County Transportation Director plan to attend the May 27, 2025, Planning Commission meeting to answer any remaining transportation questions.

On May 15, 2025, the applicant submitted revised proffer conditions. A redline version is attached to this staff report. The proposed changes include the following items:

- Added strip clubs, vape stores, and drive-thru restaurants and/or businesses as prohibited nonresidential uses on the commercial parcel, and
- Added a proffer to conduct a Phase 1 level cultural resources analysis within the parameters recommended by the Phase 1A Cultural Resources Assessment, if required by the regulatory authorities. Should the Phase 1 assessment recommend further study, the applicant will cause further work to be undertaken.

The applicant also submitted a revised conceptual master plan dated May 12, 2025, which removes the entrance sign shown in the required seventy foot setback adjacent to Carrollton Boulevard. A copy of the revised concept plan is attached to this staff report.

**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 <u>that has been updated since the April 22, 2025, regular meeting</u>:

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 extended northbound left hand turn lane at the Ashby Way and Route 17 intersection;
5. The proffer statement removes the dedication of an easement to the County to construct an emergency vehicle access to the adjacent Carrollton Fire Station;
6. The proffer for the ten foot multipurpose trail easement has been removed, however, this element is now required by Ordinance;
7. 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;

8. 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;
9. The proffers retain the architectural criteria and a mandatory property owners association with maintenance responsibilities for all common and open space areas;
10. The new proffers include all Resource Protection Area buffers, wetlands, and streams in common open space to be maintained by the property owners' association;
11. The new proffers retain the landscaping buffer adjacent to the existing residential properties in the Ashby subdivision; and
12. The new proffers retain the same list of prohibited uses as well as a prohibition against strip clubs, vape stores, and drive-thru restaurants and/or businesses 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 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* (*revised May 20, 2025*)

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. IWCS review comments dated May 20, 2025, are attached to this staff report.

*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 per year. 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 trial, permanently preserved common open space areas as well as an extension of the multipurpose trail along the Route 17 as shown on the concept plan.

*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** (Revised)

A previous Phase IA 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 revised proffered condition include a full Phase I study with a commitment to follow any recommendations for further study.

**Fiscal Impacts** (*Revised*)

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 only (not including operational costs) 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. A copy of the Commissioner's initial comments in regard to assessment and tax rates are attached to this staff report.

## 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 (Revised since April 22, 2025):

1. Britt Way and Ashby Way will see an increase in traffic along both roads.
2. There is a proposed reduction in commercial space which reduces nonresidential revenues, however, there are less traffic impacts as result.
3. 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 |
| 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 |
| 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 |
| Additional Info from April 22 PC Mtg | Backup Material | 5/19/2025 |
| Commissioner of the Revenue initial FIA comments Jan 2025 | Backup Material | 5/19/2025 |
| Proffer Statement Revisions from May 15, 2025 | Backup Material | 5/19/2025 |
| Executed Proffer Statement | Backup Material | 5/20/2025 |
| Conceptual Plan Revised May 12, 2025 | Backup Material | 5/20/2025 |
| IWCS Review Comments dated May 20, 2025 | Backup Material | 5/20/2025 |

**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 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 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.

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**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

Local Roots, Global Reach

ISLE OF WIGHT COUNTY, VIRGINIA

DEPARTMENT OF COMMUNITY DEVELOPMENT

# 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

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

Subscribed and sworn to before me, Kelly W Boldt,
A Notary Public in and for the County of ~~Isle of Wight~~ Currituck, ~~Commonwealth~~ State
of ~~Virginia~~, this 9 day of January, 20 25.

North Carolina
Kelly W Boldt
Notary Public

My Commission Expires Nov 17, 2028

KELLY W BOLDT NOTARY PUBLIC CURRITUCK COUNTY, NC

Local Roots, Global Reach

# ISLE OF WIGHT COUNTY, VIRGINIA

DEPARTMENT OF COMMUNITY DEVELOPMENT

## AFFIDAVIT OF OWNERSHIP

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

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

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

Casey M. Roberts

(signature of owner) (printed name)

---

Commonwealth of Virginia

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

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~~ DB, Commonwealth of Virginia, this 7th day of February, 2025.

Erika Snyder Beatty
Notary Public

ERIKA SNYDER BEATTY
Notary Public
Commonwealth of Virginia
Registration No. 191605

My Commission Expires 9-30-25

ERIKA SNYDER BEA
Notary Public
Commonwealth of Vir
Registration No. 191

Local Roots, Global Reach

# ISLE OF WIGHT COUNTY, VIRGINIA

DEPARTMENT OF COMMUNITY DEVELOPMENT

## AFFIDAVIT OF OWNERSHIP

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

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

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

James B. Brown III

(signature of owner)

James B. Brown III

(printed name)

---

Commonwealth of Virginia

County of Isle of Wight

Subscribed and sworn to before me Mesa Lewchalermwong,

A Notary Public in and for the County of Isle of Wight, Commonwealth of Virginia, this 31 day of January, 2025.

MESA RAE LEWCHALERMWONG
REG NO 7542689
NOTARY PUBLIC
EXPIRE 09-30-2025
COMMONWEALTH OF VIRGINIA

Notary Public

My Commission Expires 9/30/2025

# 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

NORTH

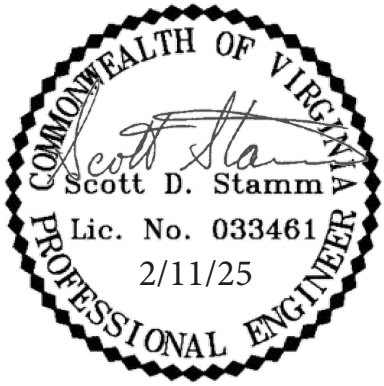
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O:\Projects\Quality of Currituck\QUC027 – Bridge Point Commons\Cadd\Prelim\QUC027 – Conceptual and Rezoning Exhibit – 6JAN25.dwg, Plotted By: Amy, Plotted: Jan 08, 2025 – 8:32am

# COMMUNITY IMPACT STATEMENT




## Bridge Point
## Carrollton, Virginia

FEBRUARY 11, 2025

Prepared for:
Quality Homes of Currituck

LPS
Land Planning Solutions

Land Planning Solutions
1403 Greenbrier Parkway Ste. 205
Chesapeake, VA 23320
O 757.935.9014 F 757.935.9015

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# 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 Carrolton 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

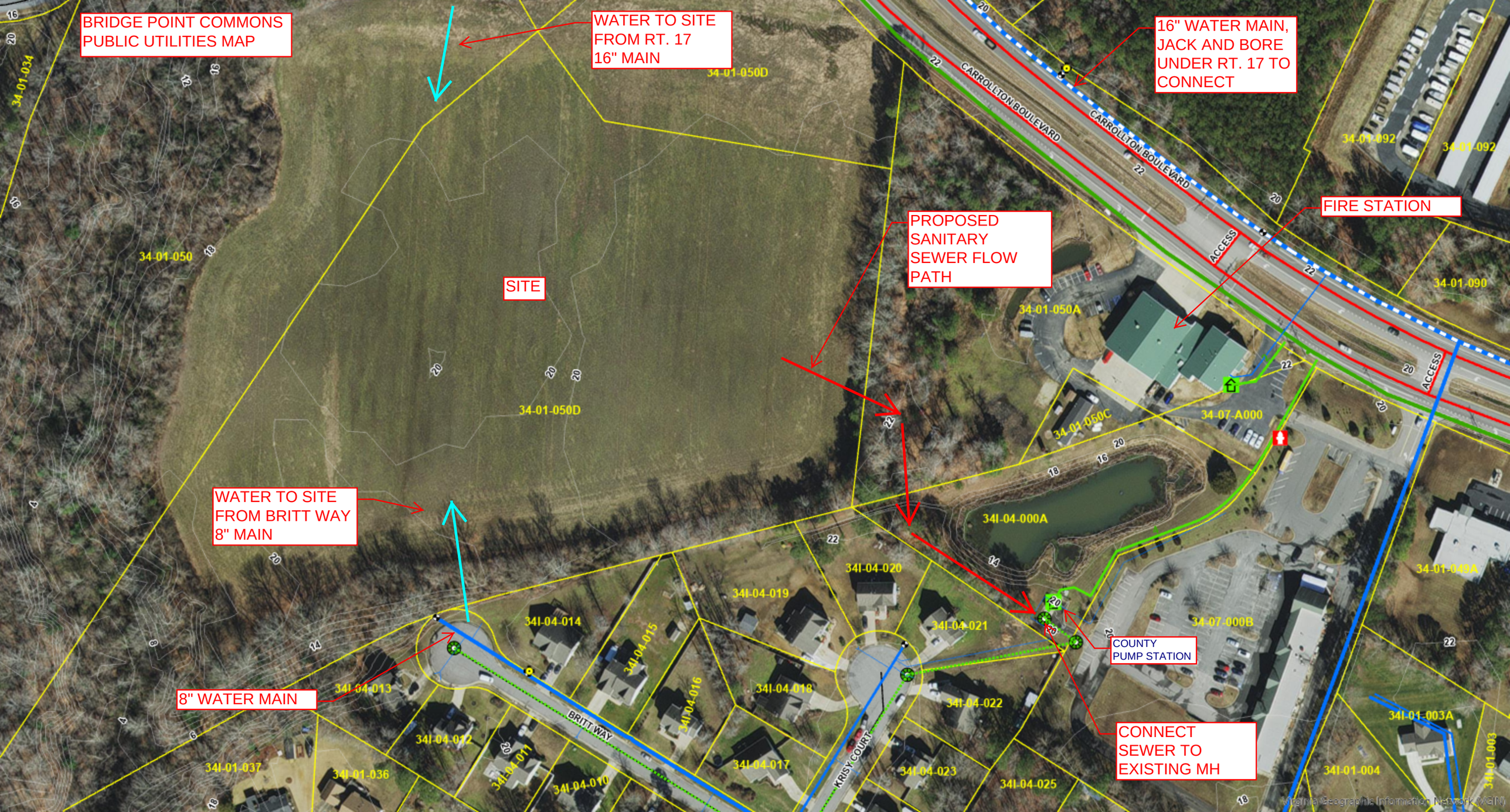
through an outfall structure and pipe toward existing wetlands in the southwestern portion of the site. The proposed BMPs will also serve as sediment traps and sediment basins during site construction. It is anticipated that 20.5± acres will be disturbed during construction. Impacts to the 100-foot RPA 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


BRIDGE POINT COMMONS
PUBLIC UTILITIES MAP
WATER TO SITE
FROM RT. 17
16" MAIN
16" WATER MAIN,
JACK AND BORE
UNDER RT. 17 TO
CONNECT
FIRE STATION
PROPOSED
SANITARY
SEWER FLOW
PATH
SITE
WATER TO SITE
FROM BRITT WAY
8" MAIN
8" WATER MAIN
COUNTY
PUMP STATION
CONNECT
SEWER TO
EXISTING MH
CARROLLTON BOULEVARD
ACCESS
BRITT WAY
KRISY COURT
34-01-050D
34-01-050
34-01-050A
34-01-050C
34-07-A000
34-07-000B
34-01-092
34-01-090
34-01-040A
34I-04-000A
34I-04-020
34I-04-019
34I-04-014
34I-04-015
34I-04-016
34I-04-018
34I-04-021
34I-04-022
34I-04-013
34I-04-012
34I-04-011
34I-04-010
34I-04-017
34I-04-023
34I-04-025
34I-01-037
34I-01-036
34I-01-003A
34I-01-004
34I-01-003
Virginia Geographic Information Network (VGIN)

# APPENDIX B

# TRAFFIC IMPACT ASSESSMENT

# Bridge Point Commons

## Isle of Wight County, Virginia

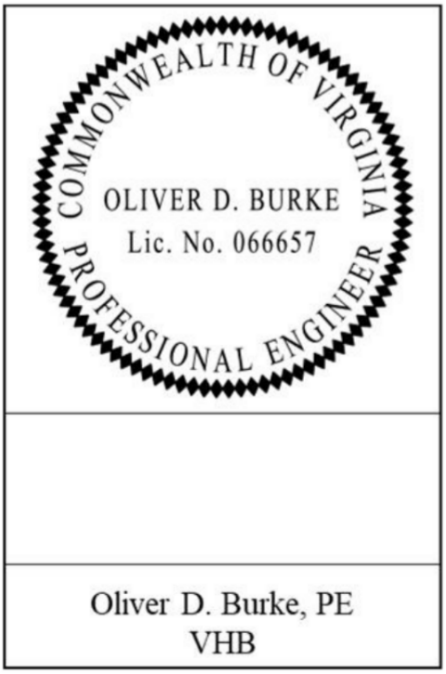
PREPARED FOR

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

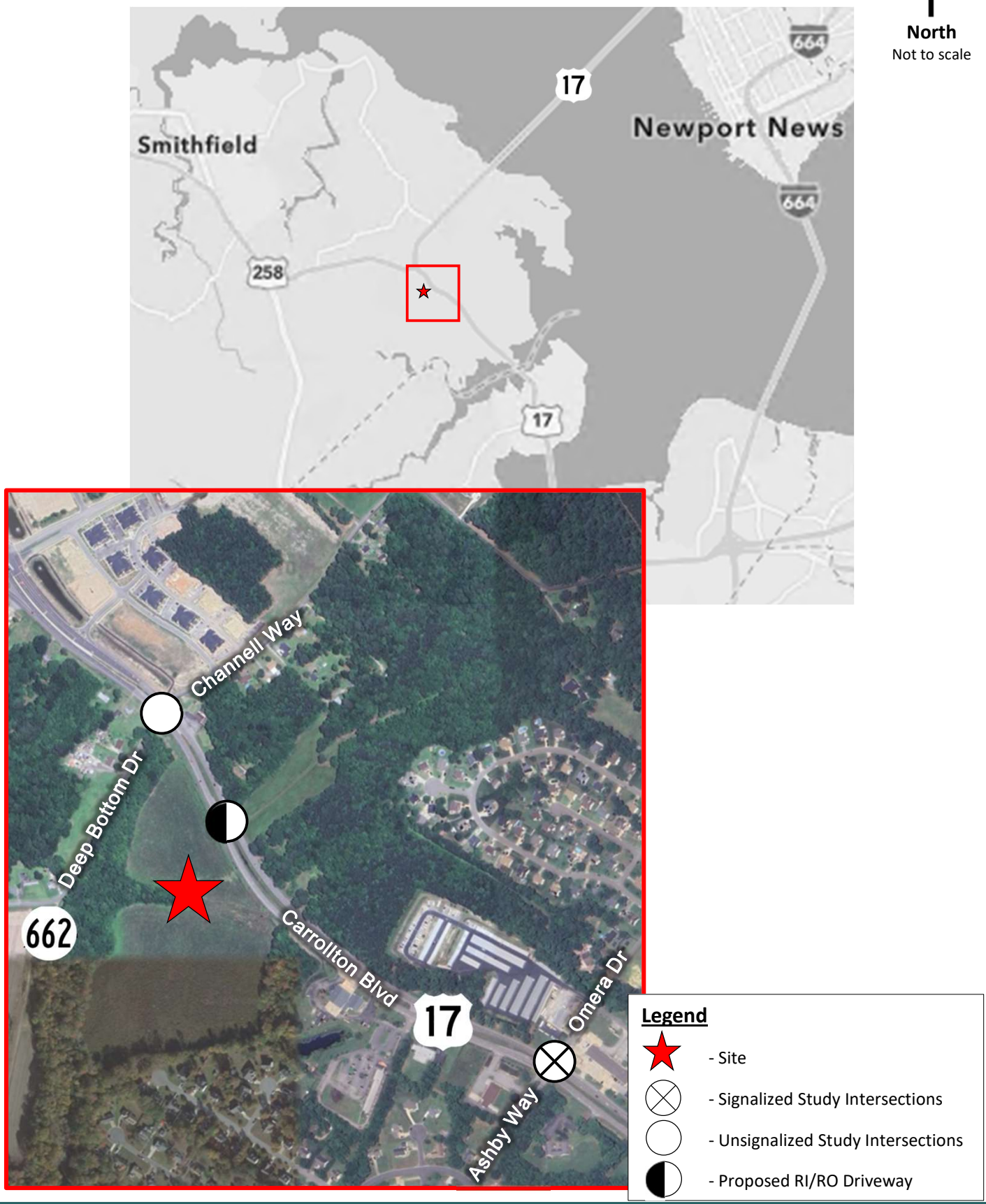
# Introduction

## 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
17
Smithfield
Newport News
664
664
258
17
Channell Way
Deep Bottom Dr
662
Carrollton Blvd
17
Omera Dr
Ashby Way
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

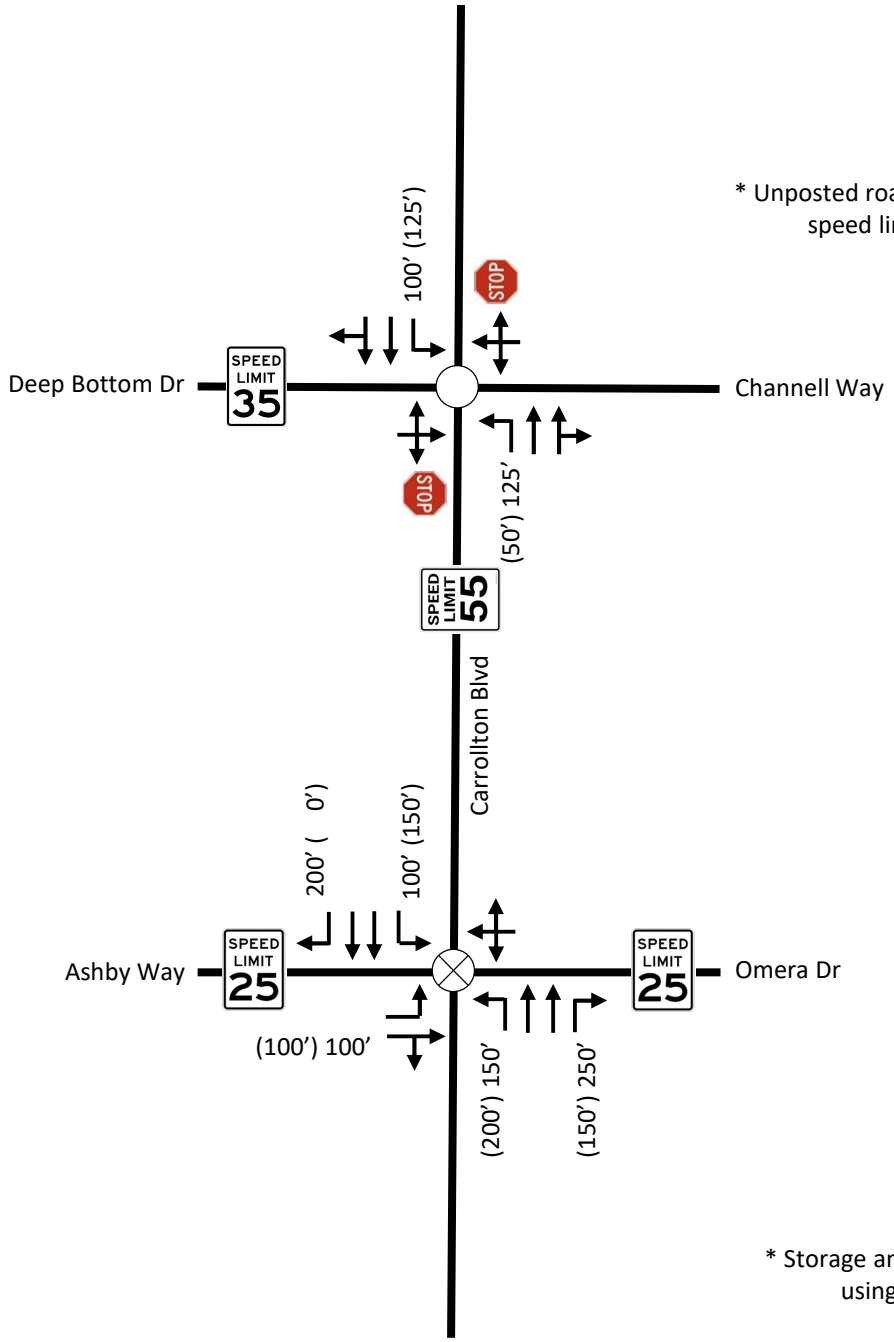
Route 17 Carrollton Boulevard is the primary external roadway serving the development, which is illustrated in **Figure 2**.

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



# 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

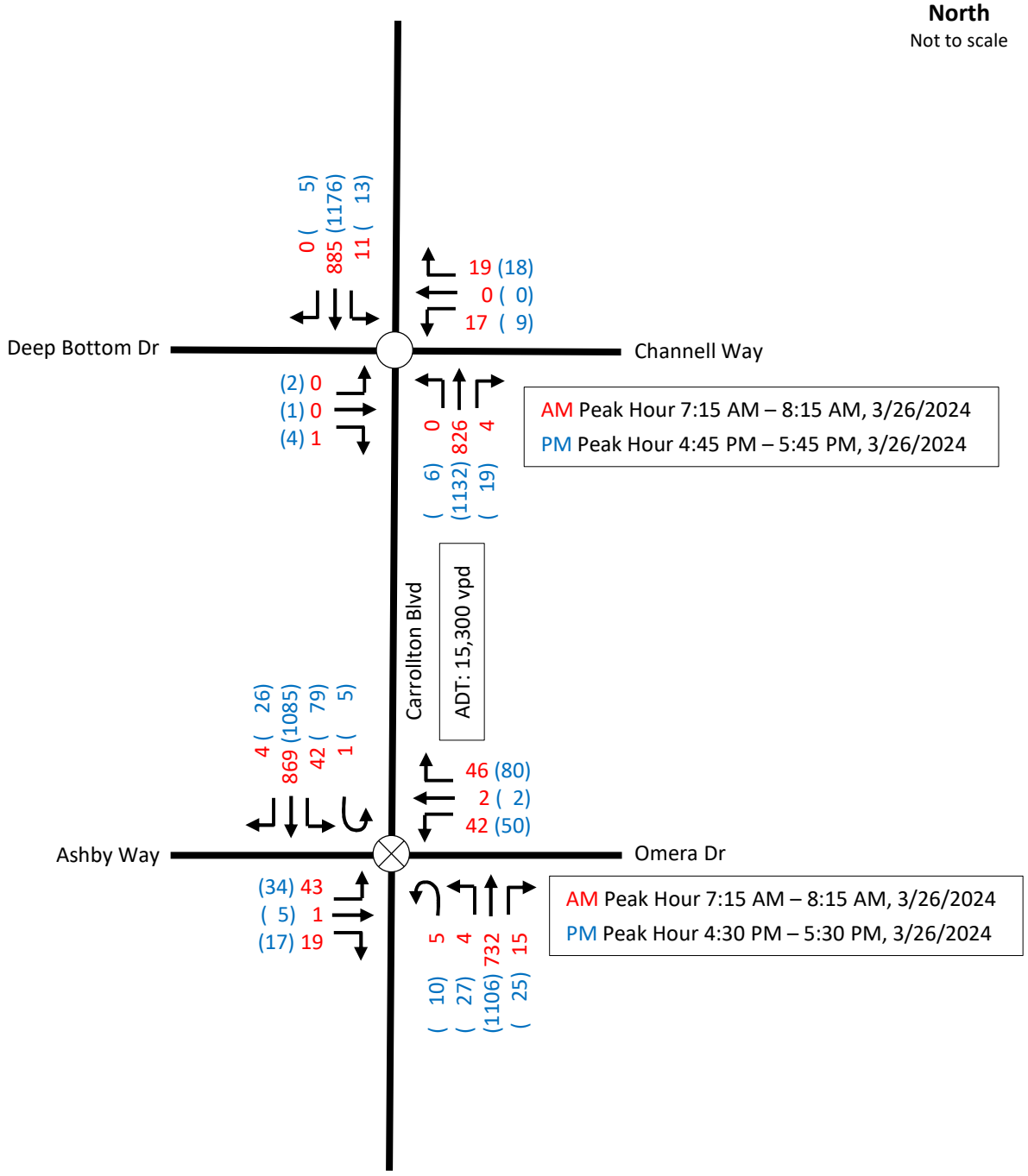
Average daily traffic counts, including vehicle speed data, were collected by Data Collection Group along each of the following roadways within the immediate vicinity of the site location:

- 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.

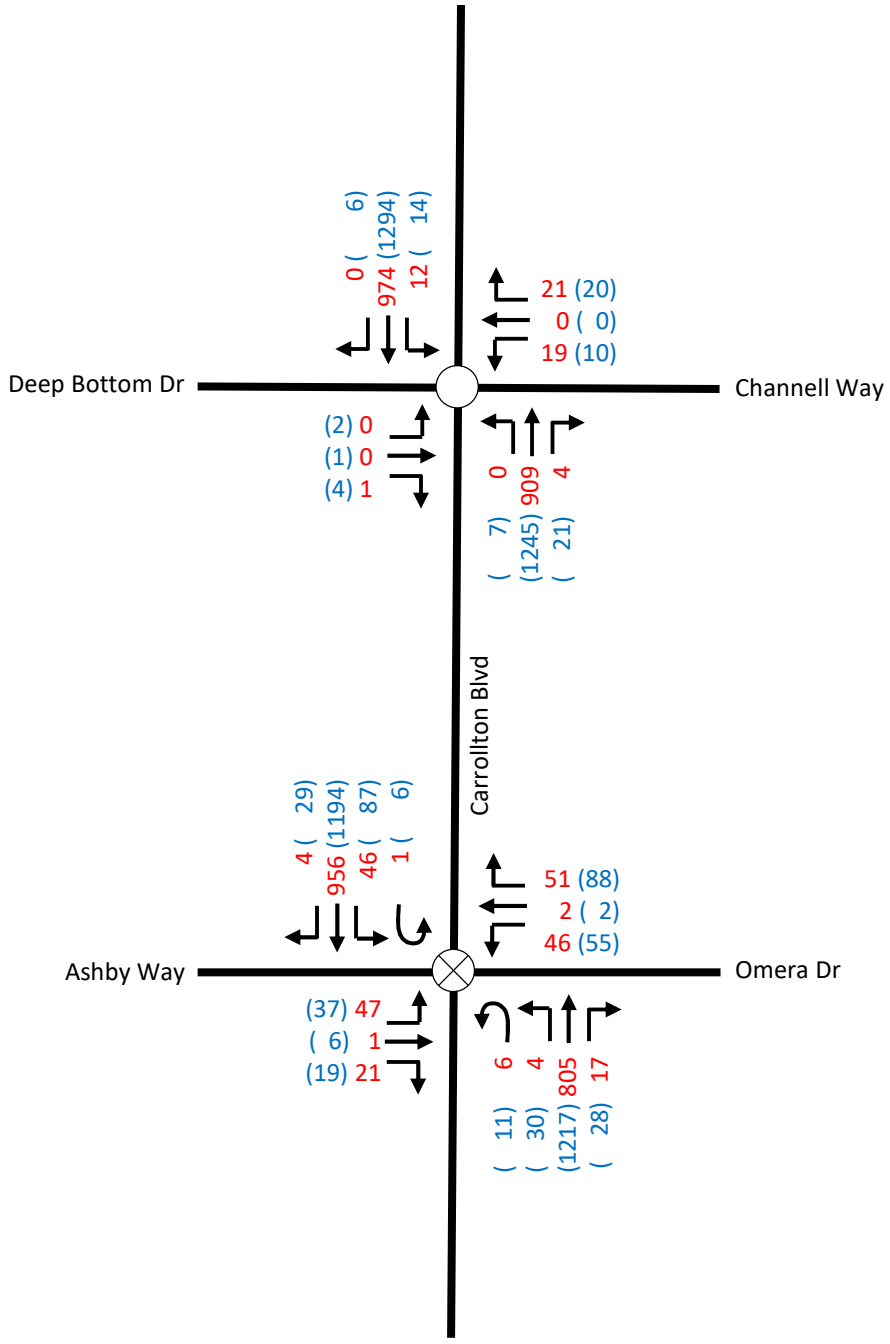
## 3.1 Approved Development

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.

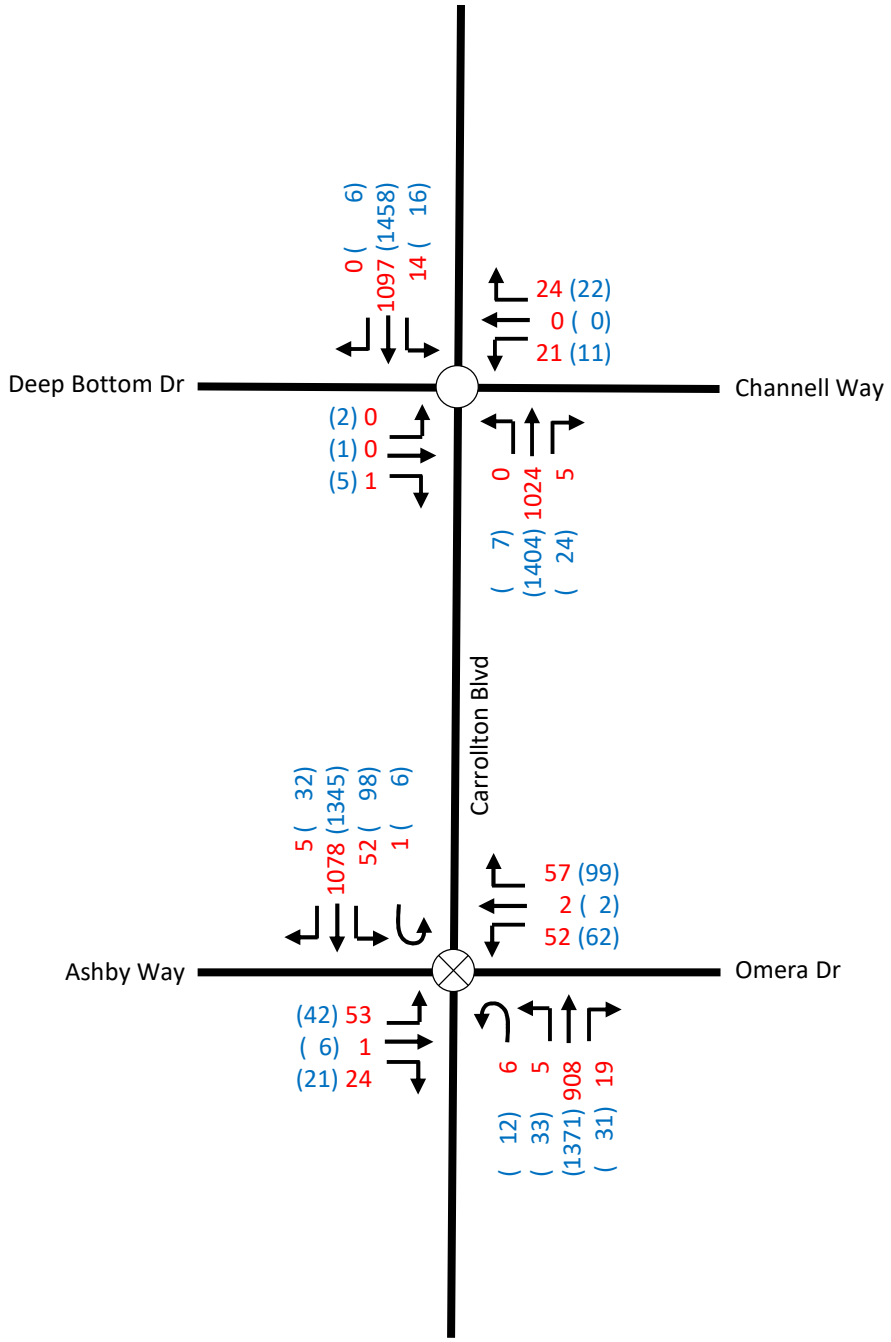
The following figures illustrate the study area intersections background traffic volumes for 2029 and 2035 conditions in the AM and PM peak hours, respectively. These volumes were generated by applying the above growth rate factors to the existing TMC data.

- **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



# 2035 Background Volumes | AM & PM Peak Hours



## 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.

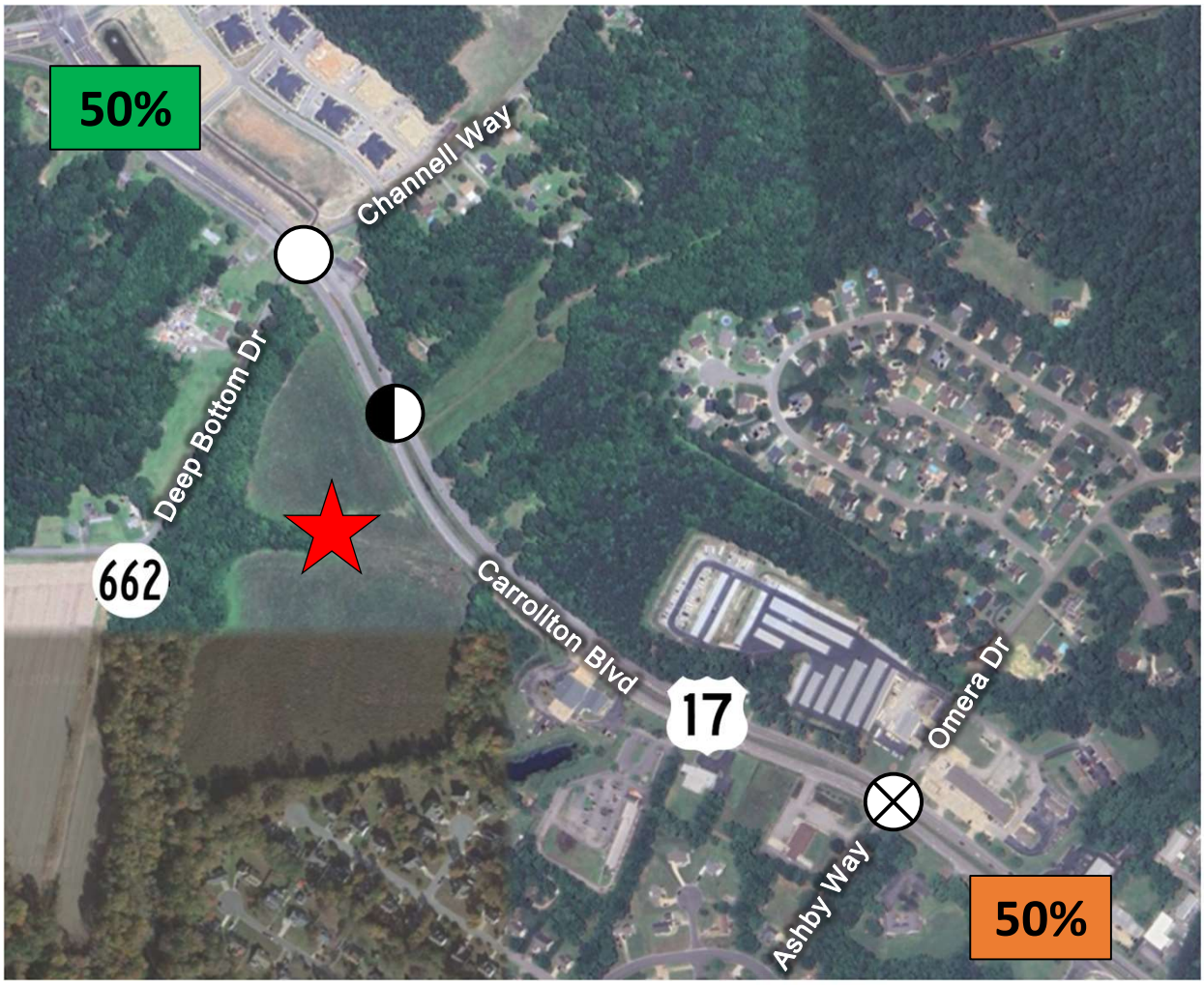
Detailed distributions of both the commercial and residential site traffic are included within the **Appendix**.

## 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

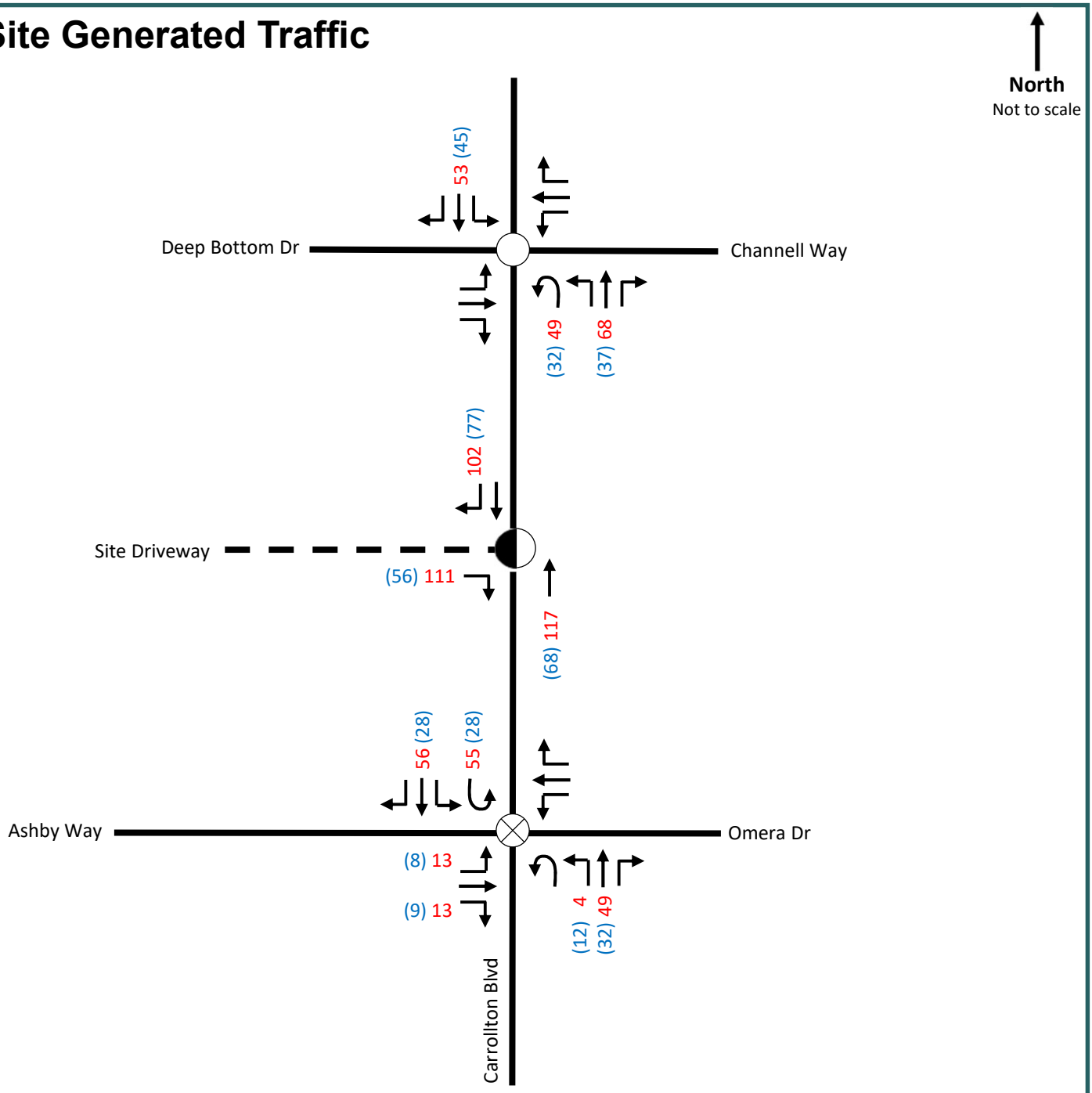



| To/From | Distribution |
|---|---|
| Carrollton Blvd (Rt. 17) N | 50% |
| Carrollton Blvd (Rt. 17) S | 50% |
| Total | 100% |

**Legend**

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

# Site Generated Traffic




| 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

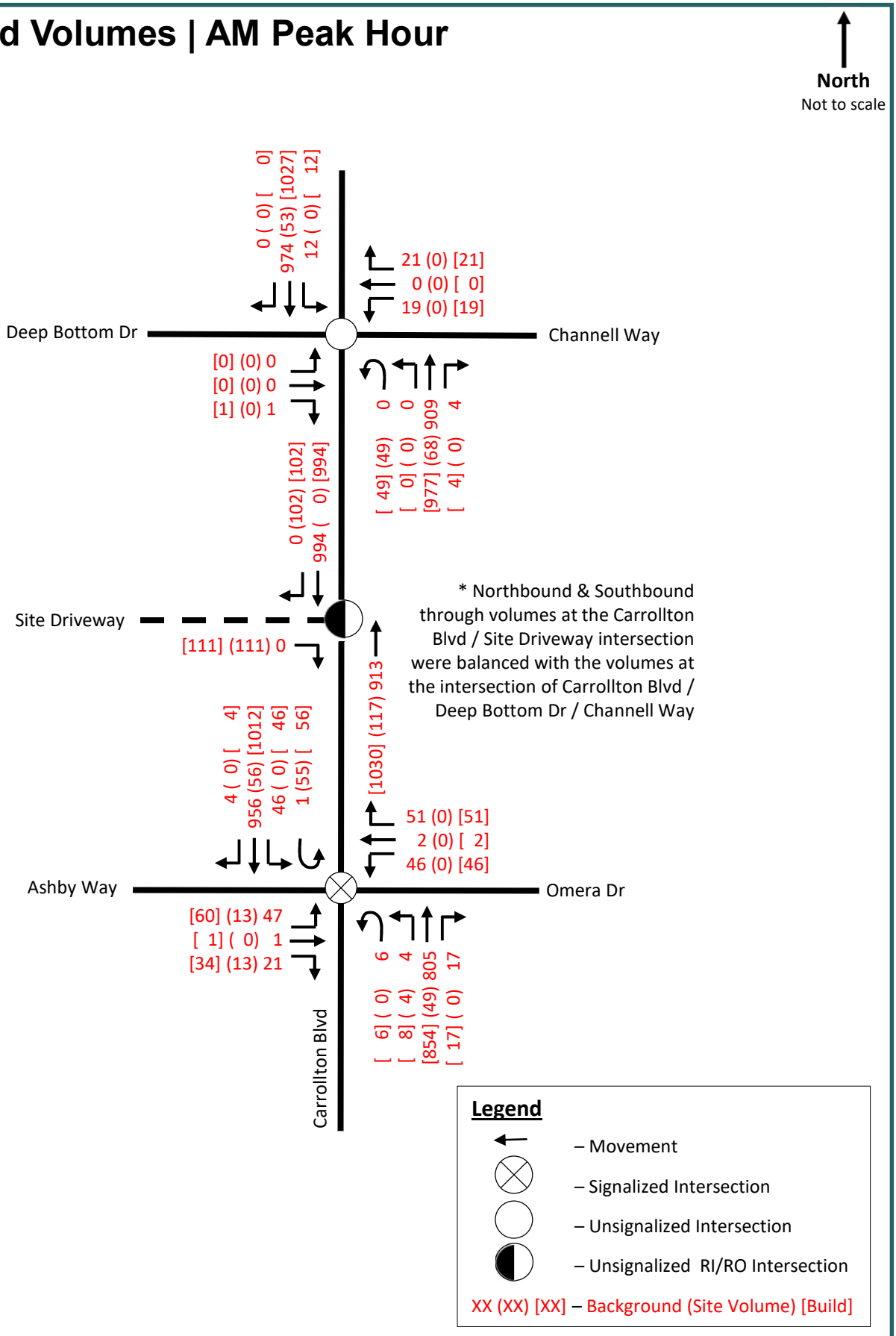
# Future Conditions with Development

## 6.1 Future Traffic Volumes

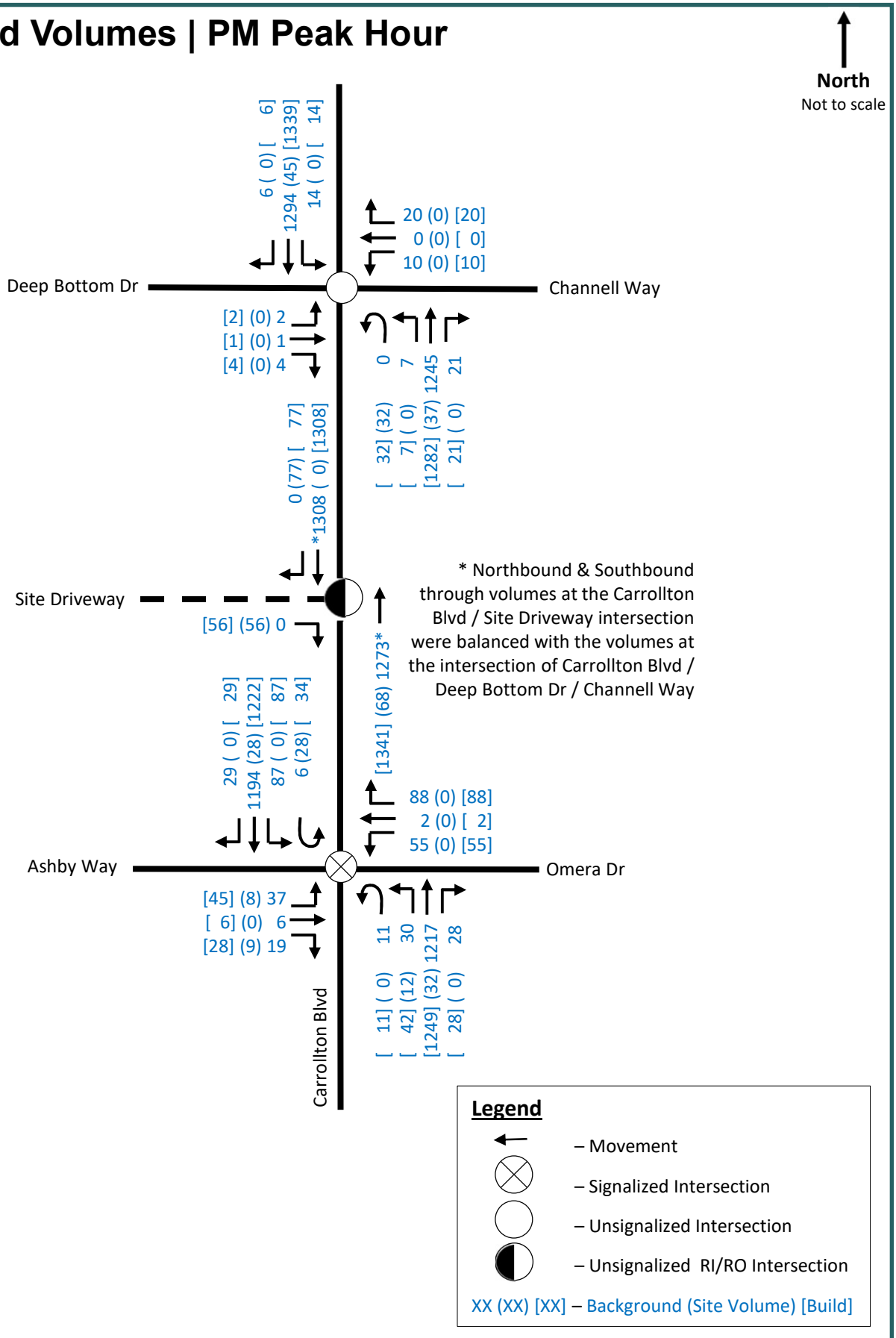
Total future traffic volumes represent the addition of traffic generated by the proposed Bridge Point Commons development in addition to the background traffic volumes. These resulting volumes are also referred to as "build" volumes. The future build conditions were generated by combining the 2029 and 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

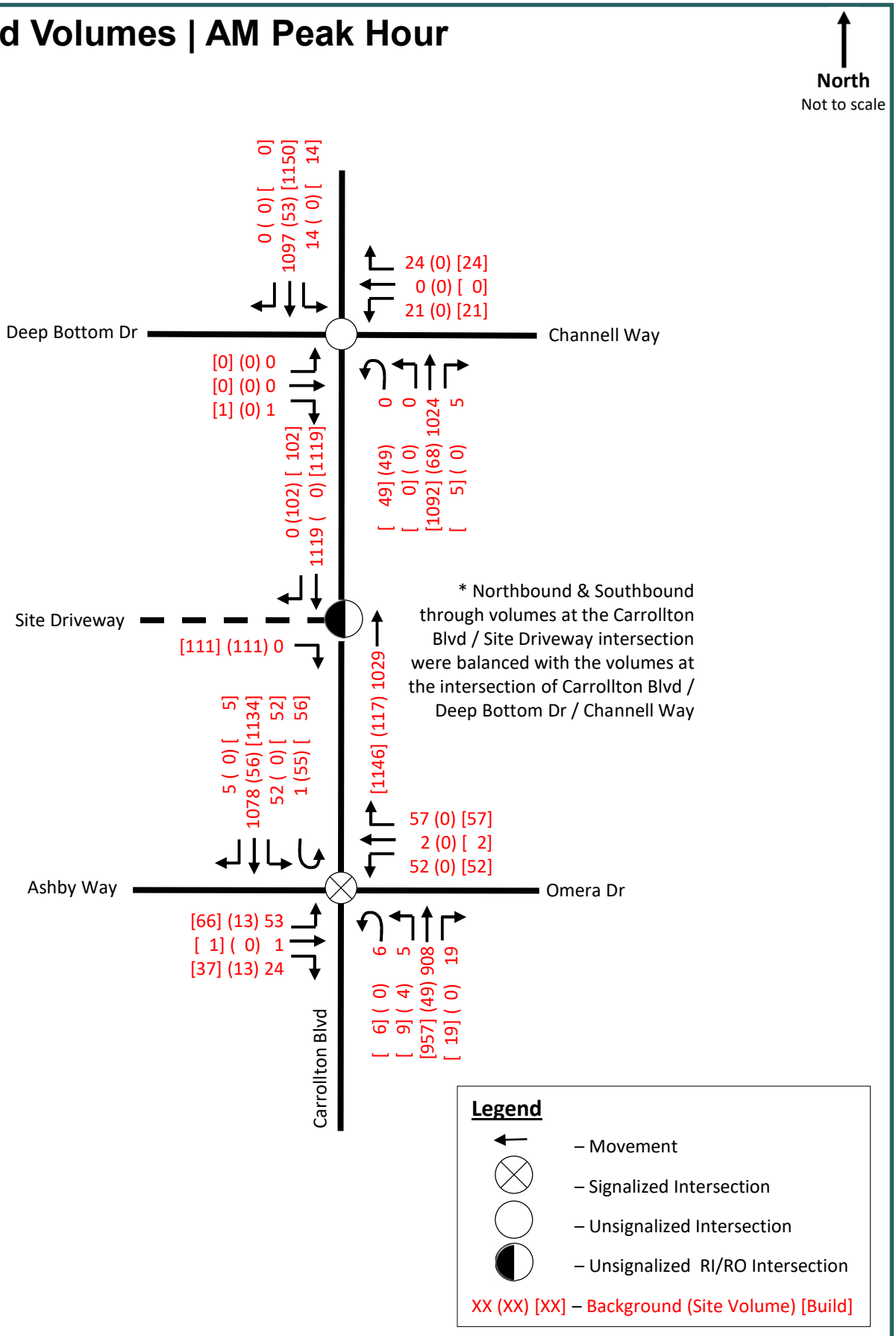
# 2029 Build Volumes | AM Peak Hour



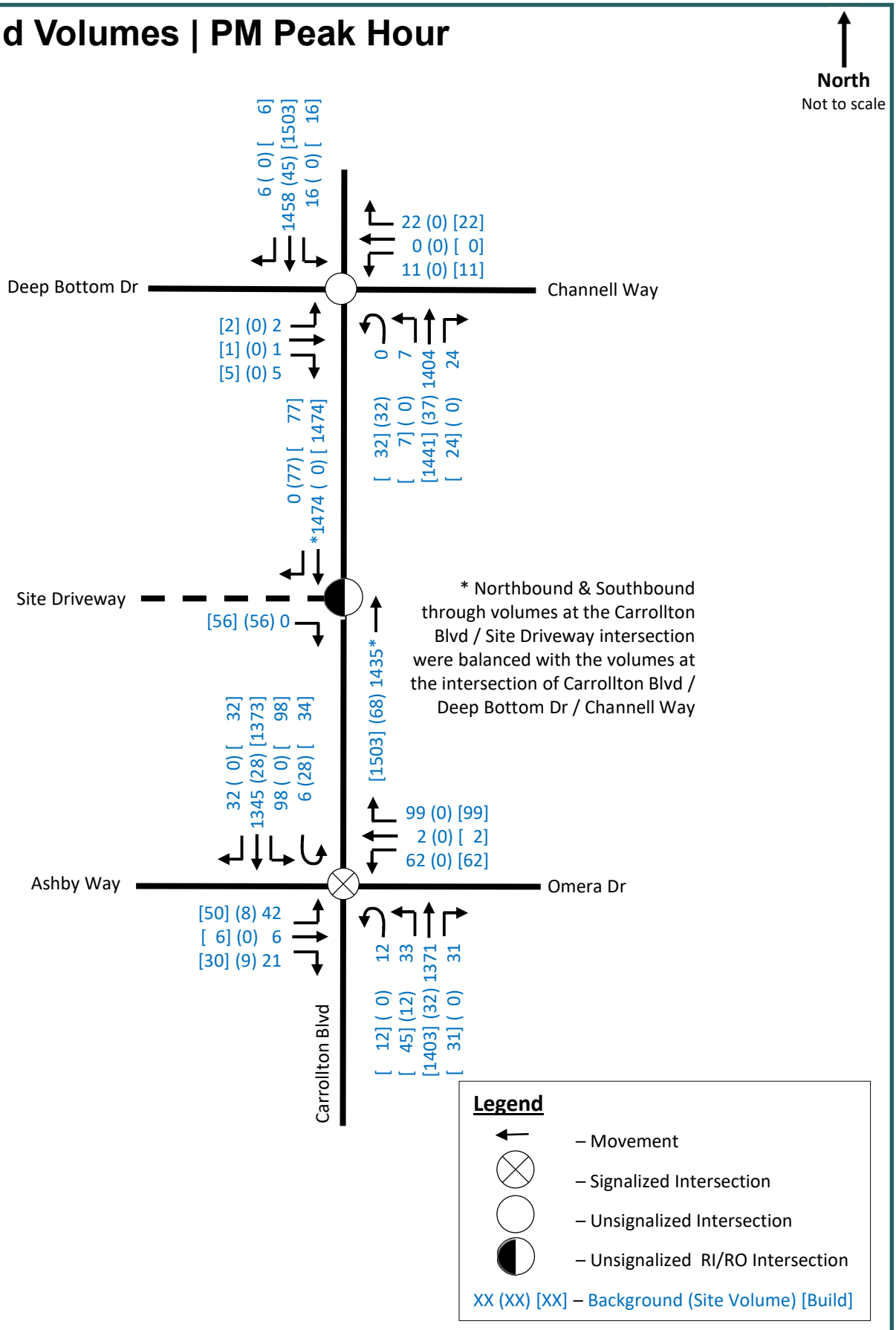
# 2029 Build Volumes | PM Peak Hour



# 2035 Build Volumes | AM Peak Hour



# 2035 Build Volumes | PM Peak Hour



## 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) | - (-) | | - (-) | |

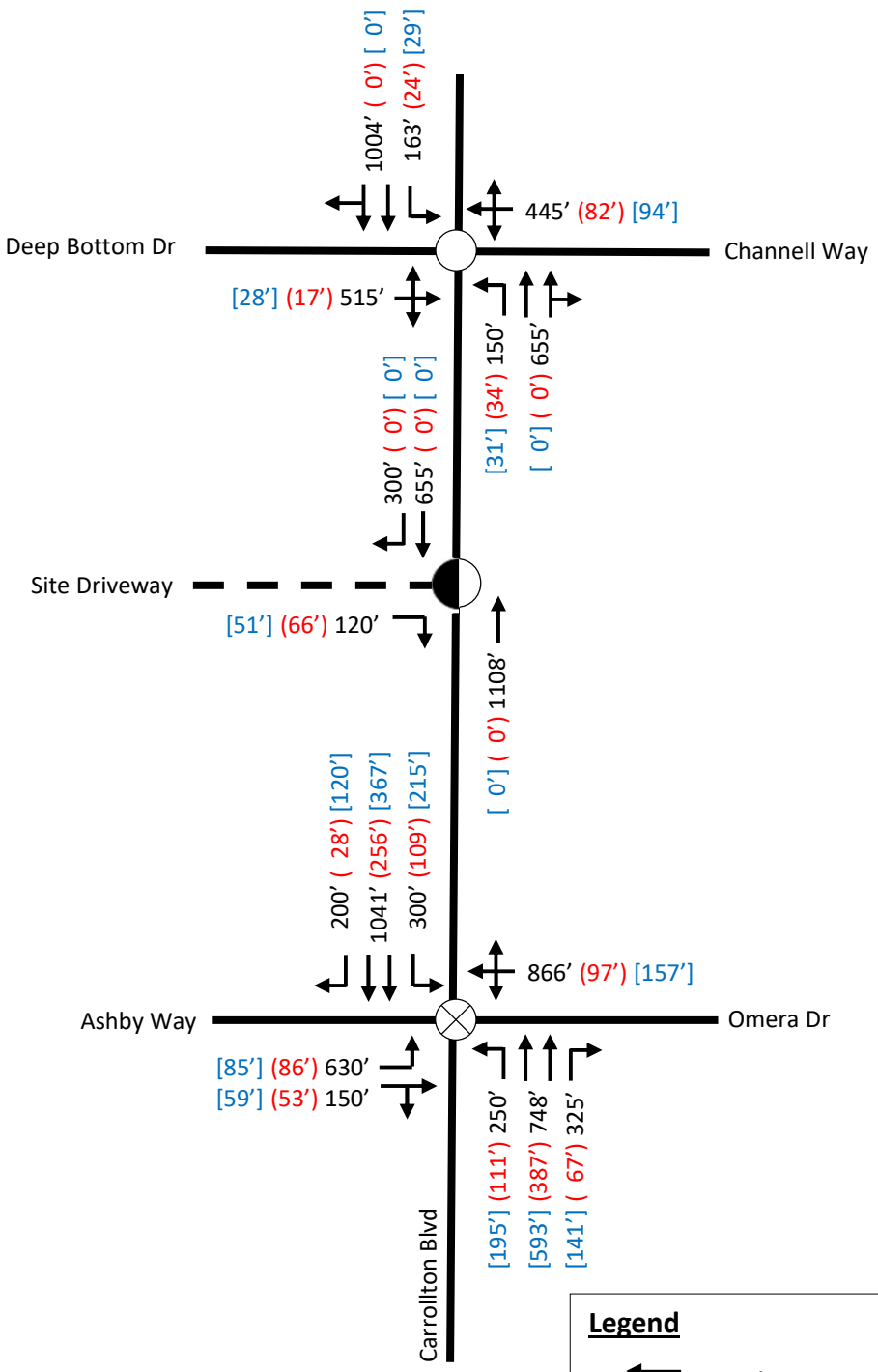
The unsignalized right-in/right-out intersection operates at an overall LOS A under all scenarios. Turn lane warrants were performed for the southbound right-turn movement using guidance outlined in the VDOT Road Design Manual, Appendix F. Based on this analysis, a southbound right-turn lane is warranted 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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 85$^{th}$ 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.

7

# 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.

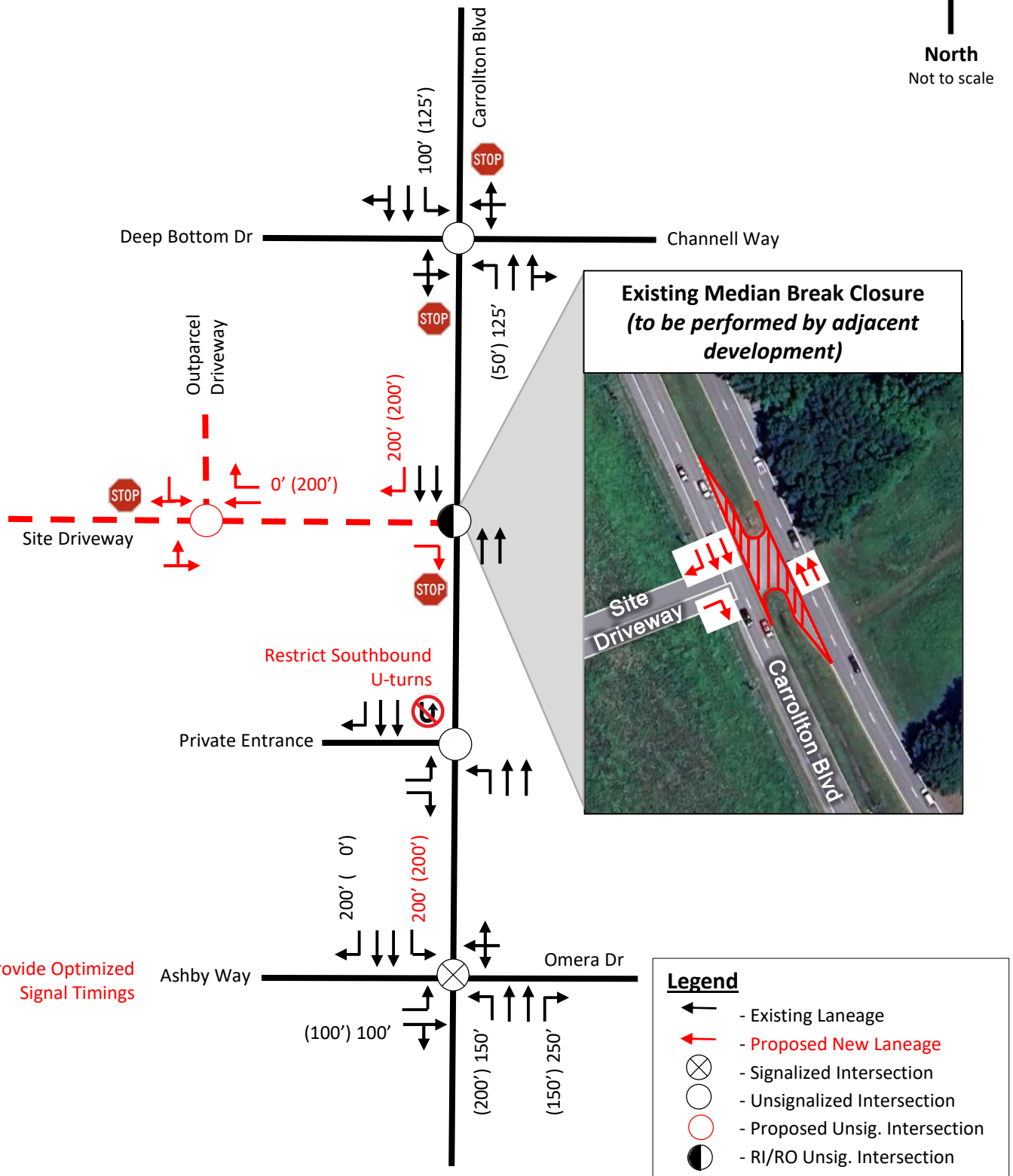
**Carrollton Boulevard / Site Driveway (proposed RI/RO – unsignalized)**

- 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




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

# 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.

*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

Estimated factor of revenue vs. cost: **3.7**

# 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.

*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

Estimated factor of revenue vs. cost: **3.7**

# Bridge Point Commons

## Isle of Wight County, Virginia

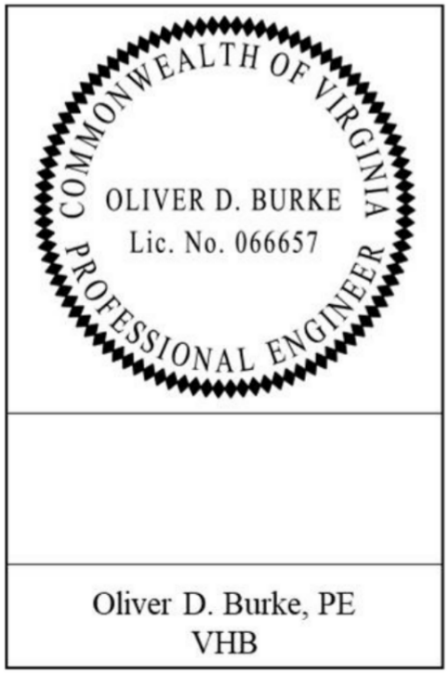
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3/24/25



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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.*
- 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

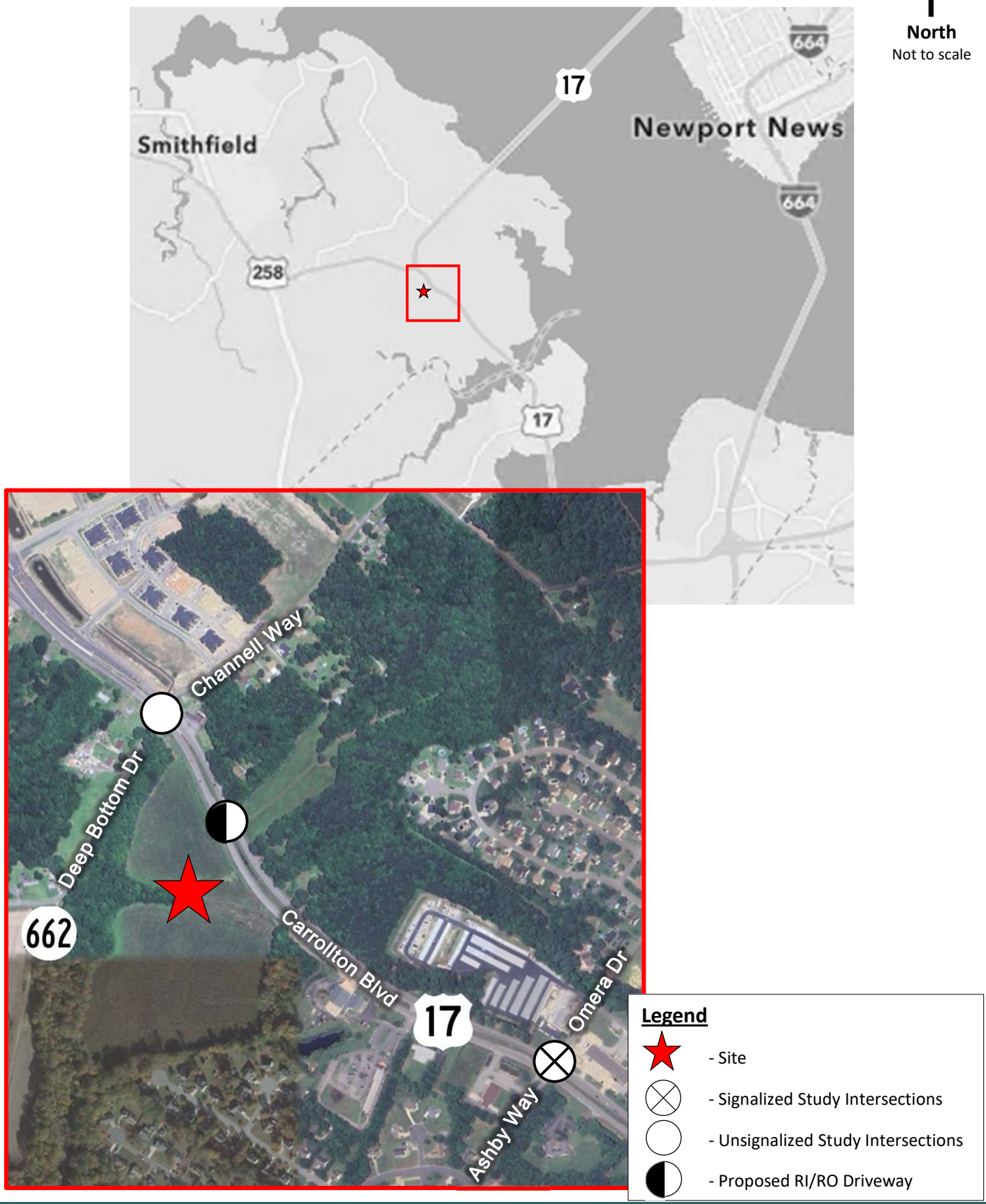
# Introduction

## 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
17
Smithfield
Newport News
664
664
258
17
Channell Way
Deep Bottom Dr
662
Carrollton Blvd
17
Omera Dr
Ashby Way
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

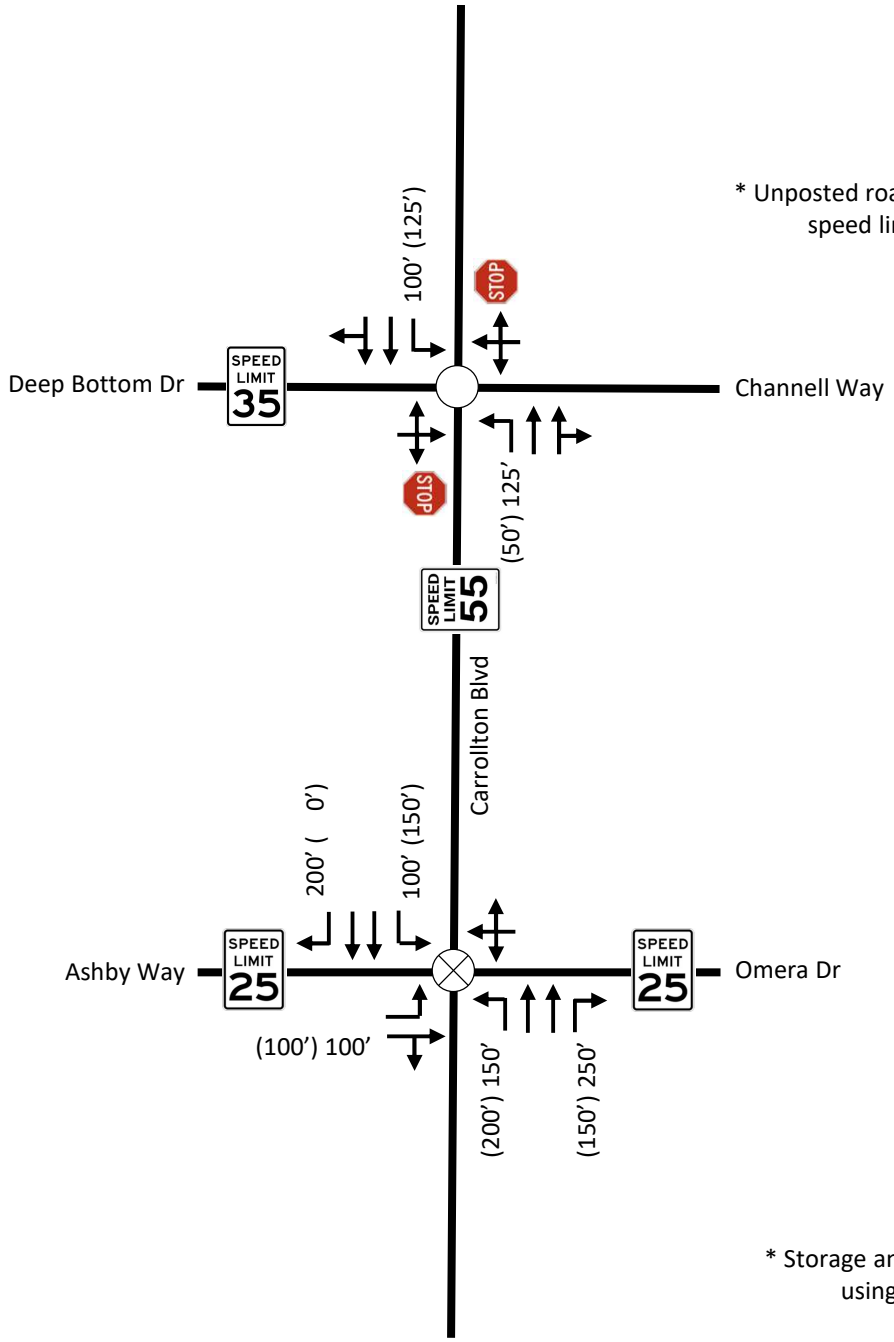
Route 17 Carrollton Boulevard is the primary external roadway serving the development, which is illustrated in **Figure 2**.

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



# 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

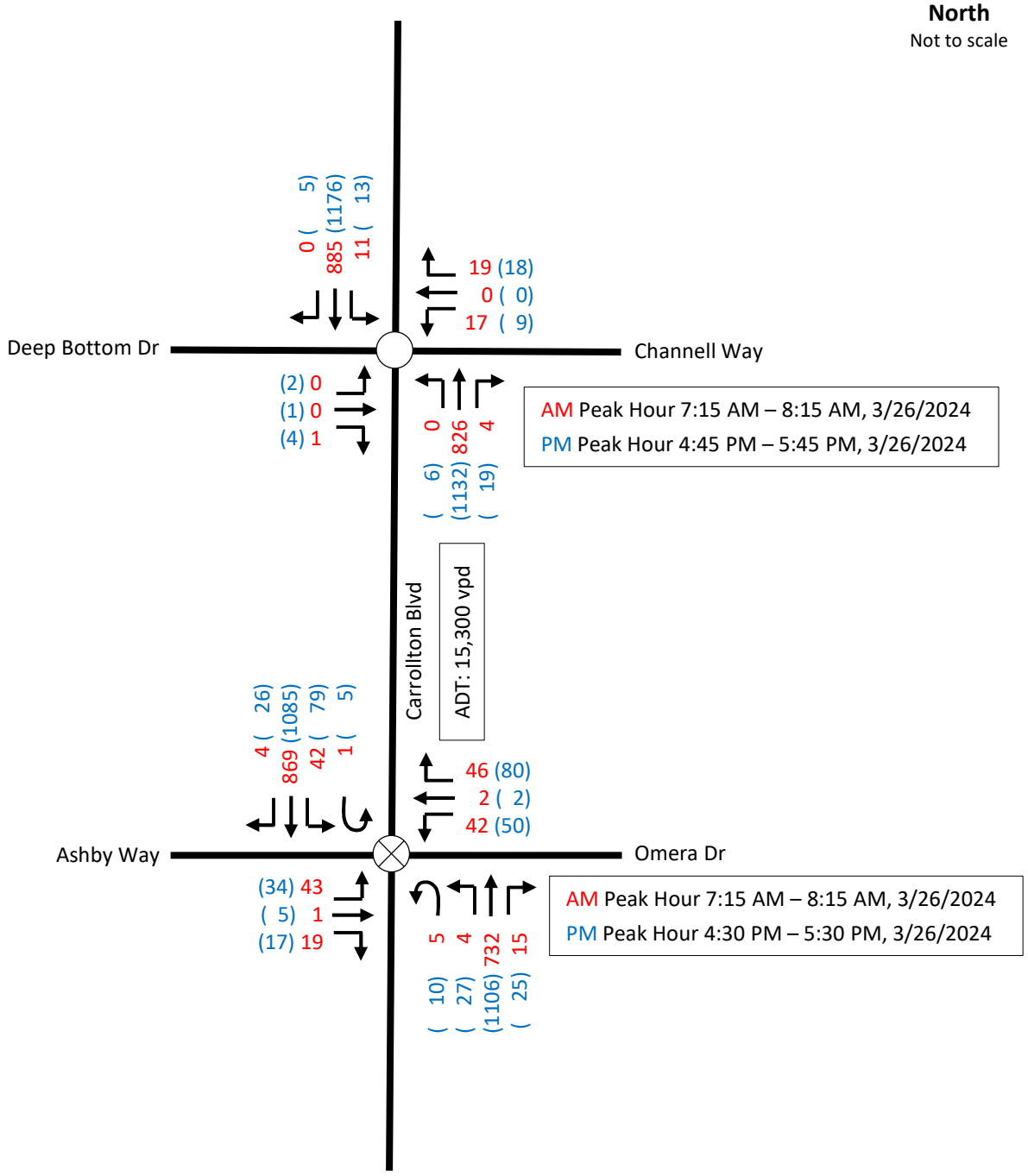
Average daily traffic counts, including vehicle speed data, were collected by Data Collection Group along each of the following roadways within the immediate vicinity of the site location:

- 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.

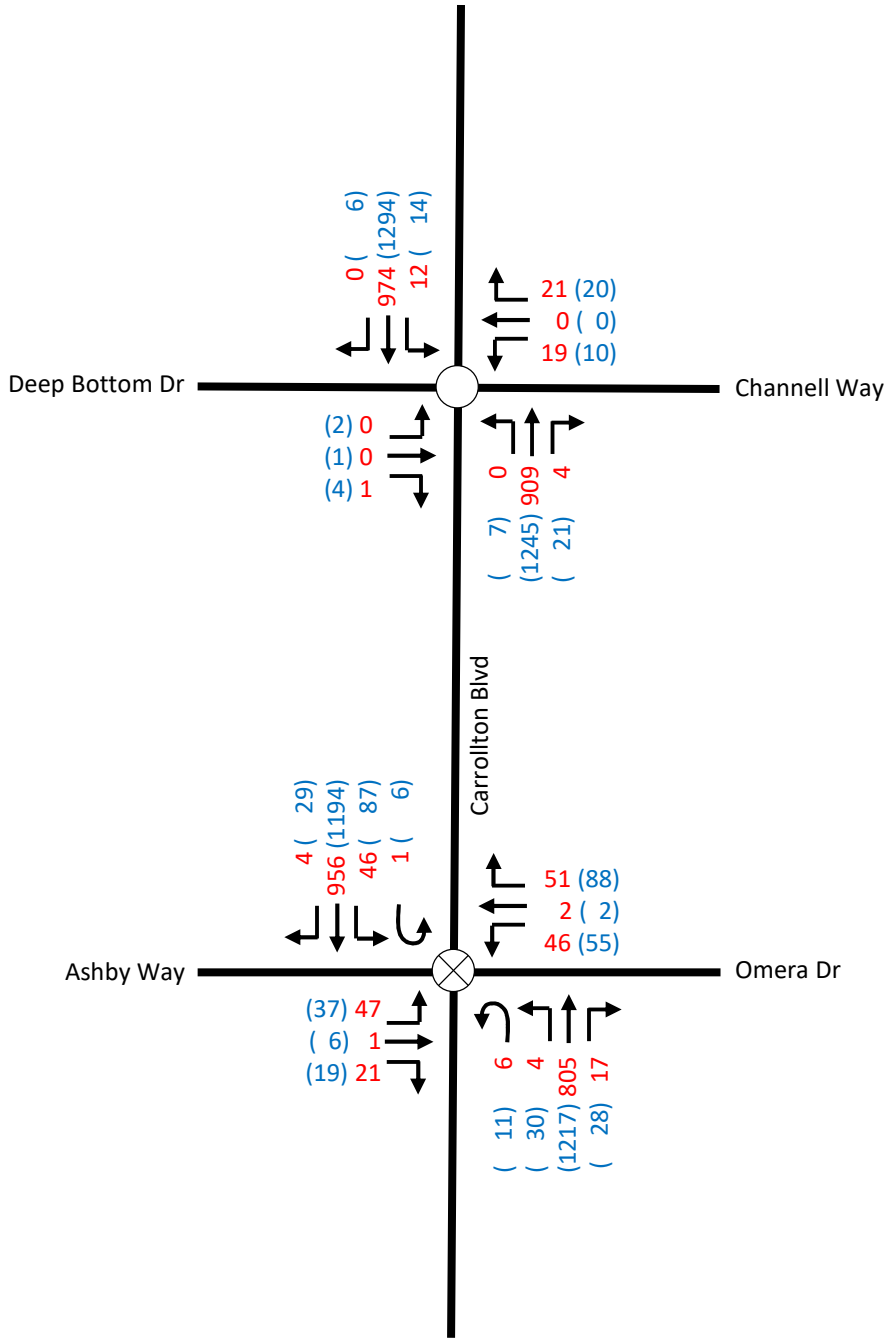
## 3.1 Approved Development

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.

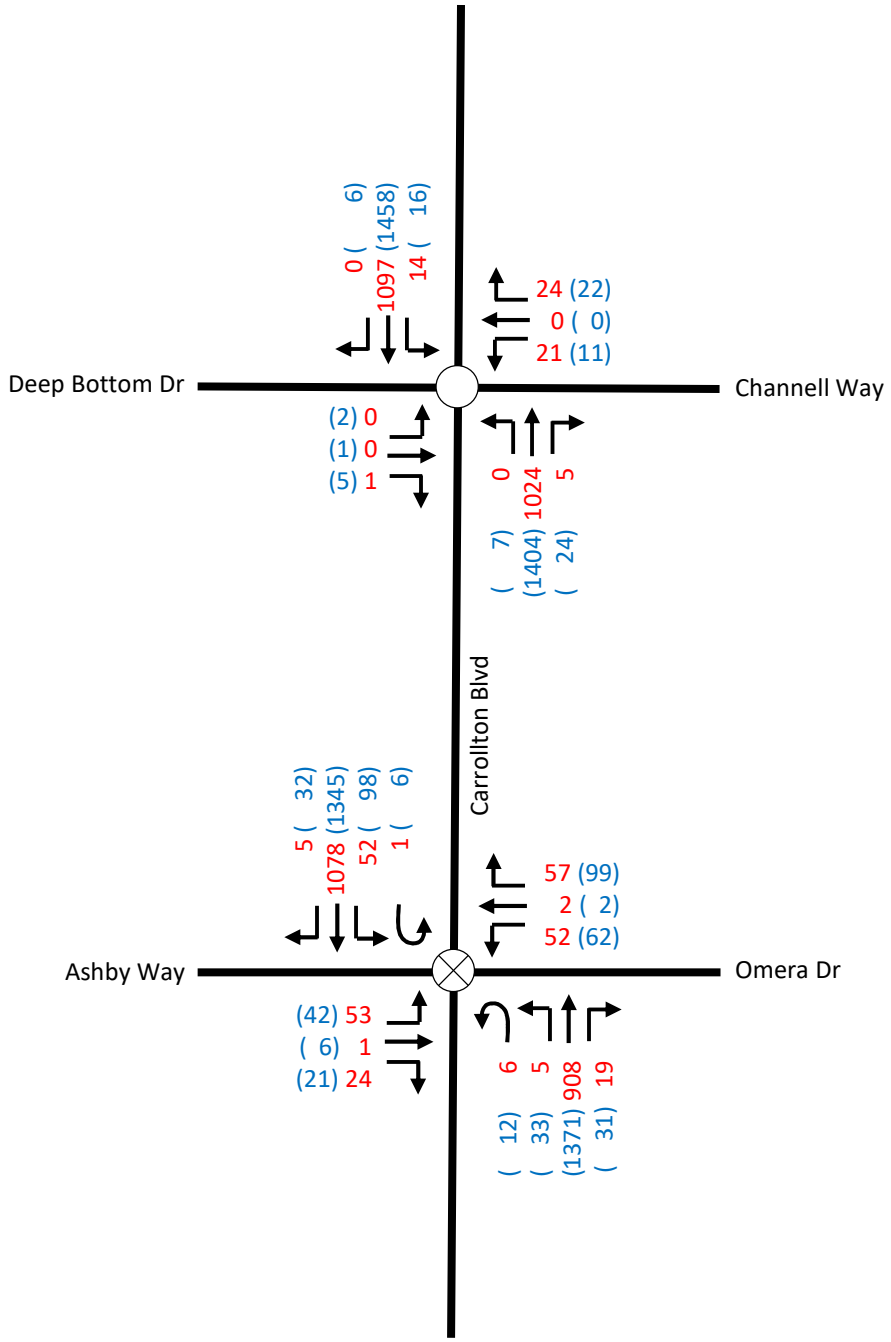
The following figures illustrate the study area intersections background traffic volumes for 2029 and 2035 conditions in the AM and PM peak hours, respectively. These volumes were generated by applying the above growth rate factors to the existing TMC data.

- **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



# 2035 Background Volumes | AM & PM Peak Hours



## 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.

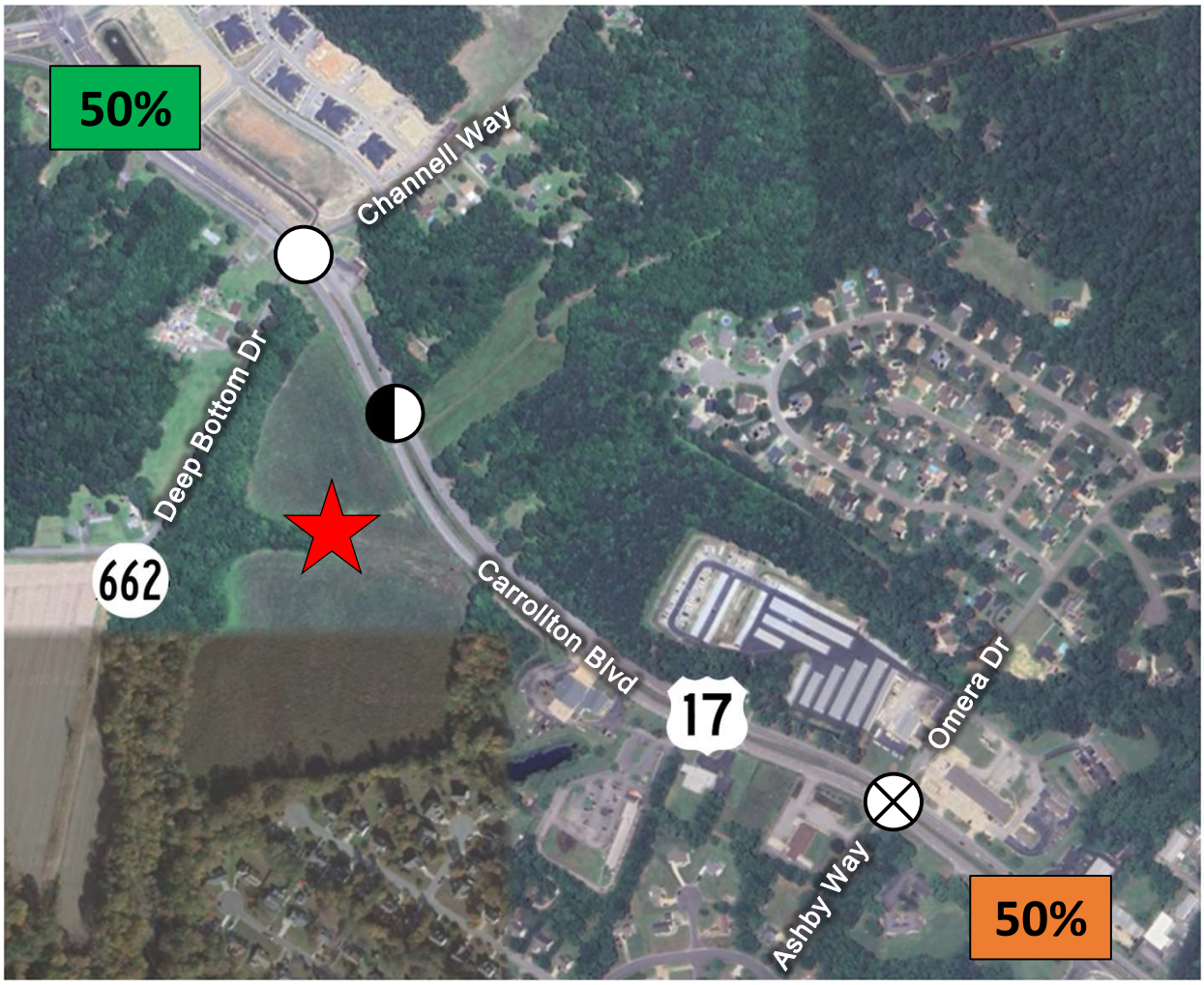
Detailed distributions of both the commercial and residential site traffic are included within the **Appendix**.

## 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

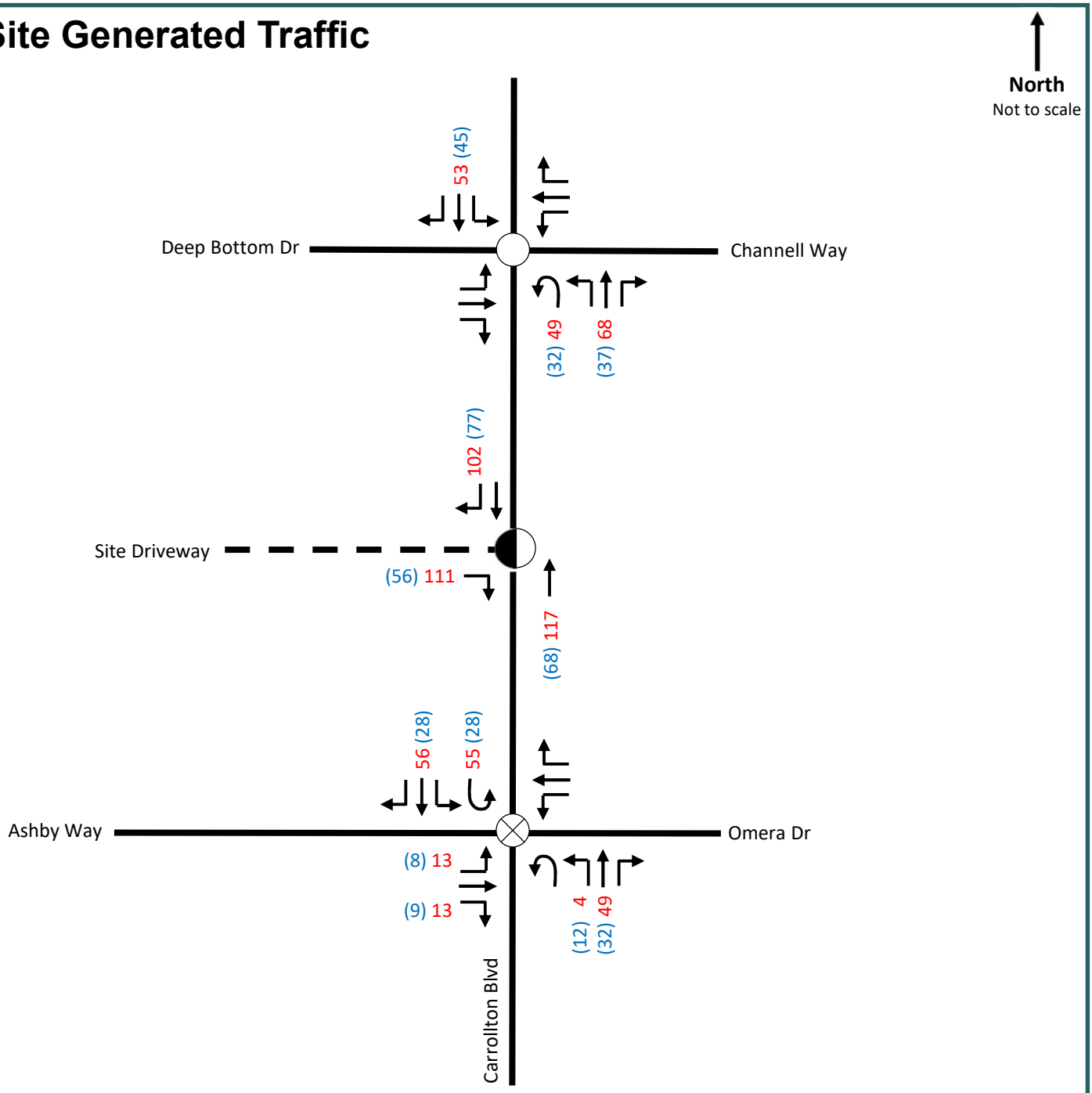



| To/From | Distribution |
|---|---|
| Carrollton Blvd (Rt. 17) N | 50% |
| Carrollton Blvd (Rt. 17) S | 50% |
| Total | 100% |

**Legend**

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

# Site Generated Traffic




| 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

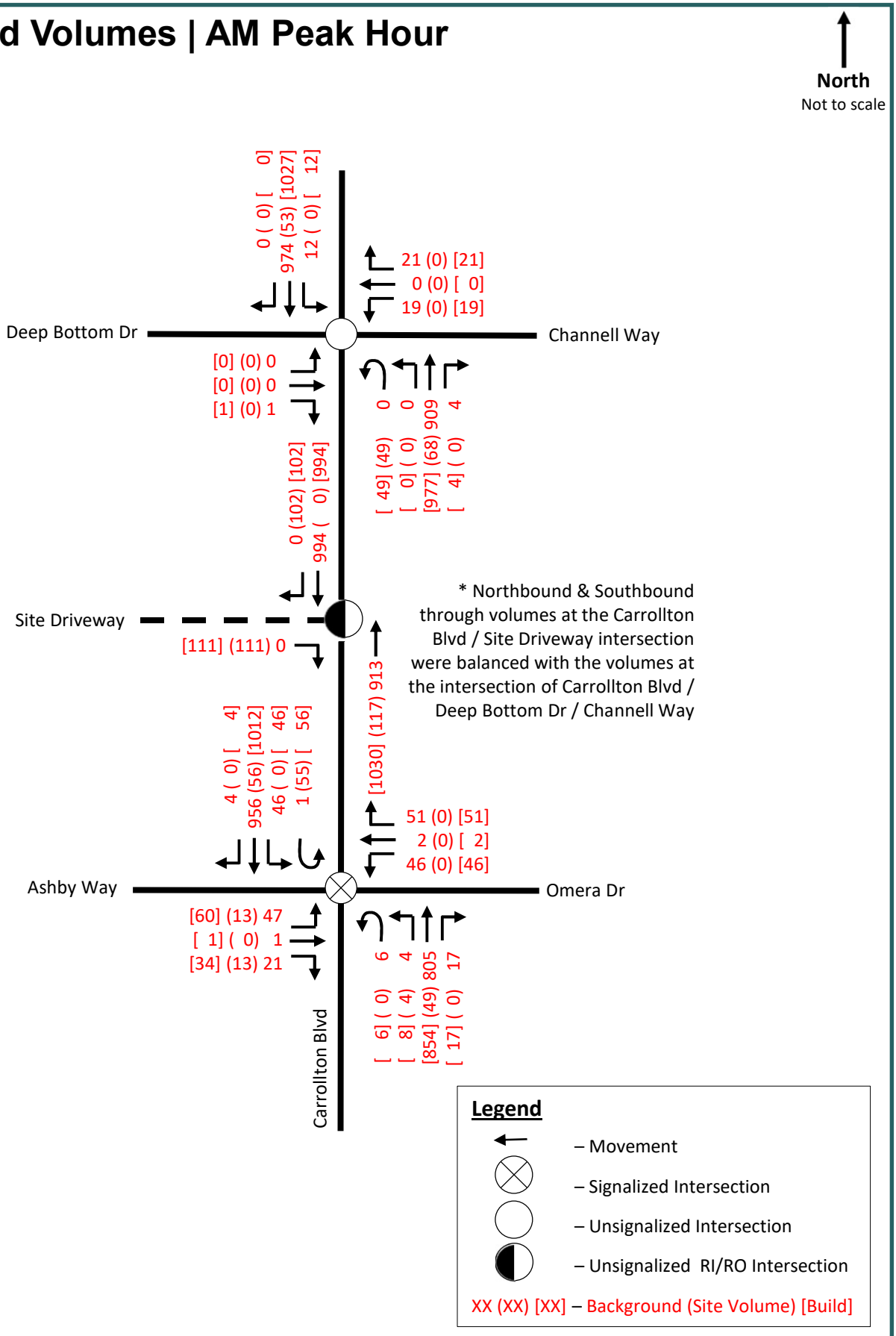
# Future Conditions with Development

## 6.1 Future Traffic Volumes

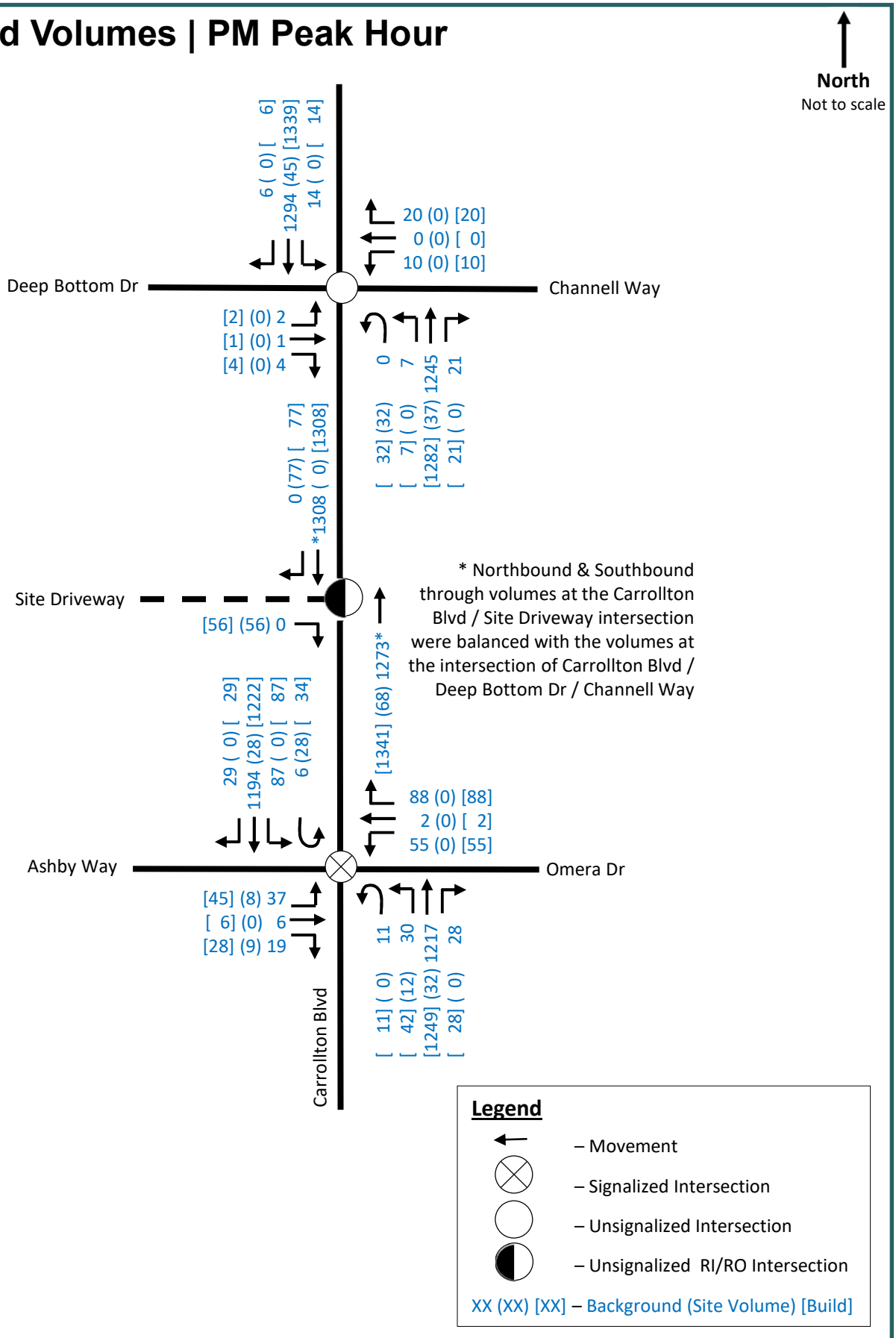
Total future traffic volumes represent the addition of traffic generated by the proposed Bridge Point Commons development in addition to the background traffic volumes. These resulting volumes are also referred to as "build" volumes. The future build conditions were generated by combining the 2029 and 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

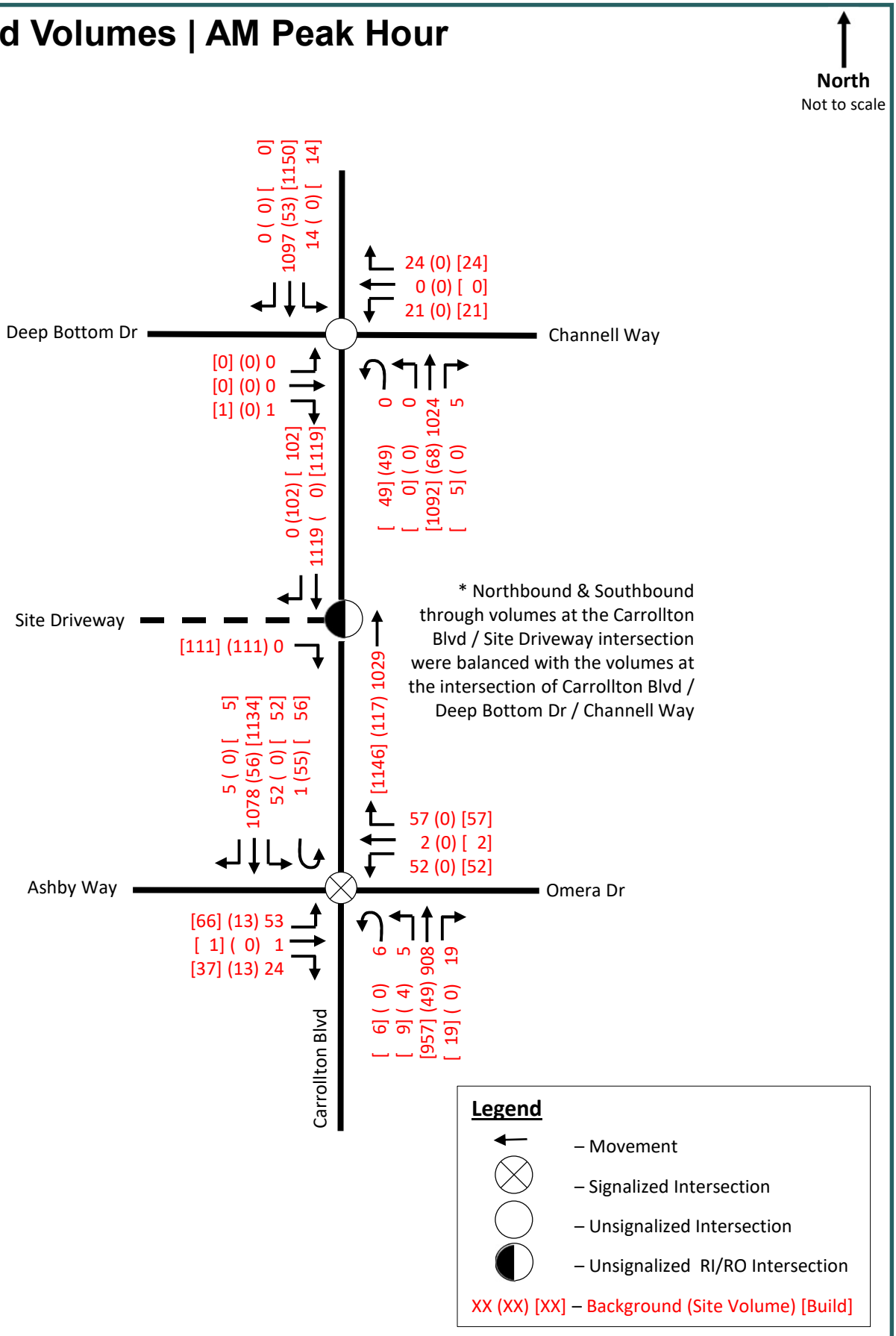
# 2029 Build Volumes | AM Peak Hour



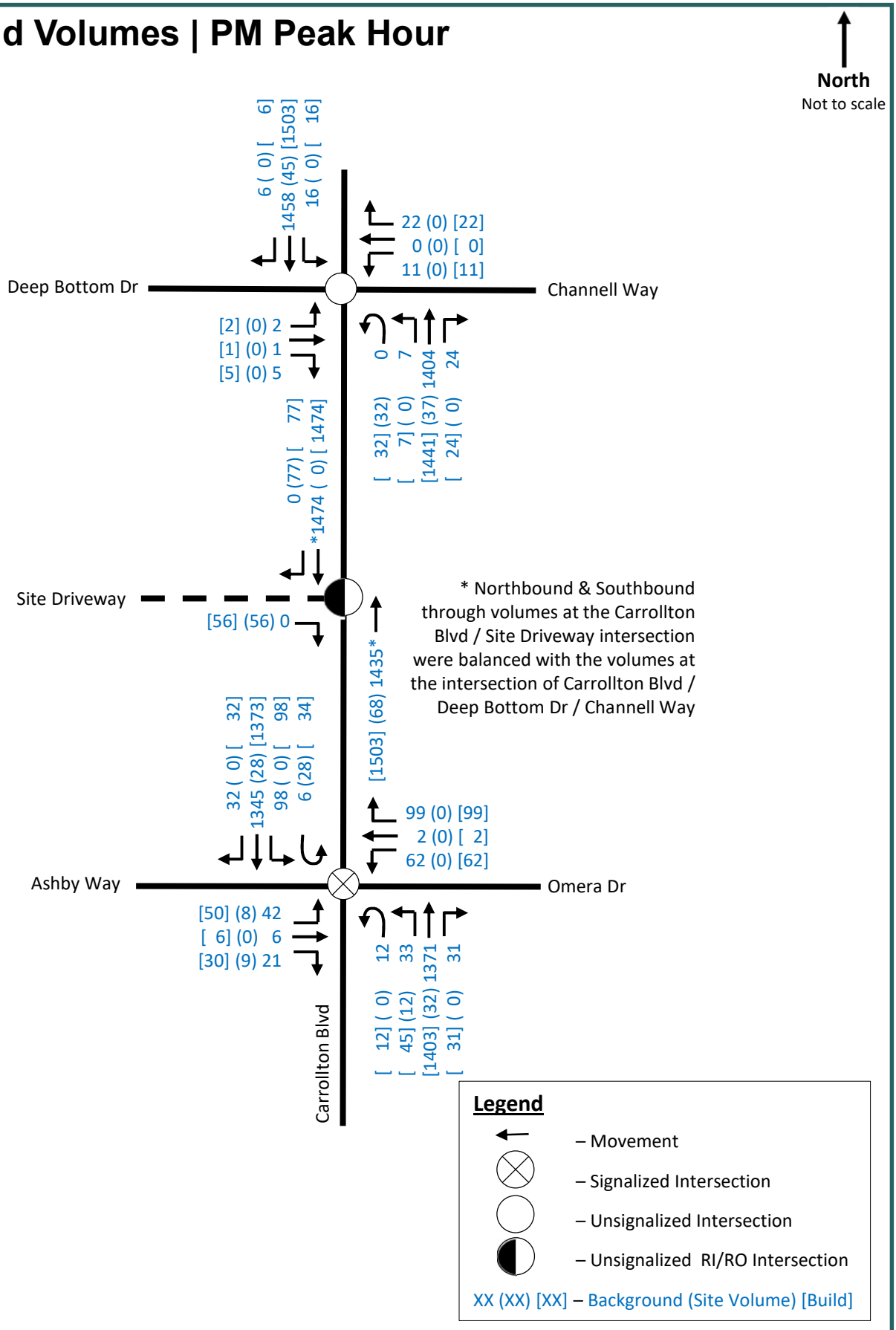
# 2029 Build Volumes | PM Peak Hour



# 2035 Build Volumes | AM Peak Hour



# 2035 Build Volumes | PM Peak Hour



## 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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) | - (-) | | - (-) | |

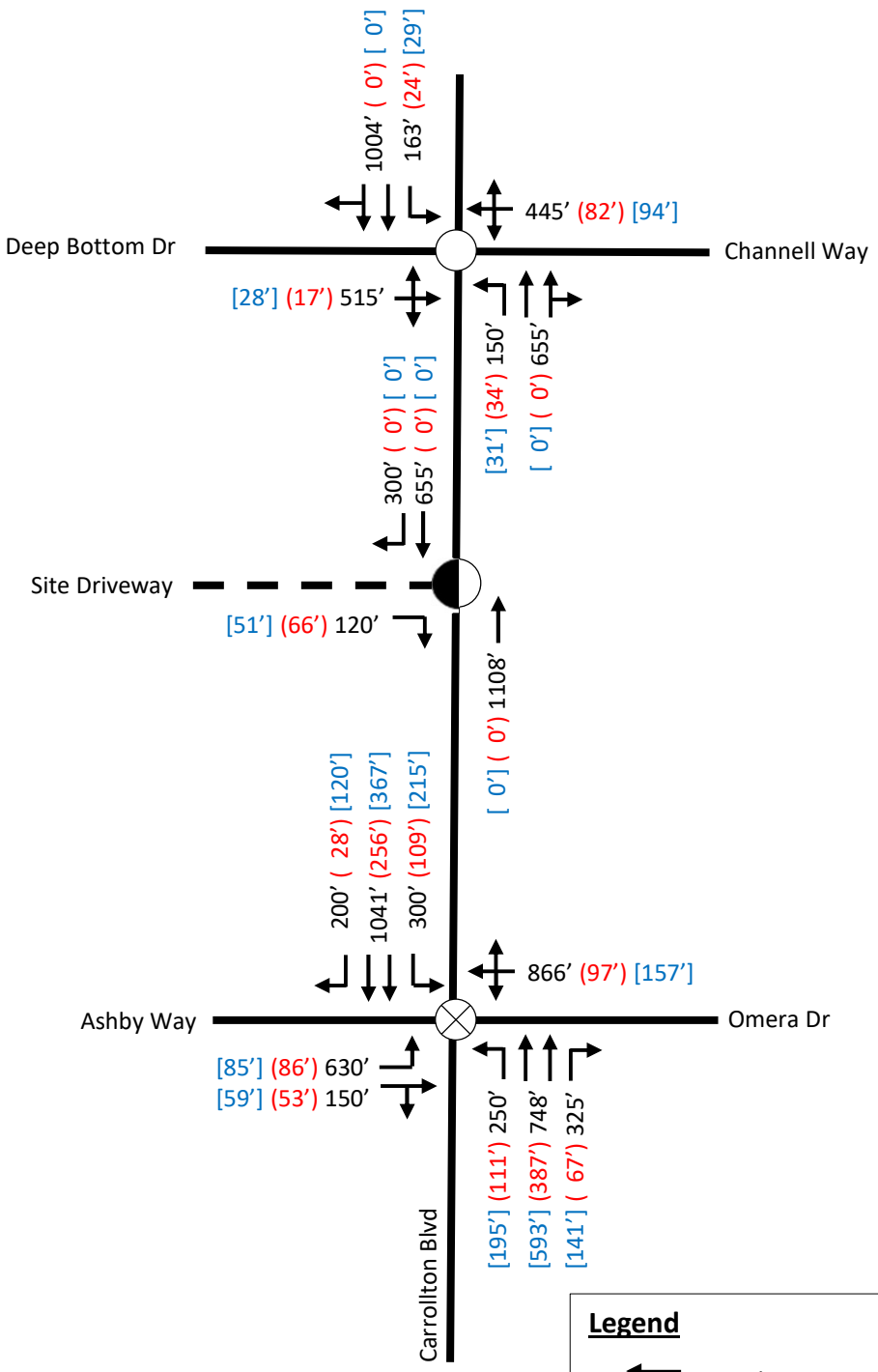
The unsignalized right-in/right-out intersection operates at an overall LOS A under all scenarios. Turn lane warrants were performed for the southbound right-turn movement using guidance outlined in the VDOT Road Design Manual, Appendix F. Based on this analysis, a southbound right-turn lane is warranted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

### 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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 85$^{th}$ 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.

7

# 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.

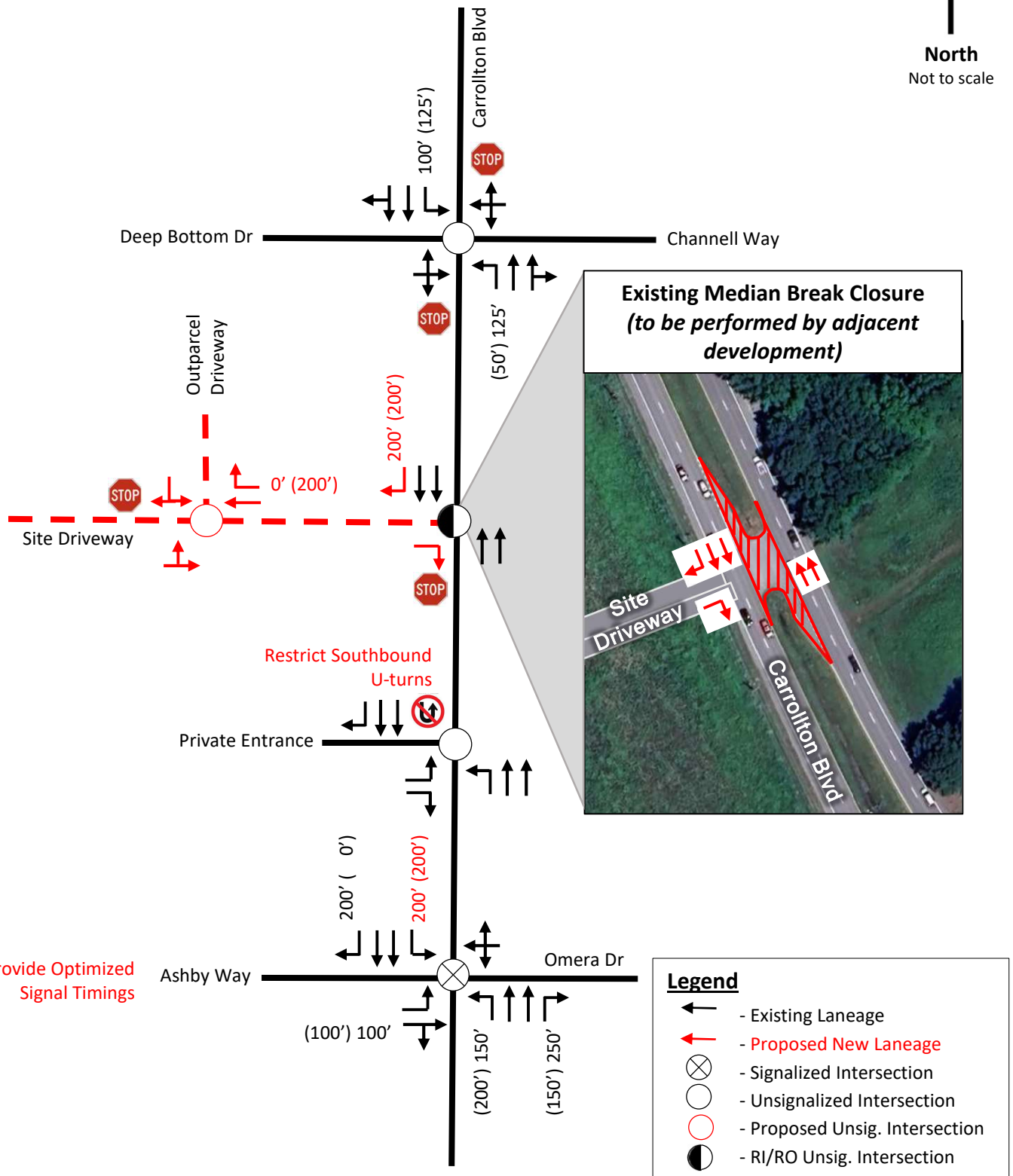
**Carrollton Boulevard / Site Driveway (proposed RI/RO – unsignalized)**

- 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)**

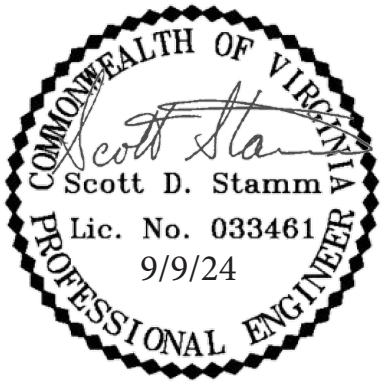
- Construct westbound right-turn taper.

# Recommended Improvements




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

# 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 Carrolton 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. $Q_{Developed} \leq I.F.*(Q_{Pre\text{-}developed}* RV_{Pre\text{-}Developed})/RV_{Developed}$

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.

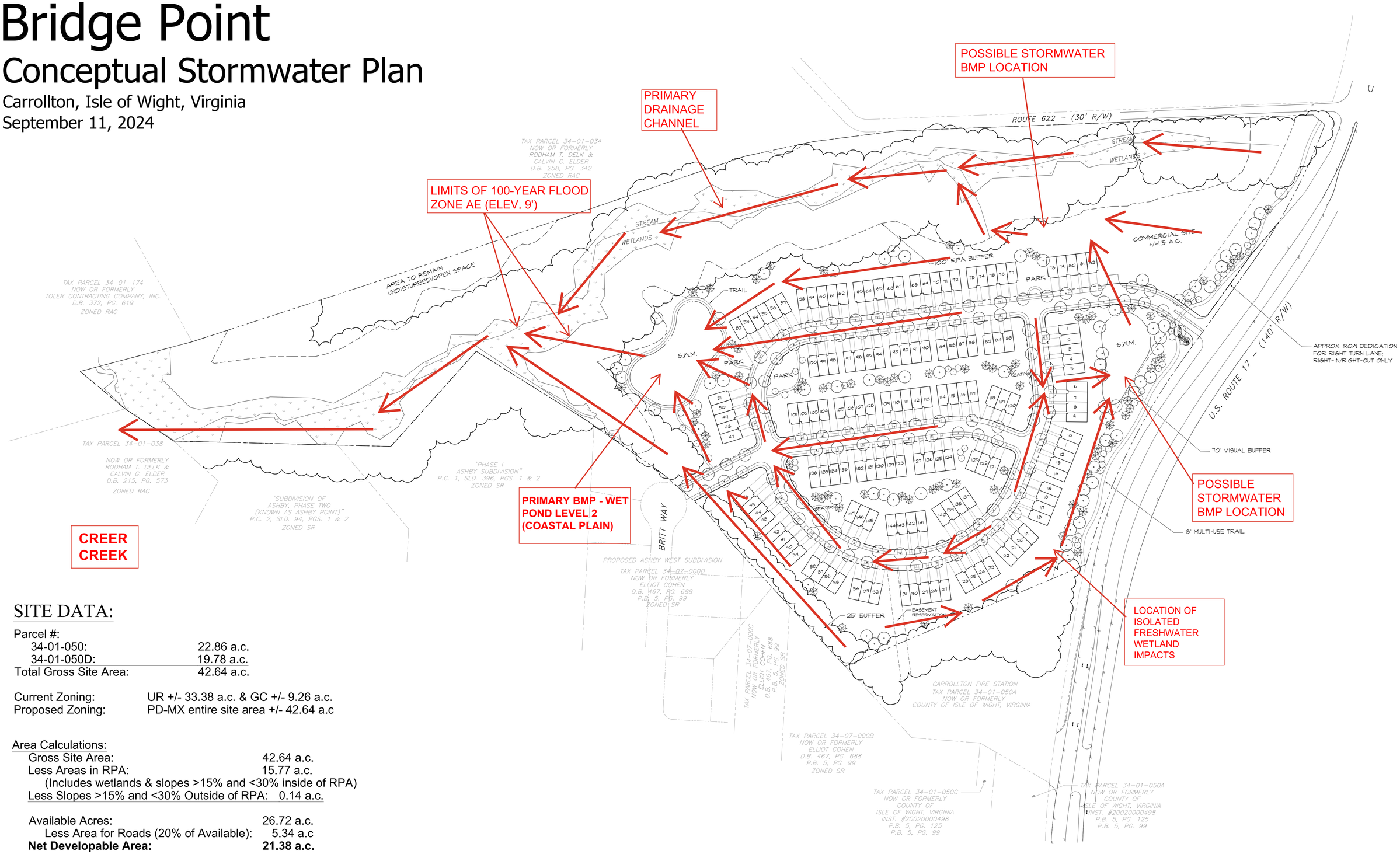
(xii) Proposed mitigation measures for potential hydrogeological impacts include implementing an Erosion and Sedimentation Control Plan completed by a Licensed Virginia PE, temporary construction and permanent stormwater management systems, and a site design to minimize cut and fill.

# 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** |


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O:\Projects\Quality of Currituck\QUC027 – Bridge Point Commons\Cadd\Prelim\QUC027 – Conceptual and Rezoning Exhibit 1.5 ac commerical – 11SEP24.dwg, Plotted By: Amy, Plotted: Sep 11, 2024 – 1:32pm

# APPENDIX A

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

United States Department of Agriculture

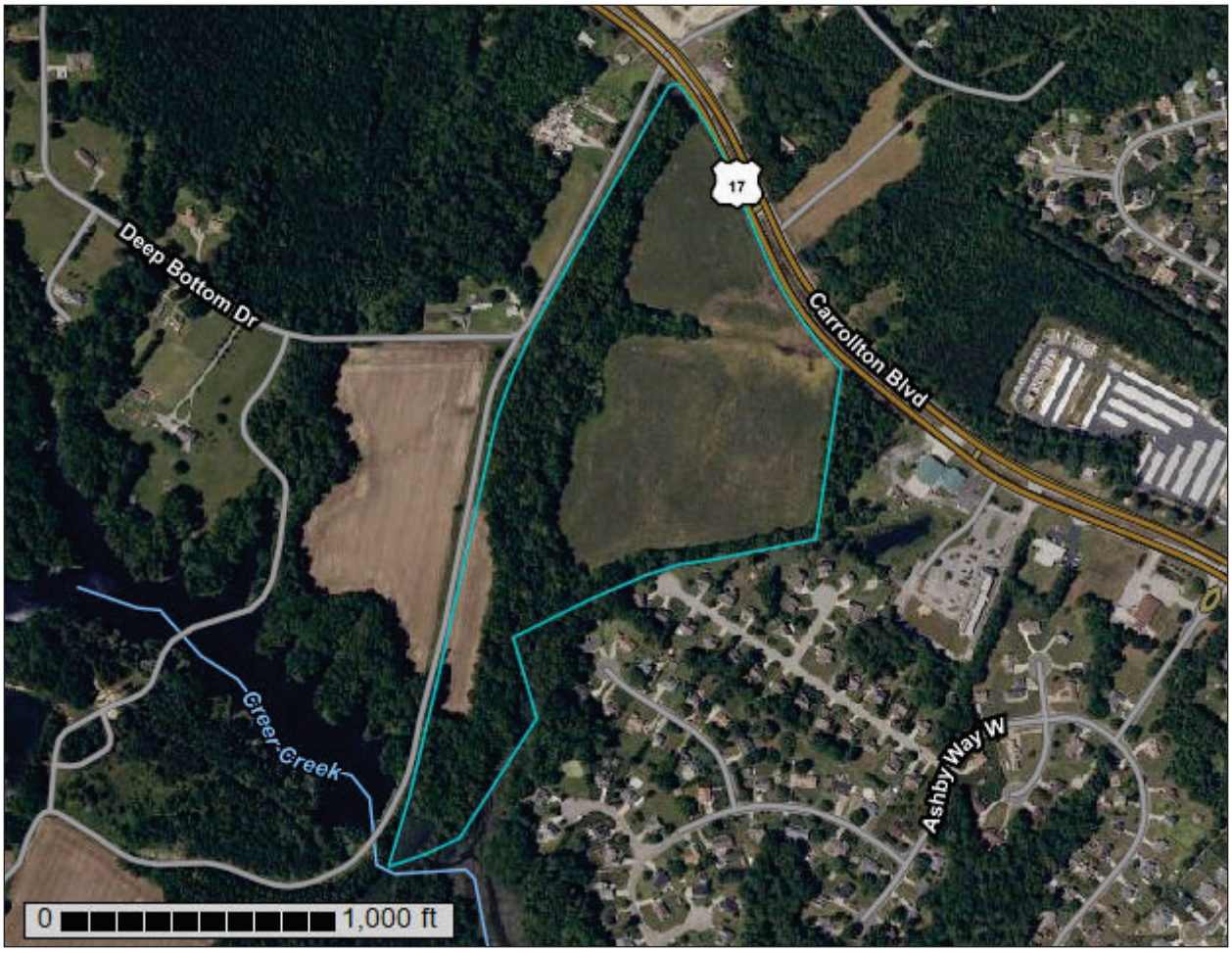
NRCS

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

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.

N

Meters
0 50 100 200 300

Feet
0 200 400 800 1200

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

## 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.

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

*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

*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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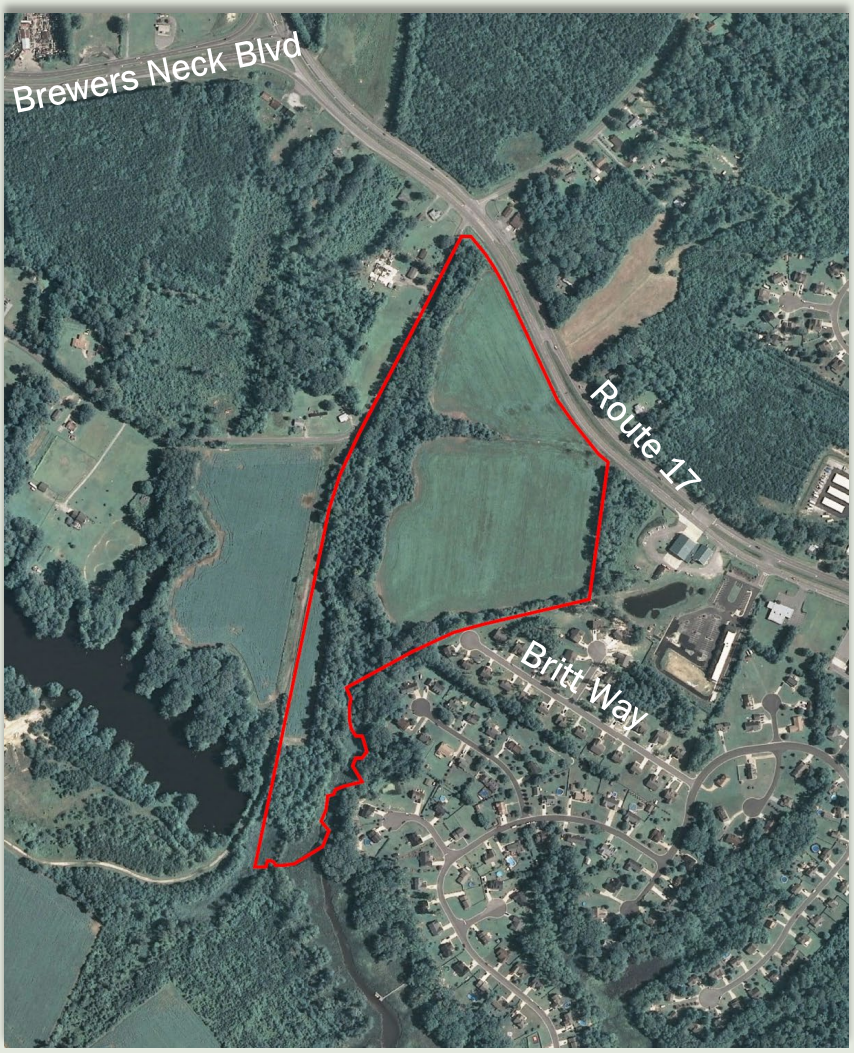
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# Bridge Point
# Neighborhood Plan Book




Carrollton, VA
March 24, 2025
Allied Properties

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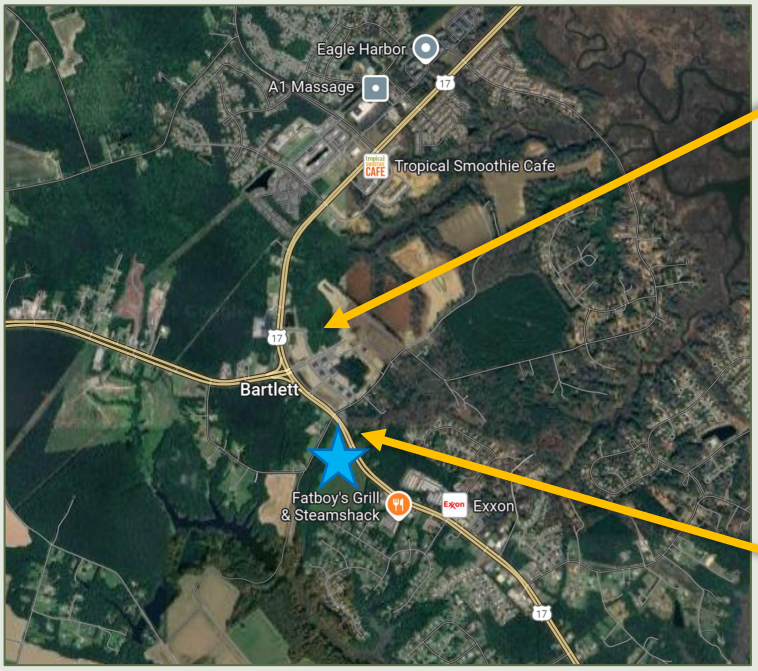
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# Community Narrative

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, Carrolton Boulevard (Route 17) to the northeast, the Carrolton 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.



# 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




**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% |

Example Seating Area:



# 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.

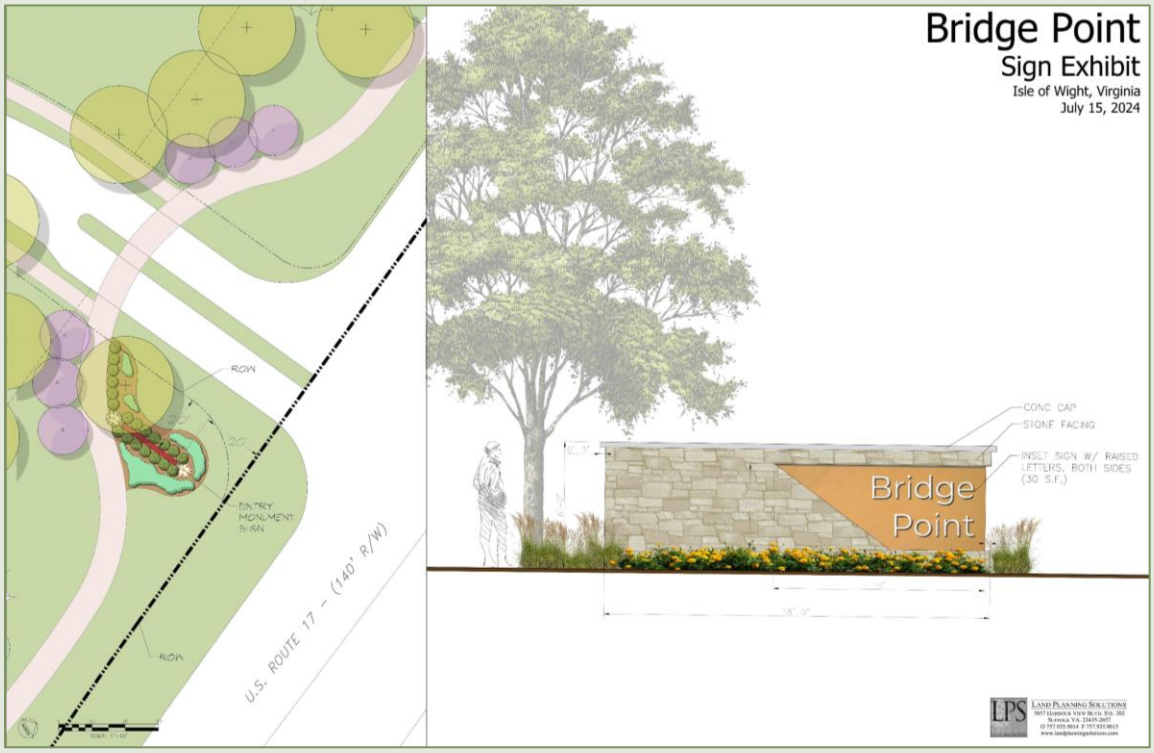
Existing Streetscape:



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.

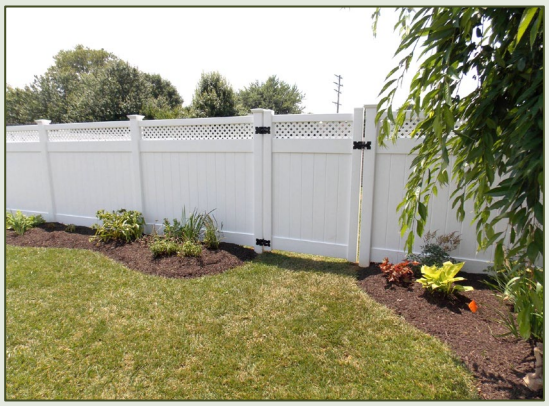
**Building Materials:**
For facades visible to the public right-of-way - One or more of the following: Brick, Decorative Block, Stone, Stucco, Natural wood siding, Cementitious siding, or similar equivalent approved by the Zoning Administrator. Vinyl is permitted for use as trim material only.

**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**
**Portsmouth, VA 23701**

**Prepared By:**

**Cultural Resources, Inc.**
**2200 Colonial Avenue, Suite 26**
**Norfolk, VA 23517**
**(757) 626-0558**

**April 2007**

CRI Project No. 071122 April 23, 2007

# 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:**

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**3303 Airline Boulevard, Suite 1F**
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**Prepared by:**
**Kevin Goodrich**
***Project Archaeologist***
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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 Archaeology 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.

PR# 071122

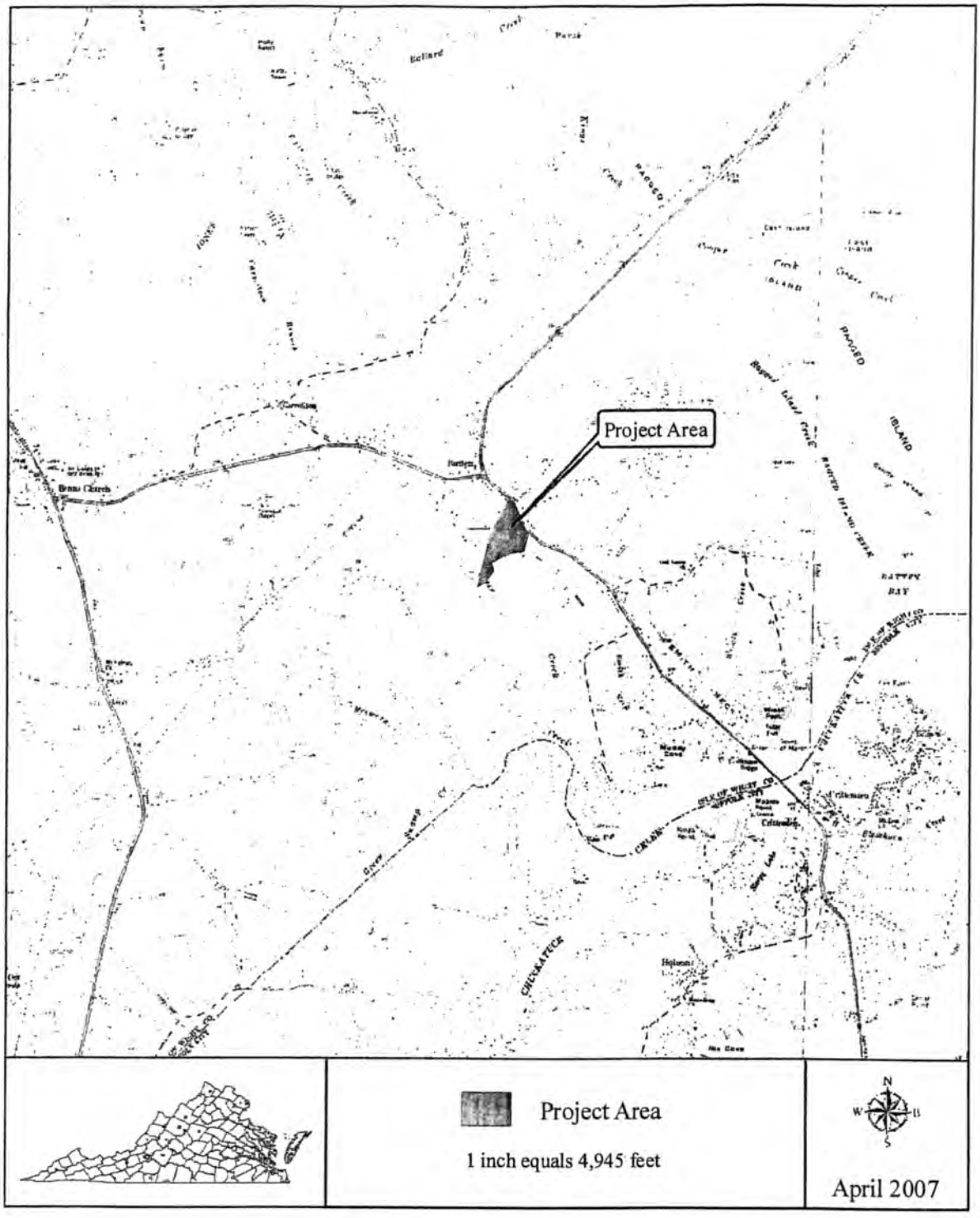



Figure 1. Detail of Benns Church, VA USGS Quadrangle
Depicting the Location of the Survey Area Boundary (USGS).

## 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.

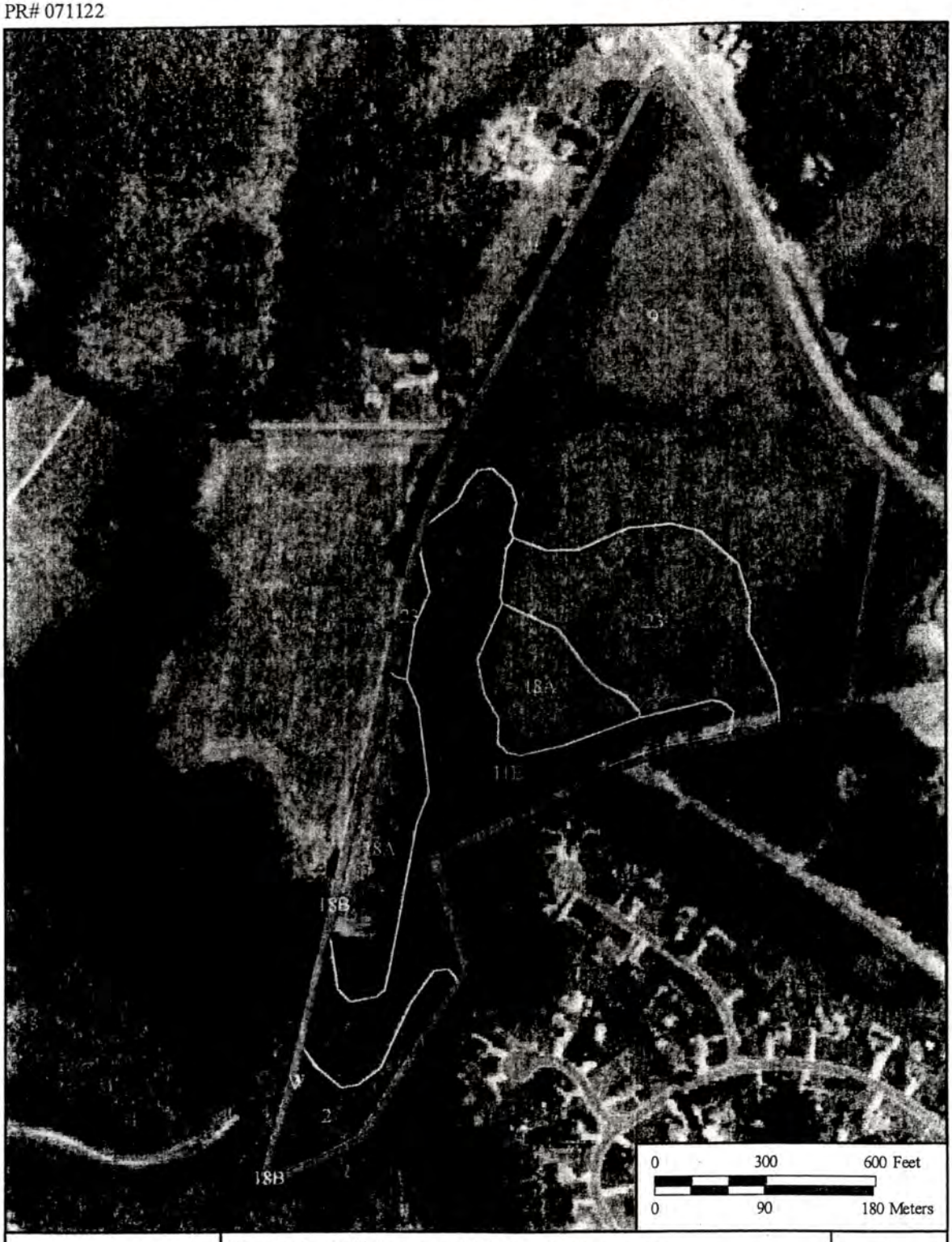



Figure 2. Soil Types within the Project Area.

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, gravers, 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 where 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 indicated 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 knotwood 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 Lawn'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).

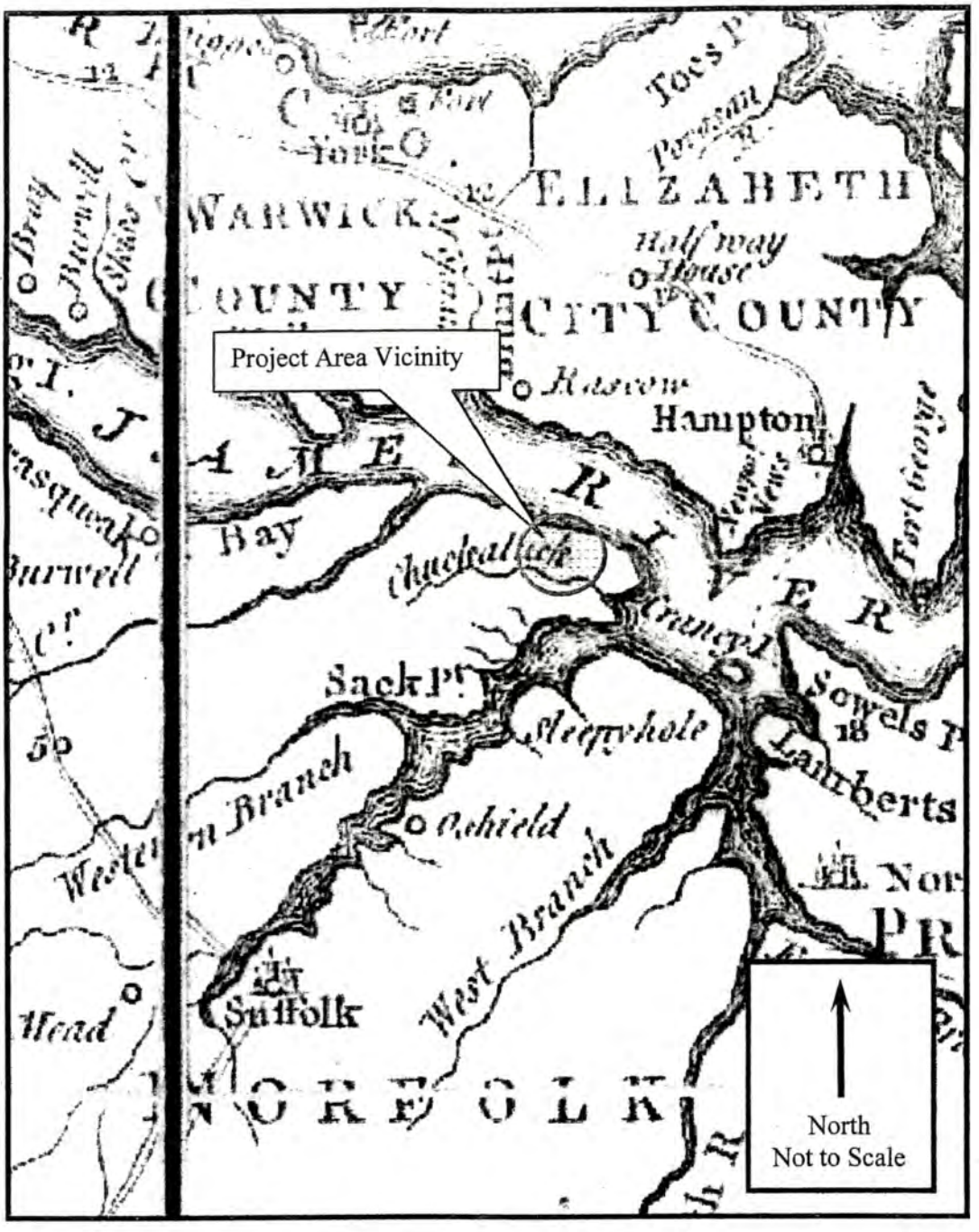



Figure 4. Detail of A Map of the Inhabited Part of Virginia, Containing the Whole Province of Maryland with Part of Pensilvania, New Jersey and North Carolina Depicting the Study Area Vicinity (Fry and Jefferson 1755).

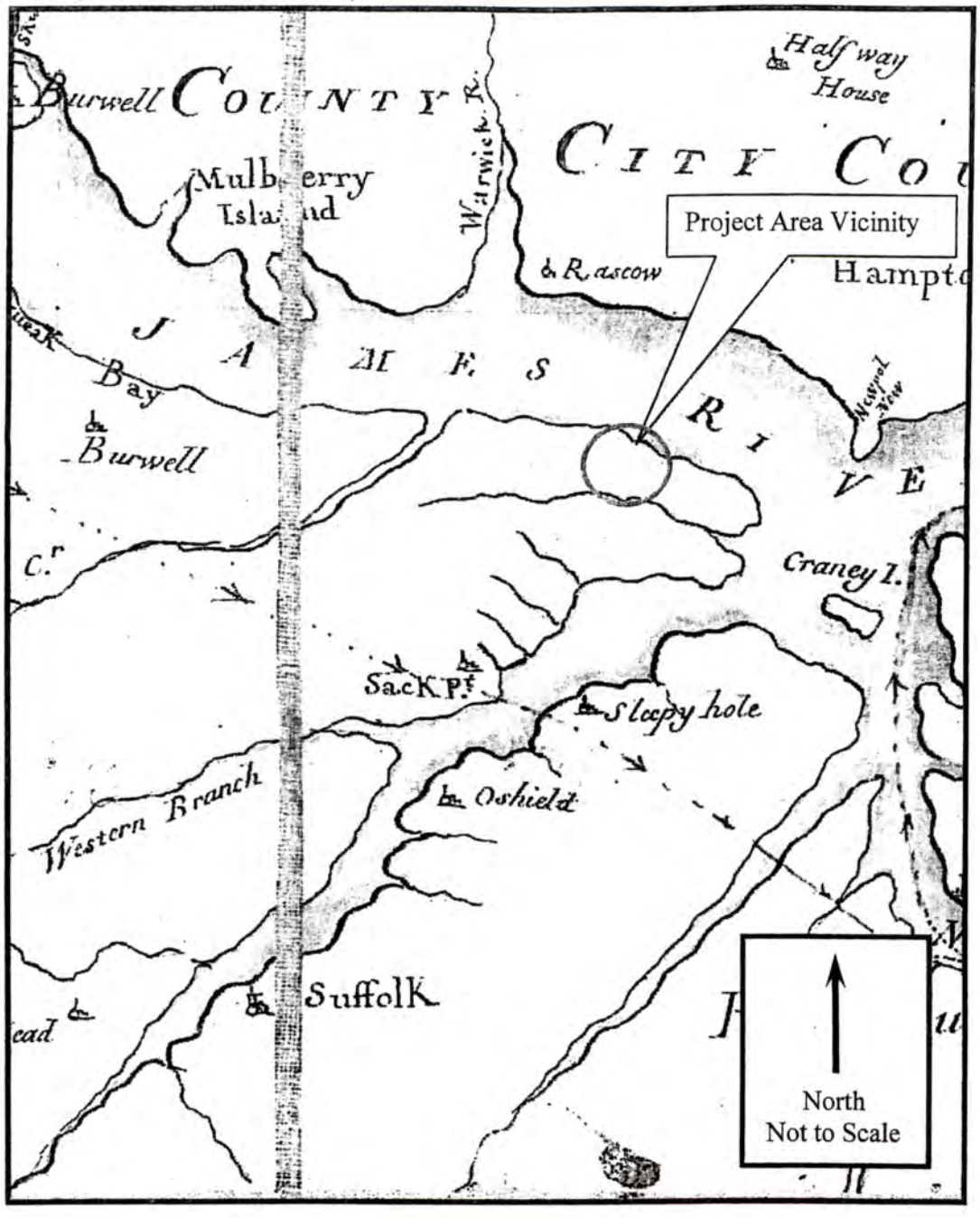



Figure 5. Detail of *Campagne en Virginie du Major General m'is de LaFayette: ou se trouvent les camps et marches, ainsy que ceux de Lietenant General Lord Cornwallis en 1781/ par le Major Capitaine, aide de camp du G'l LaFayette* (Chesnoy 1781).

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

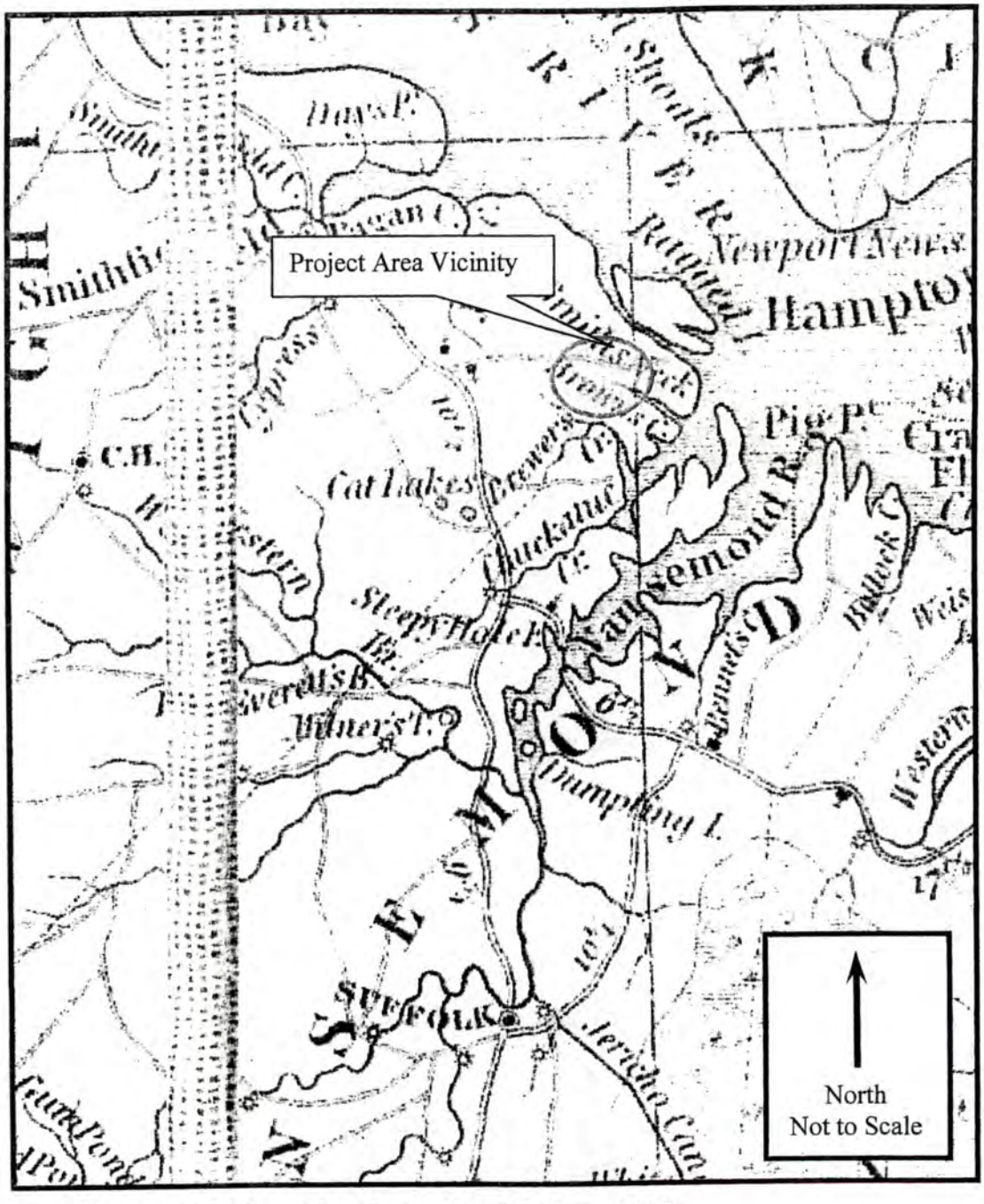



Figure 6. Detail of *A Map of the State of Virginia* (Boye 1827).

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,

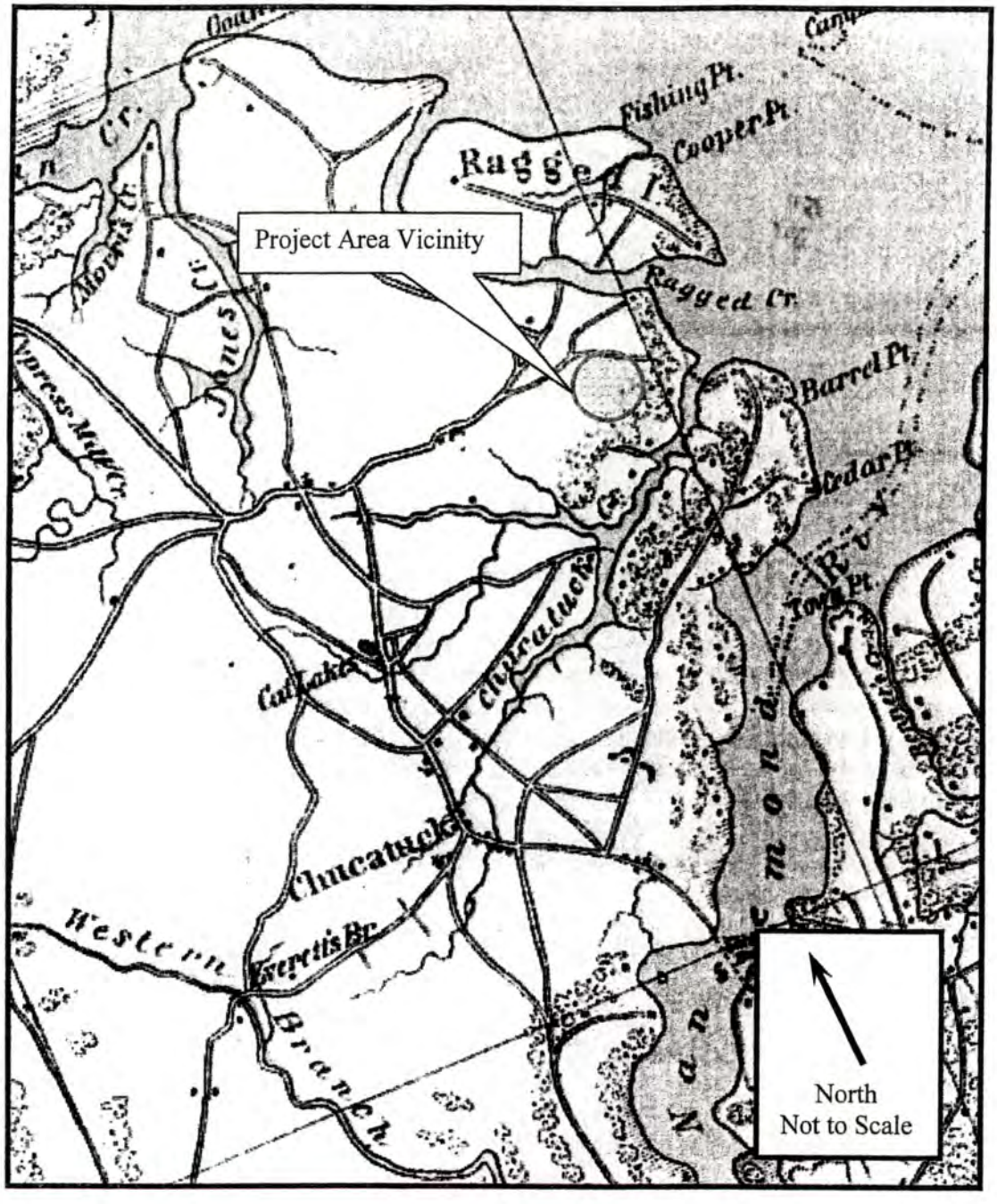



Figure 6. Detail of *Military map of south-eastern Virginia* (Lindenkohl 1864).

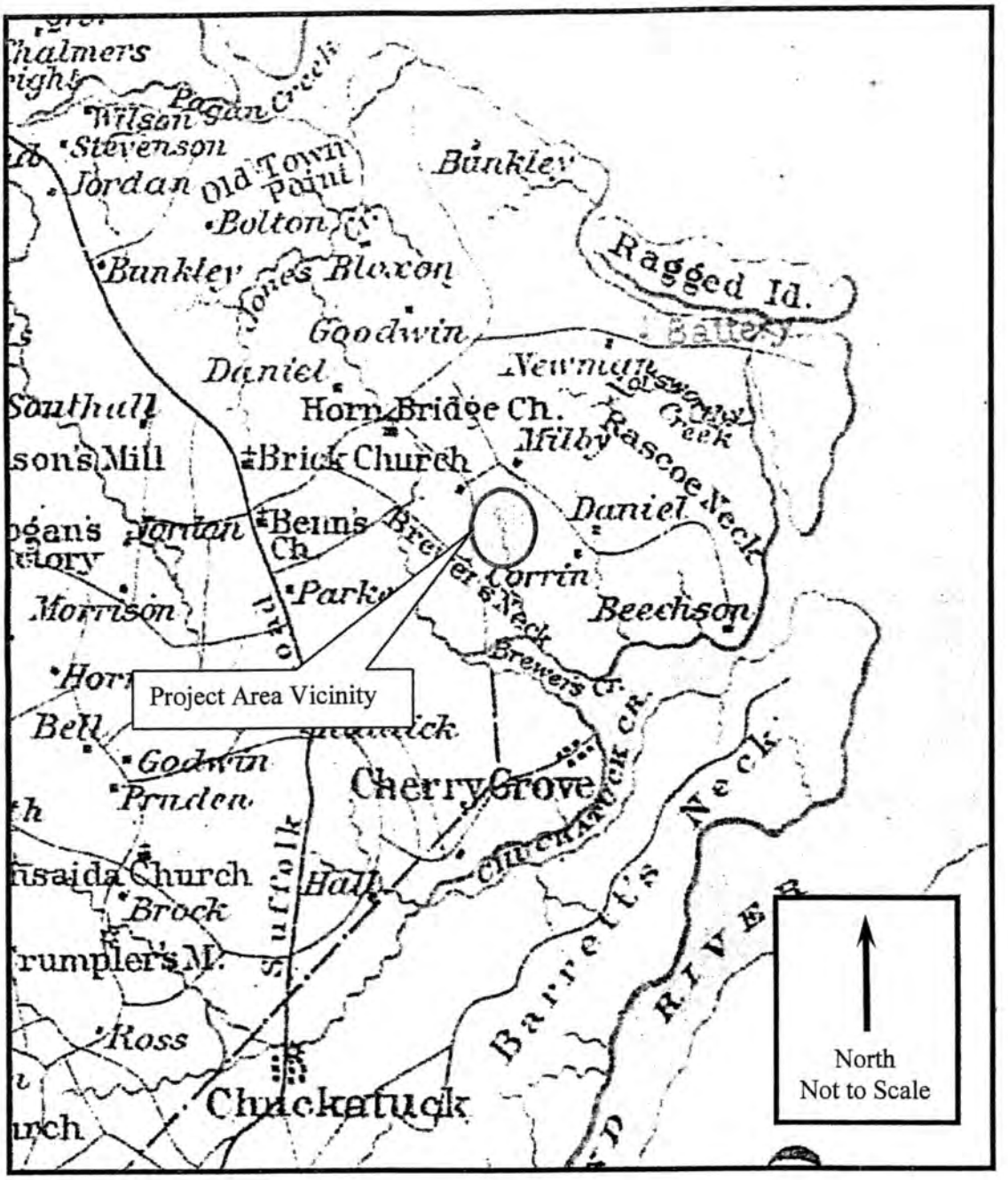



Figure 7. Detail of Preliminary Map of Apart of the South-Side of James River, VA, from surveys and Reconnaisances (Campbell 1864, Davis et al. 1983; Plate XCIII:1).

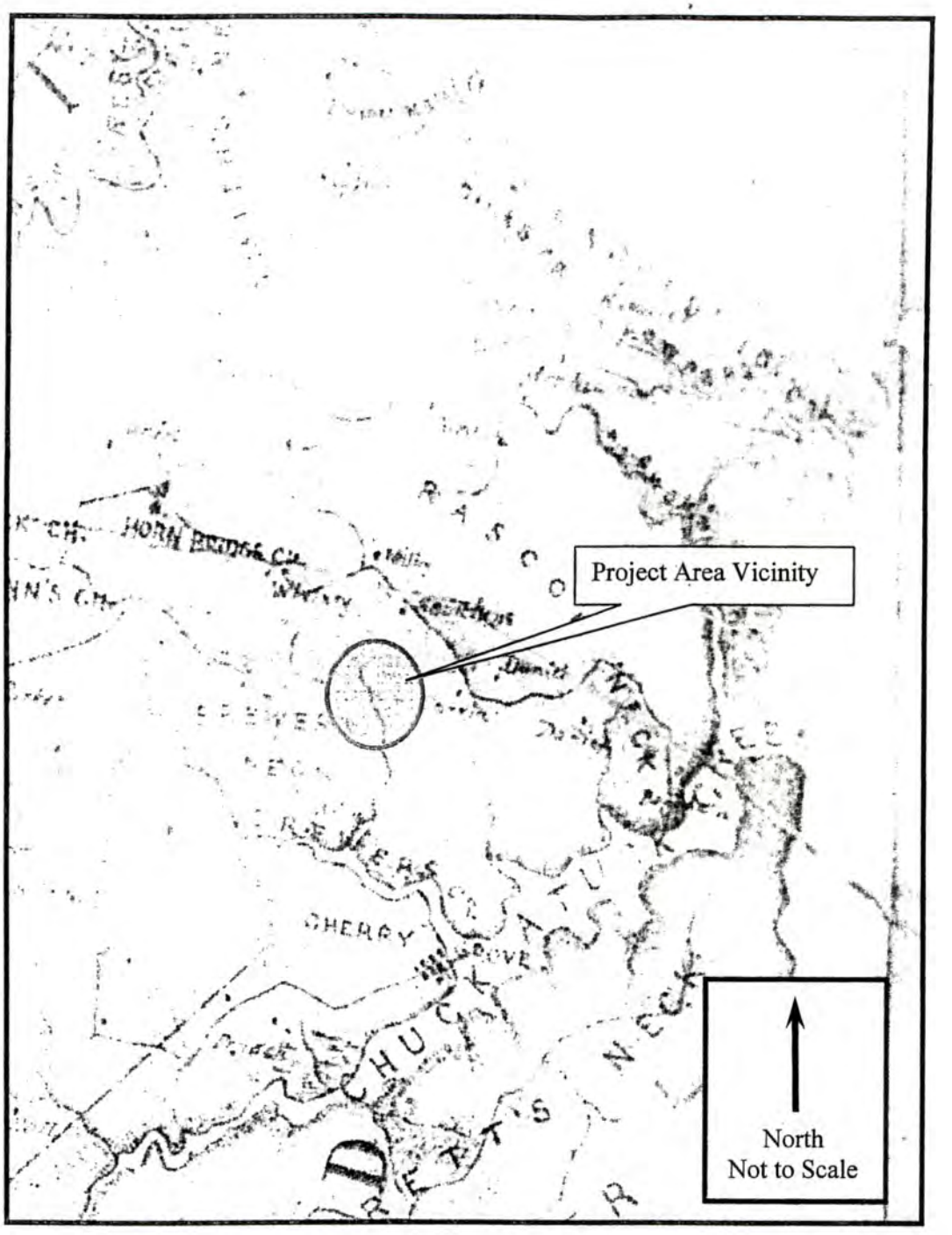



Figure 8. Detail of *Map of Isle of Wight and Part of Nansemond County* (Gilmer 1864).

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 show adjacent to the project area. One farmhouse dating to 1900 is has been recorded within a one-mile radius of the project area. A 20$^{th}$ 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.

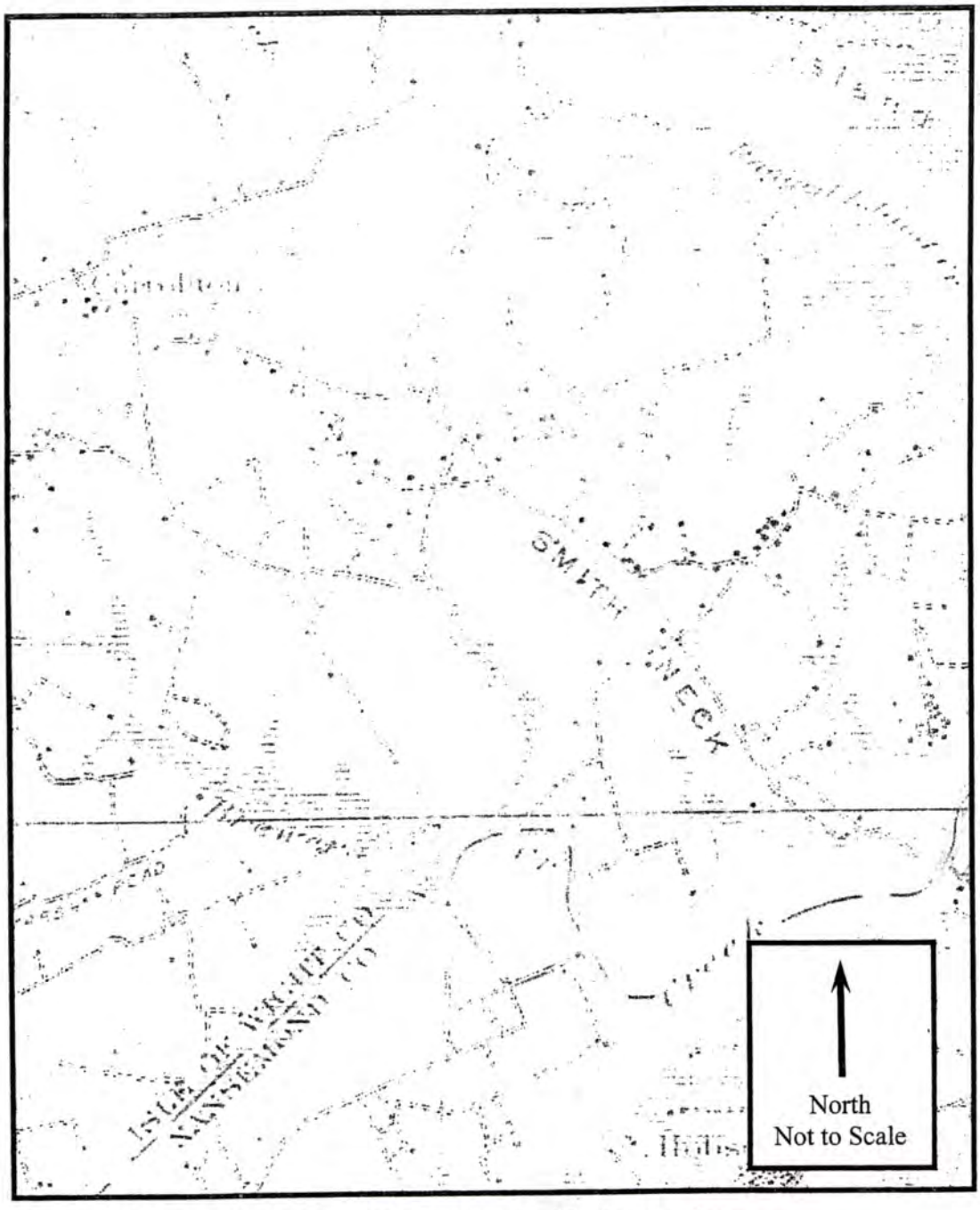



Figure 9. 1919 *Smithfield, VA* USGS Quadrangle, 15 minute series.

**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 Kirn 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 Architecutral 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 |

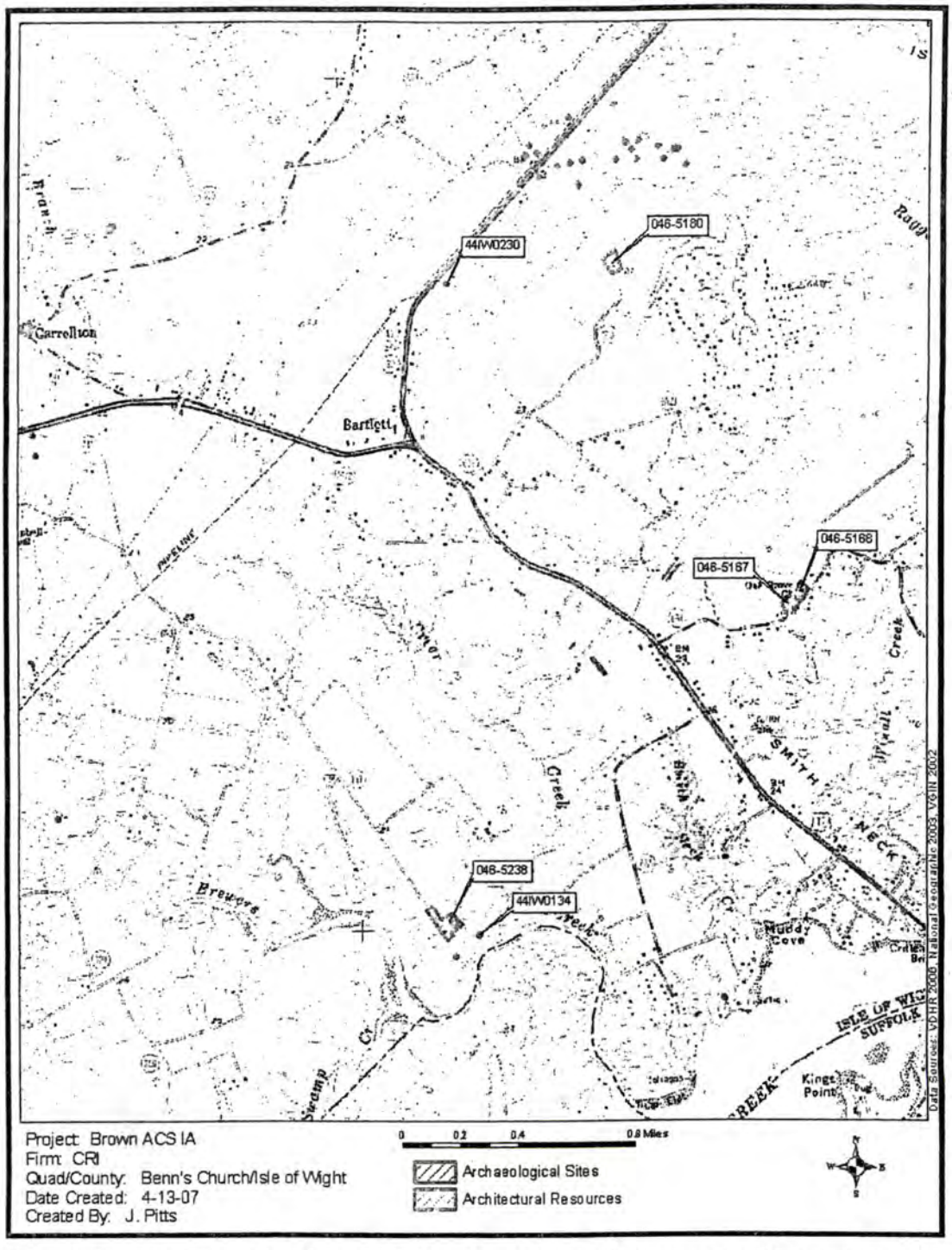



Figure 10. Location of archaeological and architectural resources within a one mile radius of the Project Area, *Benns Church, VA* USGS Quadrangle, 7.5 minute series.

## 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 judgmentally 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

PR# 071122

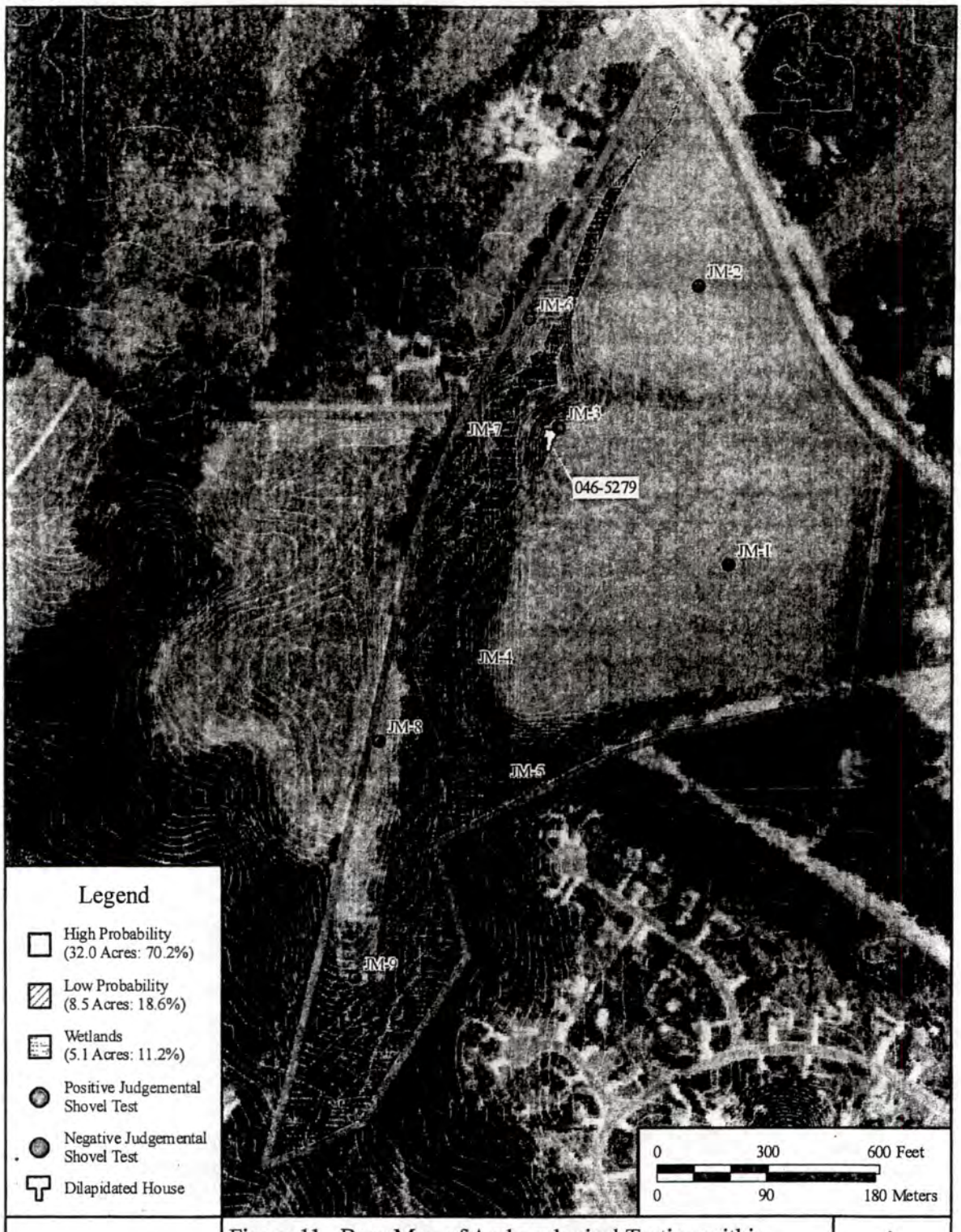
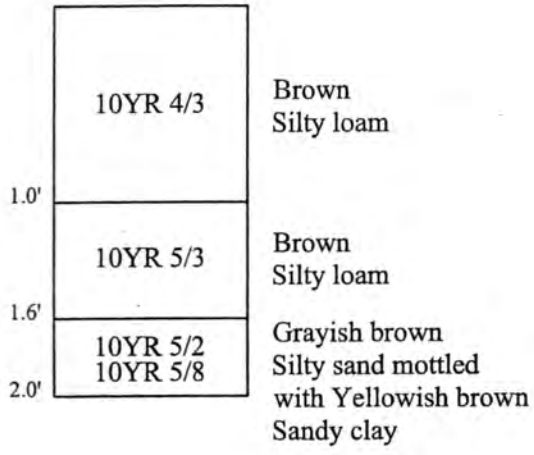



Figure 11. Base Map of Archaeological Testing within Project Area, Showing High and Low Probility Areas.
Brown ACS Phase IA
Isle of Wight County, Virginia

April 2007

# Representative Shovel Test JM-1




# Representative Shovel Test JM-4

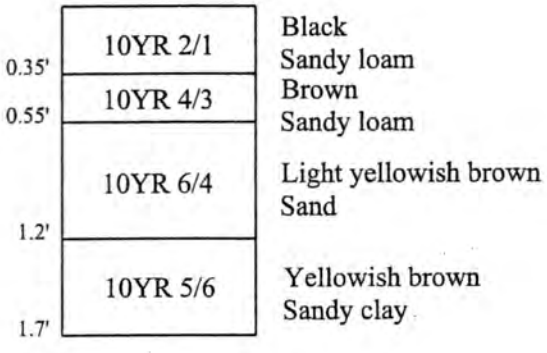



Figure 12. Representative Shovel Test Profiles for Project Area.
Brown ACS Phase IA
Isle of Wight County, Virginia

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.

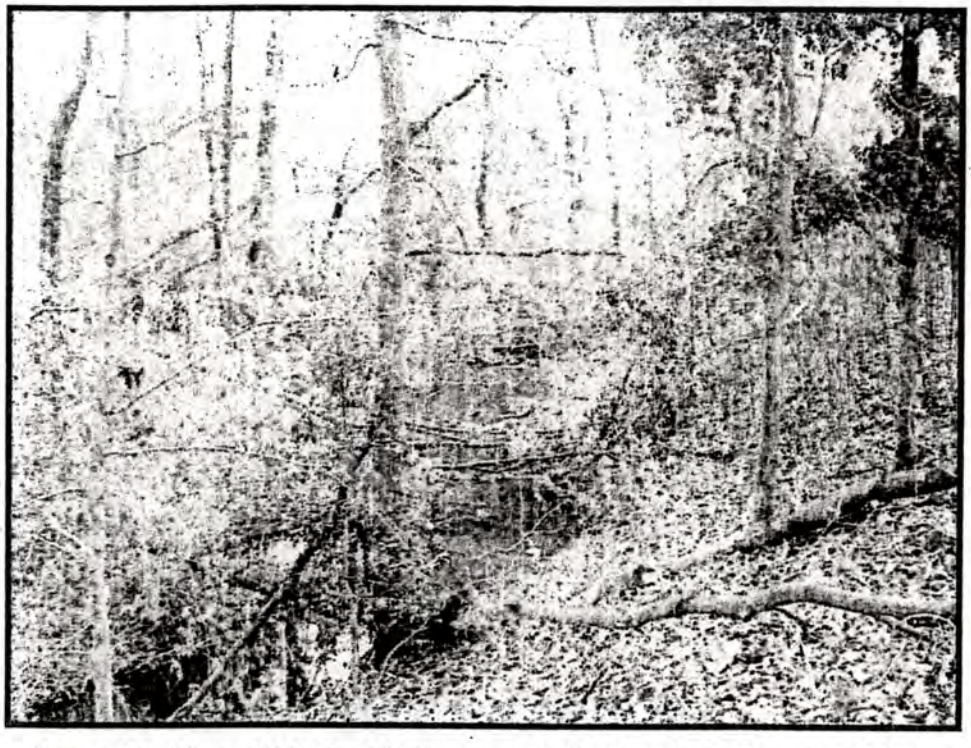


Figure 13. View of Wetland/Tributary off of Creer Creek (low probability area), facing south.



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

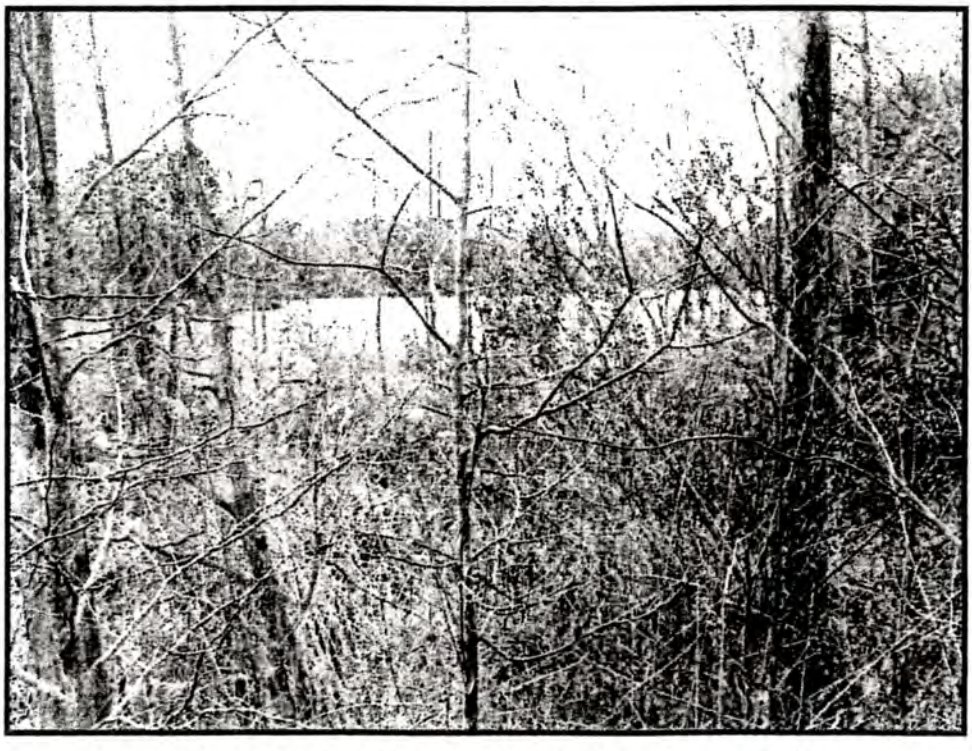


Figure 15. Lake at south end of Project Area, facing northwest.

**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.

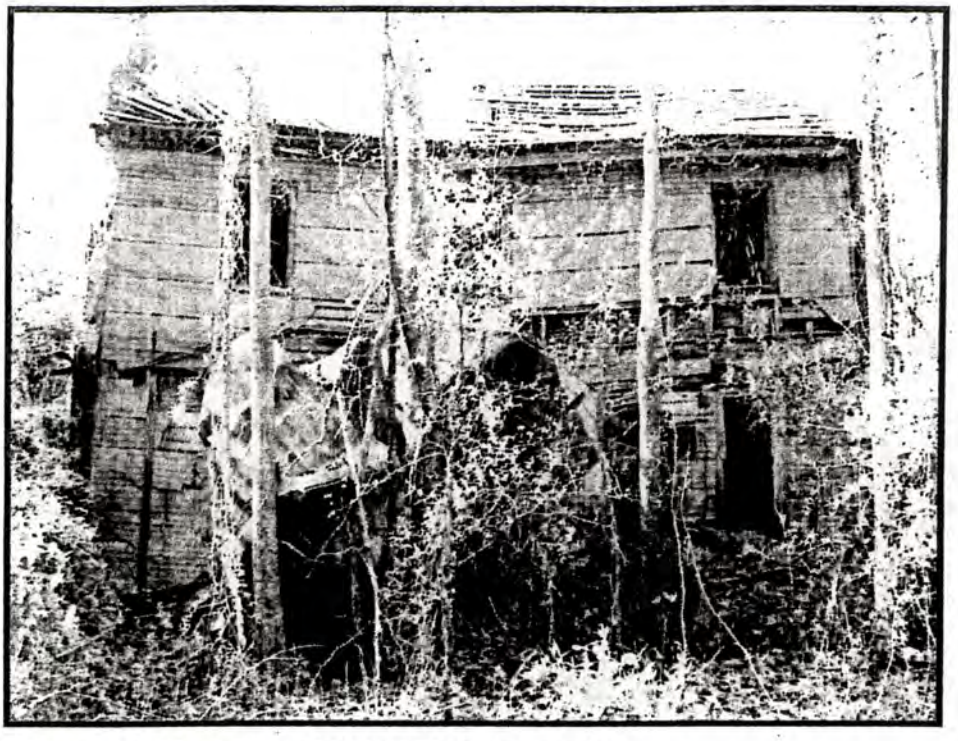


Figure 18. North side of 046-5279, facing south.



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

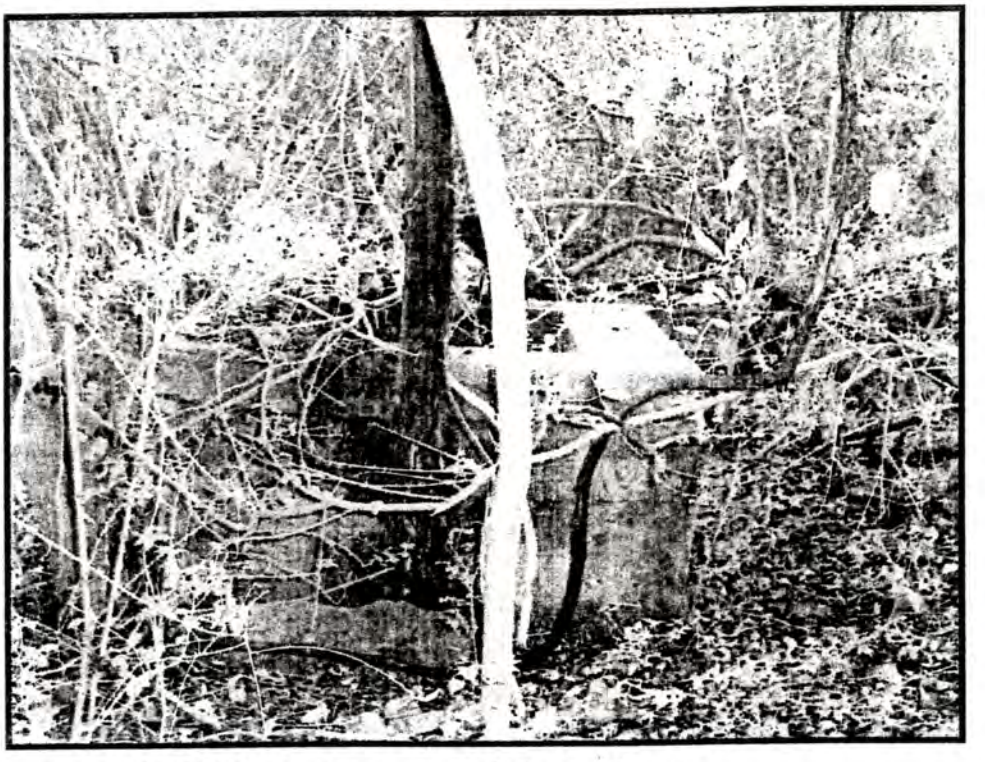


Figure 20. Well Curb above ground, facing northwest.

**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



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OPT. FOURTH BEDROOM
LOFT
OWNER'S BEDROOM
OPT. OWNER'S BATH W/ ROMAN SHOWER
UPPER LEVEL
DINING
GREAT ROOM
KITCHEN
KITCHEN W/ OPT. WALL OVEN
TWO CAR GARAGE
MAIN LEVEL
Ryan Homes

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

**MEMORANDUM**

DATE: May 7, 2025

TO: Members of the Isle of Wight County Planning Commission

FROM: Amy M. Ring, Community Development Department Director

SUBJECT: Additional Information for the Bridge Point Commons Conditional Zoning Application REZN-24-11

Following the public hearing on the proposed Bridge Point Commons conditional zoning request to Conditional-Planned Development-Mixed Use on April 22, 2025, the Planning Commission directed staff to seek additional information to answer several questions posed by the Commission members. The questions are listed below with the requested information provided below each question.

1. **When will Isle of Wight County Schools submit final review comments on the potential school impacts from the proposed development?**

   Staff corresponded with Lynn Briggs, Director of Community and Media Relations for Isle of Wight County Schools, on Friday, April 25 to inquire as to the status of any final review comments. Ms. Briggs stated that they would be providing comments in early May to share with the Planning Commission for their May 27, 2025, regular meeting.

2. **Can the developer (or the County) make a by-right connection to Britt Way?**

   Staff discussed the feasibility of a Britt Way connection with Joshua Norris, Land Use Engineer with the VDOT Franklin Residency, and he confirmed that Britt Way was built of sufficient width to accommodate a future connection to the adjacent property. He confirmed that VDOT accepted the street in 2009 into the Secondary Street System with a temporary turnaround cul-de-sac to accommodate a future connection to the adjacent property. The Britt Way terminus pre-dates the requirement to post a sign at the end of the cul-de-sac identifying it at as a future connection. Because Britt Way is an established public right-of-way designated for a future connection, the County, VDOT or the adjacent property owner as part of an approved development plan could pursue a connection to Britt Way without further review.

   Two connections to state maintained roads are required for any development with less than 200 units. For every 200 additional units, another access is required.

VDOT regulations and the county subdivision ordinance requires the connection to Britt Way in order for the proposed development roads to be eligible for state maintenance.

3. **Will the County or VDOT eliminate the traffic signal at Ashby Way and Omera Drive?**

   As part of the 2022 Route 17 Arterial Preservation study, VDOT recommends removing the traffic signal and installing a thru-cut at this intersection. The Board of Supervisors endorsed the study at their December 14, 2023, regular meeting and concurred with the preferred intersection alternatives based on the results of the citizen survey. The thru-cut was the most preferred alternative among the survey respondents. The thru-cut would make both Omera Drive and Ashby Way right-in only entrances, while still allowing full access from Route 17 onto each street.

   Jamie Oliver, the County Transportation Director, confirmed at this time, it is not a County priority to pursue a County-sponsored project to remove the light and install the thru-cut. It is also not included in the County's long-range transportation plans.

4. **Is VDOT and/or the County open to allowing a traffic signal at the intersection of Route 17 and the Bridge Point Commons main entrance, if a signal warrant analysis shows it is needed?**

   The main entrance to the Bridge Point Commons project does not meet the minimum spacing requirement between traffic signals, and the state has approved a plan which does not include a light at that intersection. The new proposed displaced northbound left turn lane would interfere with the signal operations of the intersection. A new median break at this location would have to be studied and all innovative intersection alternatives would have to be explored.

5. **What is the origin of the 2007 concept plan of Bridgepoint Commons that includes a connection to Britt Way?**

   Staff researched the origin of the concept plan and found it among the agenda item attachments from the August 21, 2008, Board of Supervisors meeting. Following the public hearing, the Board tabled the application twice until the October 2, 2008, regular meeting where it was considered as an old business item. The Board approved the conditional zoning with a revised proffer statement that only included a reference to the conceptual plan dated June 8, 2008, which does not show a built connection to Britt Way. Because the 2007 concept plan pre-dates the final conceptual plan that was eventually approved by the Board and proffered by the developer, this concept plan is not considered part of the approved documents and is not included in the final file.

I will forward any remaining comments from Isle of Wight County Schools as soon as I receive them. I have also invited representatives from VDOT and the County Transportation Director to

cc: Jamie Oliver, Transportation Director
Joshua Norris, VDOT
Jason Fowler, VDOT

attend the May 27, 2025, Planning Commission meeting to answer any remaining transportation questions. Please feel free to reach out to me at 757-365-6210, if you have any questions.

cc: Jamie Oliver, Transportation Director
Joshua Norris, VDOT
Jason Fowler, VDOT

# COUNTY OF ISLE OF WIGHT

OFFICE OF THE COMMISSIONER OF THE REVENUE
Post Office Box 107
Isle of Wight, Virginia 23397
(757) 365-6301

**Gerald H. Gwaltney**
**Commissioner of the Revenue**


## MEMORANDUM

**TO:** Amy Ring, Director
Department of Community Development

**FROM:** Gerald H. Gwaltney,
Commissioner of the Revenue

**DATE:** January 7, 2025

**RE:** **Bridgepoint Commons Rezoning Application (REZN-24-11)**
**Tax Map/Parcel Numbers 34-01-050 and 34-01-050D**

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I have reviewed the fiscal impact analysis update for Bridgepoint Commons rezoning dated September 11, 2024. There are several significant deficiencies in the revenue projections in section III of the report, which are highlighted below.

## Commercial

- The report estimates the land value of the 1.6 acres of commercial land to be approximately $450,000 per acre and the total estimate of the acreage to be $720,000. The current commercial value of parcels nearest to the proposed development is $200,000 per acre. This base value makes the 1.6 acres assessed at $320,000.

- The report estimates the improvement value of the 10,000 square foot building to be $225 per square foot for a total value of $2,250,000. Current commercial improvement square foot rates are approximately $93 per square foot, depending on the type of building. The report does not specify the type of building or construction – just simply "commercial." This improvement would be assessed at approximately $930,000.

- The developer estimated the entire 1.6 acres of commercial property to be valued at $2,970,000. The County's assessment would be approximately $1,720,000 or 42% lower than the developer's estimate.

**Residential**

- Bridgepoint Commons is proposing 147 duplexes and the "Thornewood" model used in the report is 1,956 square feet. The proposal estimates the average unit would sell for $403,000, including land. A similar unit in that area would be assessed for $369,000, including land. The total residential value of the developer's 147 duplexes is overestimated by nearly $5,000,000.

**Other Deficiencies**

- The real estate tax rate at the time of the September 11, 2024 report was $0.73 and not $0.71.

- The report estimates the total revenue to the County in the "first year of the project" to be $441,698. This statement assumes that all 147 duplexes and commercial improvements will be started and completed within 12 months. This amount should be revised based on the buildout estimate.

- The report estimates the total tax revenue over 20 years to be approximately $11,955,700. Using the current real estate assessments near the proposed development, the total tax revenue over 20 years would be approximately $8,177,000.

**Methodology**

- The developer's *fiscal impact analysis update* references the commercial land value to be "$300,000 per acre in 2007, and in 2024 corresponds to around $450,000." The report does not detail the basis of the $450,000 value. It is unknown if the report takes into account the impact of the Great Recession of 2008, which occurred after the 2007 $300,000 basis. Isle of Wight County's assessments declined from 2008 through 2015 before slowly rebounding.

- The developer's methodology appears to rely on the current sales market. It does not take into account the County's 4-year reassessment cycle or the current assessment basis on commercial or residential properties.

The analysis should be updated to use the current real estate rate.

Please let me know if you have any questions.

**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: May 14, 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
21. Strip Club
22. Vape Store
23. Drive-thru restaurants and/or businesses

## 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. With the development of the commercial outparcel, the commercial 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. Cultural Resources Assessment

The applicant hereby proffers to obtain a Phase 1 level investigation conducted within the parameters recommended by the Phase 1A Cultural Resources Assessment, if required by the regulatory authorities. Should the Phase 1 assessment

recommend further study, the applicant will cause further work to be undertaken.

## VII. 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 he 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: _____

City/ County of _____

Subscribed and sworn to before me _____,

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

State of _____, this _____ day of _____, 2024.

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Notary Public

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recommend further study, the applicant will cause further work to be undertaken.

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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 he 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: James B. Brown III

Title: ~~Owner~~ Owner

Commonwealth of Virginia

City/ County of Fairfax

Subscribed and sworn to before me Mesa Rae Lewchalermwong

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

Commonwealth of Virginia, this 31 day of March, 2025




_____
Notary Public

My Commission Expires 9/30/2025

**SIGNATURE PAGE**

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

By Casey M. Roberts
Signature

Name: Casey M. Roberts

Title: 3/28/25

**Commonwealth of Virginia**

City/ County of Virginia Beach

Subscribed and sworn to before me Erika Snyder Beatty

A Notary Public in and for the City/County of Virginia Beach

Commonwealth of Virginia, this 28th day of March, 2025

Erika Snyder Beatty
Notary Public

My Commission Expires: 9-30-25

ERIKA SNYDER BEATTY
Notary Public
Commonwealth of Virginia
Registration No. 191605

**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 14 day of May, 2024.

_____
Kelly W Boldt
Notary Public

My Commission Expires Nov 17, 2028

KELLY W. BOLDT
Notary Public
Currituck
County
My Comm. Exp.
11-17-28
NORTH CAROLINA

# Bridge Point

## Conceptual Master Plan

Isle of Wight, Virginia
January 8, 2025
Revised May 12, 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.*

NORTH

0 100 200 300
SCALE: 1"=100'


LPS LAND PLANNING SOLUTIONS
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SUFFOLK VA. 23435-2657
O 757.935.9014 F 757.935.9015
www.landplanningsolutions.com



O:\Projects\Quality of Curtuck\QUC027 - Bridge Point Commons\Cadd\Prelim\QUC027 - Conceptual and Rezoning Exhibit - 8JAN25.dwg, Plotted By: Amy, Plotted: Apr 08, 2025 - 9:39am

**TO:** **Amy Ring, Director of Community Development, Isle of Wight County**

**FROM:** **Lynn Briggs, Director of Community & Media Relations, IWCS**

**RE:** **Response from IWCS Regarding Revisions to the Bridgepoint Development**

**DATE:** **May 20, 2025**

Although the revised Bridgepoint proposal results in fewer students than originally anticipated, it still contributes to the broader pressure facing Isle of Wight County Schools. When combined with developments already underway or approved, the division anticipates substantial financial and operational impacts, including new staffing needs, additional transportation resources, and expanded facilities. These realities underscore the need for coordinated planning as residential development in the northern end of the county continues.

**Bridgepoint Development Impact**

Bridgepoint was originally approved in 2008 with 120 multifamily "workforce" units and a maximum of 230 owner-occupied condominium units, of which up to 116 could be age-restricted. The total approved number of units was 350. Based on this original plan and using data from the2023 Cooperative Strategies Subdivision Yield Analysis Report prepared for IWCS, IWCS estimated that the development would yield:

- Carrollton Elementary School (CAES) 39 students
- Westside Elementary School (WSES): 23 students
- Smithfield Middle School (SMS): 21 students
- Smithfield High School (SHS): 35 students
- Total: 118 students

The proposed revision reduces the number of units to 147 townhomes. According to the same study, the new estimate for student generation is:

- Carrollton Elementary: 13 students
- Westside Elementary: 11 students
- Smithfield Middle: 6 students
- Smithfield High: 13 students
- Total: 43 students

This represents a decrease of 75 students compared to the original proposal.

Based on projected enrollment for the 2024–2025 school year and existing program capacities, each impacted school currently has sufficient capacity to absorb these additional 43 students. Table 1 illustrates the projected impact by school. However, there will be cumulative impacts to the division based on projects already in the subdivision pipeline. Those impacts are addressed in more detail in this letter.

Table 1

| School | HES | CAES | WSES | SMS | SHS | Total |
|---|---|---|---|---|---|---|
| **Program Capacity 2024** | 853 | 698 | 866 | 683 | 1,738 | **4,822** |
| September 30, 2024 Enrollment | 634 | 563 | 683 | 563 | 1,323 | **3,766** |
| **Utilization** | **72%** | **78%** | **79%** | **82%** | **76%** | |
| **Bridgepoint Commons** | **0** | **13** | **11** | **6** | **13** | **43** |

While there is currently sufficient program capacity at this time to accommodate the 43 students expected from Bridgepoint, their arrival would still generate operational impacts, including:

- Transportation: An additional bus and driver will be required, as current transportation resources in the Carrollton area cannot absorb the increased demand.
- Special Education: Approximately 15% of IWCS students receive special education services. Based on this, Bridgepoint could generate 6–7 additional students with special needs. This increase would likely necessitate at least one additional special education teacher and instructional assistant, as well as a specialized bus, driver, and aide.
- Instructional Resources: Additional teaching resources will be required, including textbooks, technology, classroom materials, and furniture to accommodate new classrooms and student needs.
- Staffing and Class Size Compliance: IWCS must maintain compliance with Virginia Standards of Quality for class sizes (§22.1-253.13:2). Depending on the grade levels and course requirements of new students, further instructional staffing may be necessary.
- Double-blocked CTE classes, including welding, culinary arts, and building trades, are at capacity. As the student population increases, a smaller percentage of the high school students will have an opportunity to participate in CTE classes without an expansion of space, equipment, and instructors.

**Cumulative Impact from Ongoing and Approved Developments**

While Bridgepoint alone does not exceed current program capacity thresholds at the four zoned schools, the impact from developments currently under construction, and those already approved but not yet underway, presents a more urgent challenge. Table 2 reflects the cumulative impact of developments under construction on school program capacity.

Table 2

| School | HES | CAES | WSES | SMS | SHS | Total |
|---|---|---|---|---|---|---|
| **Program Capacity 2024** | 853 | 698 | 866 | 683 | 1,738 | 4,822 |
| September 30, 2024 Enrollment | 634 | 563 | 683 | 563 | 1,323 | 3,766 |
| **Utilization** | **72%** | **78%** | **79%** | **82%** | **76%** | |
| **Developments Under Construction** | | | | | | |
| Benns Grant Apts | 0 | 27 | 16 | 14 | 24 | 81 |
| Brewers Station Apts | 0 | 9 | 8 | 6 | 11 | 34 |
| The Crossings Condos | 0 | 25 | 20 | 15 | 30 | 90 |
| Cypress Creek Phase 6 | 8 | 0 | 3 | 3 | 7 | 21 |
| Mallory Point/Scott's Farm (SFD) | 75 | 0 | 30 | 34 | 71 | 210 |
| Mallory Point/Scott's Farm (SFA) | 41 | 0 | 17 | 19 | 39 | 116 |
| **Total Students from Developments** | **124** | **61** | **94** | **91** | **182** | **552** |
| **Total Students (9/30/24 Enrollment + Total Students from Developments)** | **758** | **624** | **777** | **654** | **1,505** | **4,318** |
| **Utilization** | **88.86%** | **89.40%** | **89.72%** | **95.75%** | **86.59%** | |

Once these developments are fully occupied, several schools will approach or exceed 90% program capacity, with Smithfield Middle School reaching 95.75%. This triggers formal planning responses by IWCS, as outlined below.

Table 3 includes approved but not yet constructed developments, including Bridgepoint, and their anticipated effect on program capacity.

Table 3

| **Approved Developments** | **HES** | **CAES** | **WSES** | **SMS** | **SHS** | **Total** |
|---|---|---|---|---|---|---|
| Archers Meade | 0 | 6 | 5 | 4 | 7 | 22 |
| Bridgepoint Commons | 0 | 13 | 11 | 6 | 13 | 43 |
| St. Lukes Village | 0 | 17 | 14 | 10 | 21 | 62 |
| Sweetgrass | 27 | 0 | 11 | 13 | 26 | 77 |
| The Grange | 43 | 0 | 9 | 14 | 27 | 93 |
| The Park @ Battery | 18 | 0 | 8 | 6 | 13 | 45 |
| Timber Preserve | 0 | 32 | 26 | 19 | 39 | 116 |
| **Total Students from Developments** | **88** | **68** | **84** | **72** | **146** | **458** |
| **Total Students** | **846** | **692** | **861** | **726** | **1,651** | **4,776** |
| **Utilization** | **99.18%** | **99.14%** | **99.42%** | **106.30%** | **94.99%** | |

Under this cumulative scenario, Carrollton Elementary, Westside Elementary, Smithfield Middle, and Smithfield High will approach or exceed 95% program capacity threshold. For instance:

- Smithfield Middle: 106.3% utilization
- Carrollton Elementary and Westside Elementary: Over 99% utilization
- Smithfield High: Nearing 95%

When school program capacity exceeds key thresholds, IWCS takes the following actions:

- At 85% program capacity: Formation of a Long-Range Planning Committee
- At 90% program capacity: Development of a formal plan of action by the committee
- At 95% program capacity: Engagement of an architect to produce working drawings for potential solutions

IWCS is proposing lowering these triggers to prompt an earlier response to growth. In particular, decreasing the trigger to 90% capacity for engaging an architect for potential solutions.

In closing, as Isle of Wight County continues to experience residential growth, our school division must rise to meet the challenge with deliberate, forward-thinking action. The increase in student enrollment demands more than temporary fixes—it requires a sustained commitment to expanding and modernizing our educational facilities. Without strategic investments in infrastructure, particularly in areas like special education and career and technical programs, we risk failing the very students we are charged to prepare for the future. Our community's growth must be matched by an equally strong dedication to ensuring every child has the space, support, and resources they need to thrive. The time to plan, invest, and act is now—because our students cannot wait.

# PLANNING REPORT

## APPLICATION:

Application EXC-25-2 of William Riddick, applicant, and Star Caviar, LLC, property owner, for a waiver to Section 1.9.1 of the Subdivision Ordinance to allow for subdivision of the existing parcel 33-01-166A which would result in the creation of a non-conforming parcel that does not meet bulk regulation requirements in the Limited Industrial (LI) zoning district

## ELECTION DISTRICT:

D2

## LOCATION:

This 3.5 acre triangular parcel is located at the intersection of Brewers Neck Blvd. (Route 258) and Norsworthy Drive. It is bounded by public right-of-way on all three sides by Brewers Beck Blvd. on the south, Norsworthy Drive (Rte. 711) on the west, and Slant Drive (Rte. 670) to the east. The parcel is adjacent to agricultural and residential uses to the north, east and west. It is also located near residential and civic uses located across Brewers Neck Blvd. to the south, to include Brewers Station Townhome Apartments, Carrollton Public Library, and Carrollton Elementary School.

## BACKGROUND:

The property in its current form was rezoned in 1982 from A-1 (Agricultural) to B-1 (Business) and subsequently rezoned again in 1983 from B-1 to Conditional M-1 (Industrial Limited) to allow for motor vehicle repair service/major activities and to retain uses permitted in the previous B-1 district. The mini-warehouse use was established in 2000. The property has also been granted variances in support of these uses, such as allowing motor vehicle sales ten feet from the street right-of-way in 1997 and allowance of a chain linked security fence in 2000.

Approximately 1.8 acres contains the motor vehicle repair service/major use and the remaining 1.7 acres contains the mini-warehouse use. The current owner purchased the property in 2024.

## DESCRIPTION:

The applicant has submitted a waiver request to Section 1.9.1 which states, "In

addition to the regulations found in this ordinance, all land development activity within the county shall comply with the county comprehensive plan, county zoning ordinance, county erosion and sediment control ordinance, master water and sewer ordinance, Chesapeake Bay Preservation Area Ordinance, and all other applicable local, commonwealth, or federal ordinances and regulations.."

Section 4-11005.D of the Zoning Ordinance states that the maximum lot coverage for Limited Industrial (LI) zoned parcels is sixty percent (60%). Additionally, Section 4-11005.E states that the minimum open space ratio (OSR) is twenty-five percent (25%).

The attached exhibit highlights the proposed boundary line between the two parcels that would be established through the subdivision. It also highlights the resulting open space and lot coverage calculations as a result of a subdivision. The auto repair parcel would result in eighty-eight percent (88%) lot coverage and twelve percent (12%) minimum open space ratio (OSR). The mini-warehouse parcel would meet these respective requirements with fifty percent (50%) lot coverage and fifty (50%) open space ratio (OSR). Both parcels would meet the setback requirements for non-residential parcels within the Newport Development Service Overlay (NDSO) District.

**COMPREHENSIVE LAND USE PLAN:**

The future land use designation for this parcel is Business and Employment (BE). The BE land use is best located on major transportation routes and at major intersections. BE should be master planned for coordination with surrounding uses and quality of design internally. BE should also have access to public water and sewer infrastructure with capacity for more intense development.

Expected development in BE might include medical offices, an office park in a campus like setting, supporting retail services, community shopping centers, light manufacturing, research and development, and other low intensity industrial uses which are compatible with surrounding development. Non-residential uses may include parks and trails, or existing community facilities, but siting for new community facilities should be considered elsewhere first. BE should be connected to residential uses with vehicular and pedestrian access.

The existing uses on the property can be considered generally consistent with the recommended future land use designation of BE.

**ORDINANCE REVIEW:**

Section 3.2.10.E lists criteria for a waiver from the Subdivision Ordinance. In order to approve a waiver request, the Board of Supervisors shall make an affirmative finding that all of the following criterial are met:

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

Finding: Staff finds the proposed subdivision does not change the underlying mini-warehouse and motor vehicle repair service/major uses currently existing on the property or the existing zoning district.

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

Finding: Staff does not find a hardship as the current uses established on the property can continue to operate under current zoning regulations and previously approved variances, and the property was acquired in good faith.

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

Finding: This application has not been opposed by VDOT and does not utilize private sewer or well.

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

Finding: Staff finds that the proposed subdivision is not consistent with the purpose and intent of the Zoning Ordinance which is to promote the orderly development of the County.

**AGENCY REVIEW:**

Staff forwarded the application to the following agency for their review:

VDOT: The existing entrance to Classic Collision onto Brewers Neck Blvd. is located within the functional area of the signalized intersection and is recommended for closure. Future changes in the traffic density, use, or other site plan changes will trigger the required closure of the Brewers Neck entrance.

## STAFF CONCLUSIONS:

Strengths:

1. The existing mini-warehouse and motor vehicle repair service/major uses currently established on the property are not anticipated to change and are generally consistent with the future land use designation.

Weaknesses:

1. Granting this waiver will result in the creation of a non-conforming parcel that does not meet maximum lot coverage or minimum open space ratio (OSR) requirements that are stipulated in the LI zoning district.
2. The strict application of the ordinance requirements does not unreasonably restrict the utilization of the parcel in its current form.

## STAFF RECOMMENDATION:

Staff recommends denial of the waiver based on the identified weaknesses.

## ATTACHMENTS:

| Description | Type | Upload Date |
|---|---|---|
| Application and Narrative | Backup Material | 5/20/2025 |
| Exhibit | Backup Material | 5/20/2025 |
| Location Map | Backup Material | 5/2/2025 |
| Zoning Map | Backup Material | 5/2/2025 |
| Land Use Map | Backup Material | 5/2/2025 |
| Site Images | Backup Material | 5/2/2025 |
| VDOT Comments | Backup Material | 5/9/2025 |

Isle of Wight County, VA

May 20, 2025

## EXC-25-2

Exception/ Waiver Application

Status: Active

Submitted On: 3/7/2025

**Primary Location**

21301 BREWERS NECK BOULEVARD
CARROLLTON, VA 23314

**Owner**

STAR CAVIAR LLC
2220 ROWENA AVE ORLANDO, FL 32803

**Applicant**

William H. Riddick, III
757-357-4314 ext. _____
cdarden@rplawva.com
353 Main St
Smithfield, VA 23430

## Application Information

**Applicant***

Authorized Agent

**Request for***

Other

**Please List***

William H Riddick III

**Project Name***

Knox Automotive parcel

**Ordinance ***

Isle of Wight County Subdivision Ordinance

**Section(s)***

1.9.1

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

The waiver is only for the Subdivision section mentioned (1.9.1), as it seeks to create a nonconforming lot in conflict with Sections 4-11005.D and 4-11005.E of the Zoning Ordinance.

The underlying reason for the subdivision is to allow owner to sell the parcels separately once the lots are split.

Please click Zoning Ordinance for guidance

## Disclosures and Signature

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**

WILLIAM H RIDDICK III
Mar 5, 2025

A minimum of one (1) hardcopy of ALL application documents MUST be submitted to begin the review process. More copies may be requested during application review.

APPLICATION OF STAR CAVIAR LLC FOR WAIVERS

Star Caviar LLC is the owner of Tax Map Parcel No. 33-01-166A located at 21301 Brewers Neck Boulevard, Carrollton, VA. The property is the location of Knox Automotive and the attendant dry storage facility.

The waiver is only for the Subdivision section mentioned (1.9.1), as it seeks to create a nonconforming lot in conflict with Sections 4-11005.D and 4-11005.E of the Zoning Ordinance.

The underlying reason for the subdivision is to allow owner to sell the parcels separately once the lots are split.

APPLICATION OF STAR CAVIAR LLC – NARRATIVE DESCRIPTION OF THE PROPERTY

Star Caviar LLC is the owner of Tax Map Parcel No. 33-01-166A located at 21301 Brewers Neck Boulevard, Carrollton, VA. The property is the location of Knox Automotive and the attendant dry storage facility.

The last deed in the chain of title is recorded as Instrument no. 240004158 (copy attached).

The parcel contains 3.5 acres and is located at the intersection of Carrollton Boulevard and Norsworthy Drive (State Route 670)

# Property Detail | Public Access

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA



Return | New Search | Print

## General Information

Property Owner(s):
**STAR CAVIAR LLC**

Mailing Address:
**2220 ROWENA AVE**

Mailing city state zip:
**ORLANDO FL 32803**

Legal Description:
**ADJ J W JORDAN EST**

Property ID:
**33-01-166A**

Property Address:
**21301 BREWERS NECK BLVD CARROLLTON**

Neighborhood Code and Description:
**100 IOW COMMERCIAL**

ALT-PIN:
**8401**

Acreage:
**3.5000**

Tax District:
**45**

Data as of:
**3/5/2025 4:31:00 AM**

## Ownership History

| Date | Owner | Document No. | Sale Price |
|---|---|---|---|
| 11/4/24 | Brewers Neck Llc | 240004158 | $1,700,000.00 |
| 8/23/13 | Knox John & Cecila Ann | 130004609 | $0.00 |
| 5/3/82 | Moody Nelson P & Rita W | | $35,000.00 |

## Map Information

**Link to Interactive Map (Click Below to Navigate to Map)**

33-01-166A

## Value History

| Year | Reason | Land Assessment | Impr. Assessment | Tax Assessment |
|---|---|---|---|---|
| 2023 | 2023 Reassessment | 700,000 | 964,400 | 1,664,400 |
| 2019 | 2019 Reassessment | 700,000 | 927,800 | 1,627,800 |
| 2015 | 2015 Reassessment | 700,000 | 822,600 | 1,522,600 |
| 2012 | New Construction | 700,000 | 836,100 | 1,536,100 |
| 2012 | 2012 Reassessment | 700,000 | 779,900 | 1,479,900 |
| 2011 | Land Book | 700,000 | 779,900 | 1,479,900 |

| Year | Reason | Land Assessment | Impr. Assessment | Tax Assessment |
|---|---|---|---|---|
| 2010 | Land Book | 700,000 | 779,900 | 1,479,900 |
| 2010 | 2010 Reassessment | 700,000 | 779,900 | 1,479,900 |
| 2008 | | 762,300 | 785,100 | 1,547,400 |
| 2006 | | 381,200 | 705,900 | 1,087,100 |
| 2006 | | 112,500 | 634,200 | 746,700 |
| 2004 | | 112,500 | 522,400 | 634,900 |
| 2002 | | 77,000 | 509,300 | 586,300 |

## Land Details

| Land Type | Acres | Total Value |
|---|---|---|
| Primary Commercial/Indust Land | 3.5000 | $700,000 |

## Improvements

| Building | Code | Description | Year | Length | Width | Units | Type | Value |
|---|---|---|---|---|---|---|---|---|
| C01 | FENCE/CL | FENCE/CL | 2000 | 0.00 | 0.00 | 0 | SF | 8,000 |
| C01 | PVMT/SHO | PVMT/SHO | 2000 | 0.00 | 0.00 | 12000 | SF | 18,000 |
| C01 | SIGN | SIGN | 2000 | 0.00 | 0.00 | 0 | SF | 2,000 |
| C01 | STR/MTL | STR/MTL | 2000 | 220.00 | 20.00 | 4400 | SF | 104,500 |
| C01 | STR/MTL | STR/MTL | 2000 | 140.00 | 20.00 | 2800 | SF | 66,500 |
| C01 | STR/MTL | STR/MTL | 2000 | 95.00 | 20.00 | 1900 | SF | 45,100 |
| C01 | STR/MTL | STR/MTL | 2000 | 90.00 | 20.00 | 1800 | SF | 42,800 |
| C01 | STR/MTL | STR/MTL | 2000 | 70.00 | 20.00 | 1400 | SF | 33,300 |
| C01 | PVMT/STR | PVMT/STR | 2000 | 0.00 | 0.00 | 0 | SF | 20,000 |
| C01 | BLD/VIN | BLD/VIN | 2000 | 20.00 | 16.00 | 320 | SF | 4,800 |

◂◂ ◂ 1 2 ▸ ▸▸ 10 items per page

1 - 10 of 15 items

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240004158.001

SUBMITTED FOR RECORDING BY:

FIDELITY NATIONAL TITLE INS CO
1901 PENNSYLVANIA AVE., NW, SUITE 201
WASHINGTON, D.C. 20006

TITLE NO. 20240094 7VA 1 OF 3

Prepared By and Return to:
Dustin H. DeVore, Esq. (Bar No. 46798)
Kaufman & Canoles, P.C.
4801 Courthouse Street, Suite 300
Williamsburg, VA 23188

Consideration: $1,700,000
Assessed Value: $1,664,400

Title Insurer: Fidelity National Title Insurance Company
Parcel ID No. 33-01-166A
Property Address: 21301 Brewers Neck Boulevard, Carrollton, VA 23314

**SPECIAL WARRANTY DEED**

THIS DEED is made this 1st day of November, 2024, by and between **BREWERS NECK, LLC**, a Virginia limited liability company, ("Grantor") and **STAR CAVIAR LLC**, a Virginia limited liability company ("Grantee"), whose address is 2220 Rowena Avenue, Orlando, FL 32803.

W I T N E S S E T H:

That for and in consideration of the sum of TEN DOLLARS ($10.00), cash in hand paid, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor hereby grants and conveys, with SPECIAL WARRANTY to the Grantee, all that real property, lying, being and situated in the **Isle of Wight County**, Virginia, as more particularly described as follows:

See Attached **Exhibit A**

Together with all and singular the buildings and improvements thereon, and the rights and privileges, tenements, hereditaments, easements and appurtenances thereunto belonging or in anywise appertaining.

This conveyance is made expressly subject to the restrictions, covenants, conditions, rights-of-way, easements, and other matters of title, if any, contained in the instruments constituting the chain of title to the property conveyed herein, and matters visible upon inspection, or matters that would be disclosed in an accurate physical survey of the premises.

*[Signature appears on the following page]*

*[Signature Page to Deed]*

WITNESS the following signature and seal:

**BREWERS NECK, LLC**
a Virginia limited liability company

By: _____
Its: Robert Moore Sr, manager

COMMONWEALTH OF VIRGINIA
CITY/COUNTY OF Norfolk, to-wit:

The foregoing instrument was acknowledged before me this 31st day of October, 2024, by Robert Moore, Sr. ☒ who is personally known to me or ☐ who has produced satisfactory evidence of identity, as manager of Brewers Neck, LLC, a Virginia limited liability company, on its behalf.

My commission expires: 7/31/2025

CHRISTINA M. JONES NOTARY PUBLIC REG. # 362726 COMMONWEALTH OF VIRGINIA

_____
Notary Public *(affix seal and registration number)*

**EXHIBIT A**

All that certain lot, piece or parcel of land situate, lying and being in Newport Magisterial District, Isle of Wight County, Virginia, containing 3.5 acres, more or less, and sold in gross and not by acres and being bounded and described as a triangular piece or parcel of land bounded on the West by State Highway Route 711 (formerly State Highway Route 664), on the South by State Highway Route 32 and 258, on the North and East by State Highway Route 670.

Less, Save and Except approximately 0.31 acres of land conveyed to the Commonwealth of Virginia by Nelson P. Moody, et ux, by Deed dated February 27, 1978, which Deed is recorded in the Clerk's Office of the Circuit Court of Isle of Wight County, Virginia in Deed Book 252 at page 772. Together with the same land conveyed to Nelson P. Moody by John A. Reed, unmarried, dated December 22, 1977, which Deed is recorded in the aforesaid Clerk's Office in Deed Book 250 at page 450.

IT BEING the same property conveyed to Brewers Neck, LLC, a Virginia limited liability company, by deed dated August 19, 2013, from John Knox and Cecilia Ann Knox, recorded in the aforesaid Clerk's Office as Instrument No. 130004609

INSTRUMENT # 240004158
E-RECORDED IN THE CLERK'S OFFICE
ISLE OF WIGHT COUNTY ON
NOVEMBER 4, 2024 AT 03:28PM
$1,700.00 GRANTOR TAX WAS PAID AS
REQUIRED BY SEC 58.1-802
OF THE VA. CODE
STATE: $850.00 LOCAL: $850.00
LAURA E. SMITH, CLERK
RECORDED BY: DDS

## OWNERS CONSENT

THE SUBDIVISION OF THE PROPERTY AS SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER.

STAR CAVIAR, LLC

BY: _____
SCOTT GOULD

COMMONWEALTH OF VIRGINIA
COUNTY OF ISLE OF WIGHT
I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT THE PERSON(S) WHOSE NAME IS SINGED TO THE FOREGOING WRITING HAS ACKNOWLEDGED THE SAME BEFORE ME IN MY COUNTY AND STATE AFORESAID

GIVEN UNDER MY HAND THIS ___ DAY OF _____, 202___.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____

## SITE DATA

1. PROPERTY IS KNOWN AS 33–01–166A IN THE NEWPORT MAGISTERIAL DISTRICT OF ISLE OF WIGHT COUNTY, VIRGINIA.

2. LOT AREA = 152,297 S.F. OR 3.4963 AC.
   PROPOSED LOT 166A1 = 78,621 S.F. OR 1.8049 AC.
   PROPOSED LOT 166A2 = 73,676 S.F. OR 1.6914 AC.

3. PROPERTY IS ZONED LI – LIMITED INDUSTRIAL DISTRICT
   MINIMUM LOT AREA = 20,000 S.F.
   MAXIMUM LOT COVERAGE = 60%
   MINIMUM OPEN SPACE RATIO = 25%

4. THE SUBJECT PROPERTY MAILING ADDRESS:
   21301 BREWERS NECK ROAD
   CARROLTON, VA 23314

5. SOURCE OF TITLE: LANDS CONVEYED TO BREWERS NECK LLC BY DEED RECORDED IN THE CLERK OF THE CIRCUIT COURTS OFFICE AS INST. #130004609

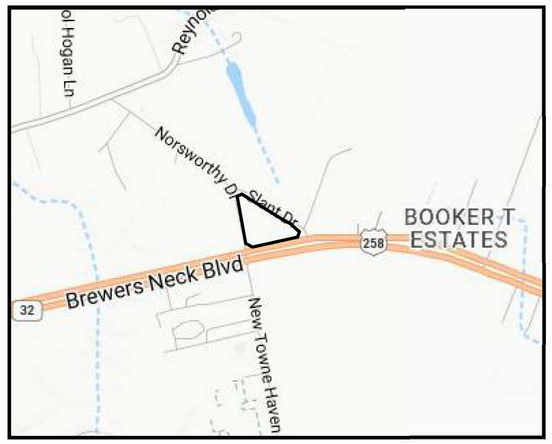
6. THIS PROPERTY HAS DIRECT VEHICULAR ACCESS TO SLANT DRIVE, NORSWORTHY DRIVE, AND BREWERS NECK BOULEVARD.

7.

8. WAIVER REQUESTED FOR MAXIMUM LOT COVERAGE.
   REQUIRED = 60%
   EXISTING = 69.6%
   PROPOSED LOT 166A1 = 88.0% (WAIVER REQUESTED)
   PROPOSED LOT 166A2 = 50.0%

9. WAIVER REQUESTED FOR MINIMUM OPEN SPACE RATIO
   REQUIRED = 25%
   EXISTING = 30.4%
   PROPOSED LOT 166A1 = 12.0% (WAIVER REQUESTED)
   PROPOSED LOT 166A2 = 50.0%

10. THE PURPOSE OF THIS SUBDIVISION IS TO CREATE SEPARATE LOTS FOR 2 SEPARATE EXISTING USES OF THE SUBJECT PROPERTY. NO ALTERATIONS OR IMPROVEMENTS TO THE PROPERTY ARE PROPOSED TO BE MADE IN ASSOCIATION WITH THIS APPLICATION.




## OWNER / APPLICANT

STAR CAVIAR, LLC
SCOTT GOULD
2220 ROWENA AVENUE
ORLANDO, FL 32803
(704) 975–8611

THE PURPOSE OF THIS PLAT IS TO CREATE SEPARATE LOTS FOR THE 2 EXISTING AND SEPARATE USES LOCATED ON THE SUBJECT PROPERTY.

TYPE OF SURVEY: PRELIMINARY/FINAL PLAN OF SUBDIVISION


**FIRST ORDER, LLC**
4383 HECKTOWN ROAD
BETHLEHEM, PA 18020
Phone (610) 365–2907 Fax (610) 365–2958


SITE ADDRESS: 21301 BREWERS NECK ROAD
NEWPORT MAGISTERIAL DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA

CLIENT: STAR CAVIAR, LLC

| JOB NO: R250010 | DRAWN BY: PV | APPROVED BY: JWS |
|---|---|---|

DATE: FEBRUARY 13, 2025
REVISIONS:

| No. | DATE | DESCRIPTION |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

0' 30' 60' 90'
SCALE: 1" = 30'

SHEET 1 OF 2

2

## SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT:
- THIS PLAT AS IT IS PRESENTED WAS MADE BY ME AT THE DIRECTION OF THE OWNERS
- THE SUBDIVISION IS ENTIRELY WITHIN THE BOUNDARY OF THE LAND OWNED BY THE SAID OWNERS
- TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THIS PLAT COMPLIES WITH ALL OF THE REQUIREMENTS OF THE COUNTY OF ISLE OF WIGHT.

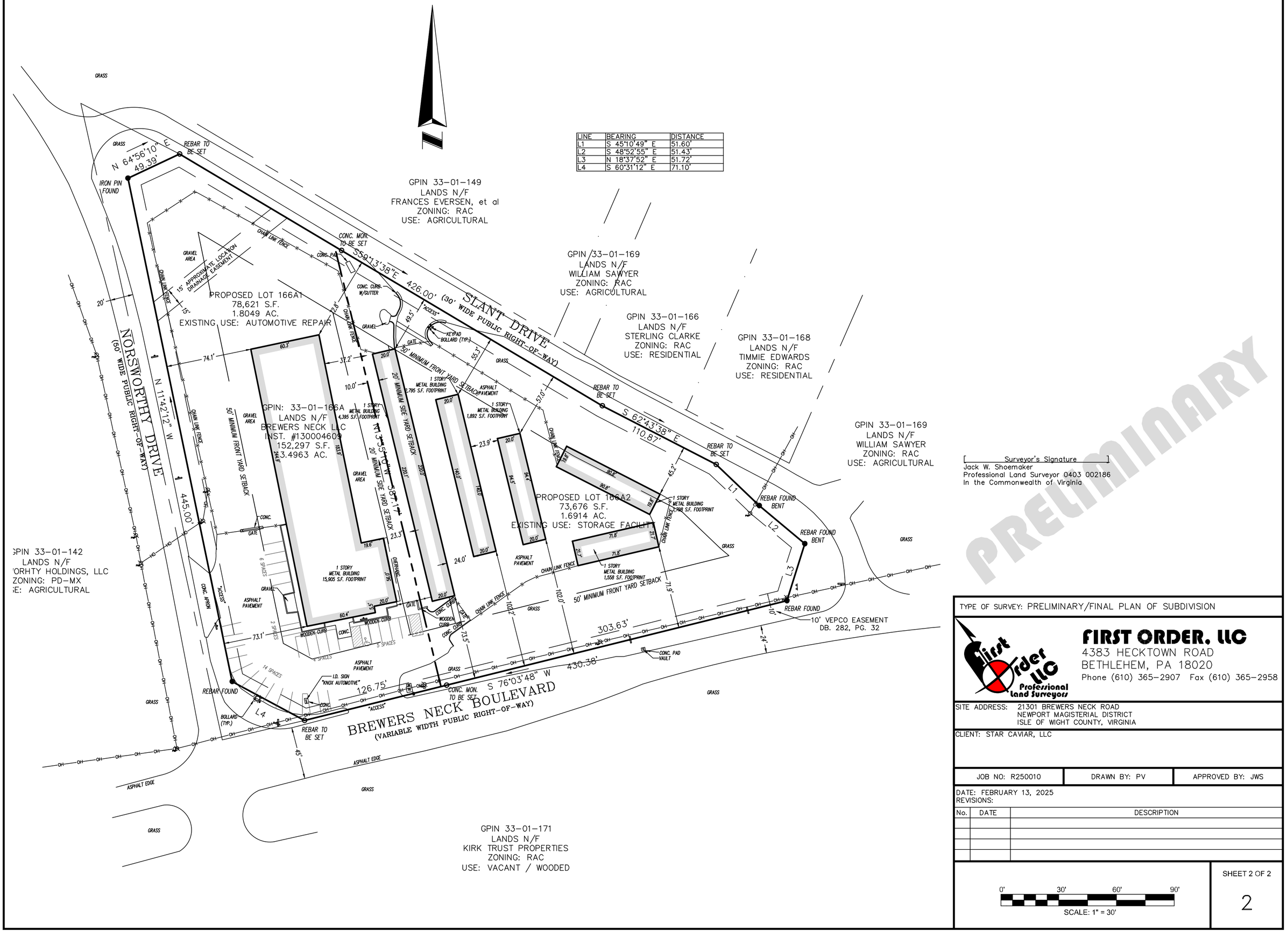
[ Surveyor's Signature ]
Jack W. Shoemaker
Professional Land Surveyor 0403 002186
In the Commonwealth of Virginia


## OWNERS CONSENT

THE SUBDIVISION OF THE PROPERTY AS SHOWN HEREON IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE UNDERSIGNED OWNER.

STAR CAVIAR, LLC

BY:
XXXXXXXXXXX




| LINE | BEARING | DISTANCE |
|---|---|---|
| L1 | S 45°10'49" E | 51.60' |
| L2 | S 48°52'55" E | 51.43' |
| L3 | N 18°37'52" E | 51.72' |
| L4 | S 60°31'12" E | 71.10' |

[ Surveyor's Signature ]
Jack W. Shoemaker
Professional Land Surveyor 0403 002186
In the Commonwealth of Virginia

PRELIMINARY

TYPE OF SURVEY: PRELIMINARY/FINAL PLAN OF SUBDIVISION


**FIRST ORDER, LLC**
4383 HECKTOWN ROAD
BETHLEHEM, PA 18020
Phone (610) 365-2907 Fax (610) 365-2958


SITE ADDRESS: 21301 BREWERS NECK ROAD
NEWPORT MAGISTERIAL DISTRICT
ISLE OF WIGHT COUNTY, VIRGINIA

CLIENT: STAR CAVIAR, LLC

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|---|---|---|

DATE: FEBRUARY 13, 2025
REVISIONS:

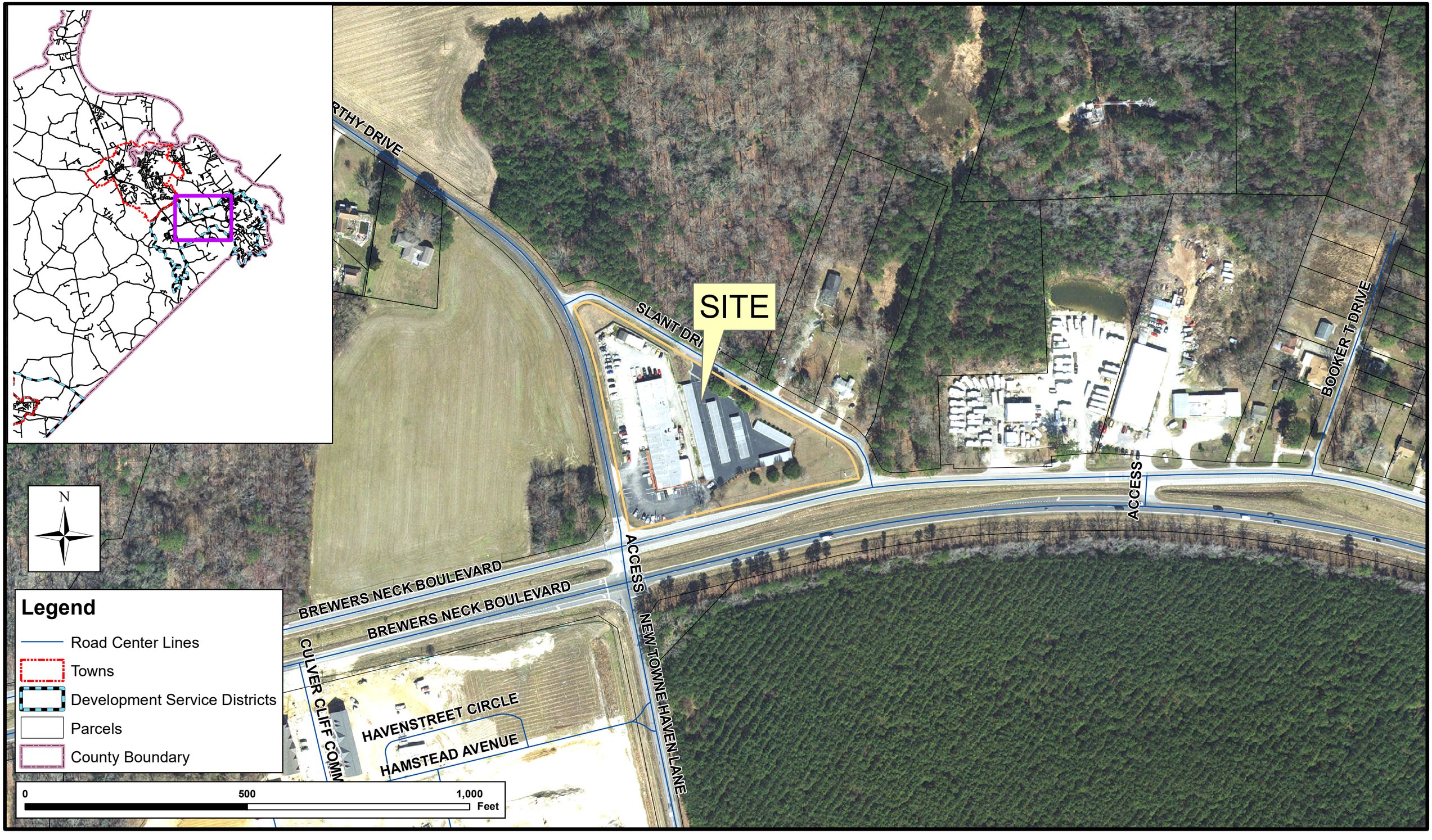
| No. | DATE | DESCRIPTION |
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0' 30' 60' 90'
SCALE: 1" = 30'

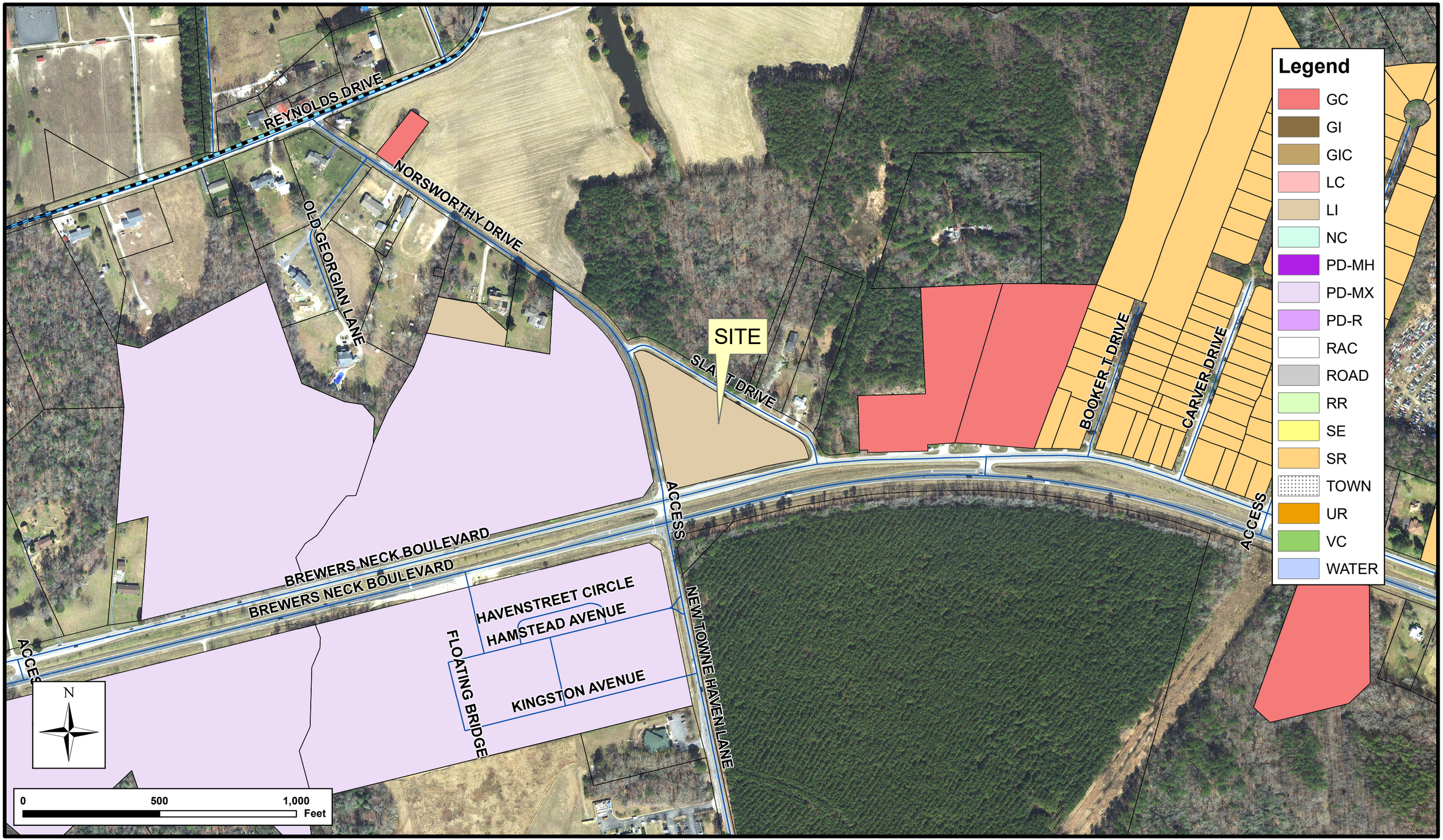
SHEET 2 OF 2

2

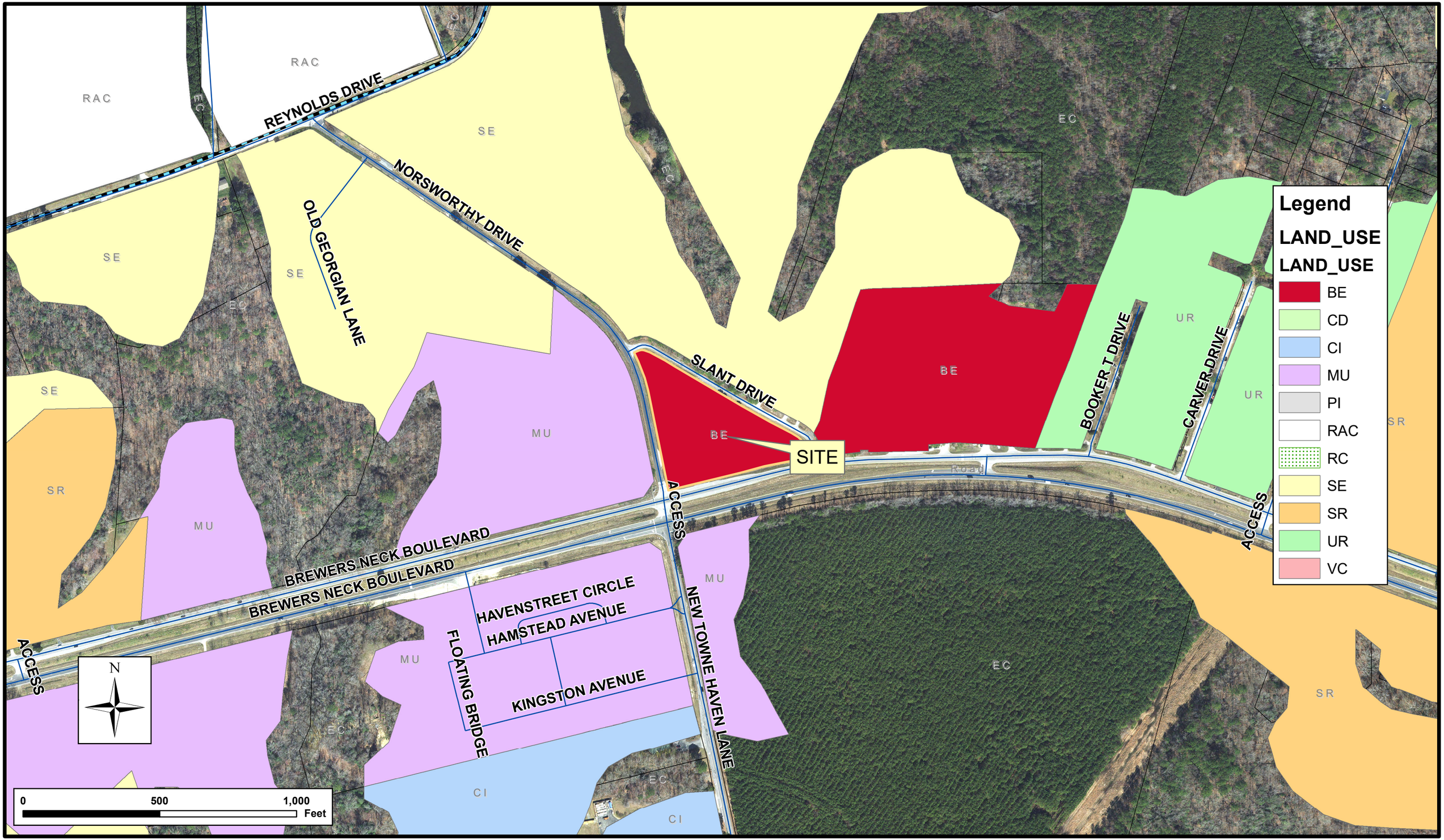
# EXC-25-2 Classic Collision Subdivision Waiver Request - Location Map



# EXC-25-2 Classic Collision Subdivision Waiver Request - Zoning Map



# EXC-25-2 Classic Collision Subdivision Waiver Request - Land Use Map





Facing East off Route 258



Facing South along Norsworthy Drive



Facing Southeast along Slant Drive




Facing West at the intersection of Slant Drive and Route 258



Approximate location of proposed new property line

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
23116 Meherrin Road
COURTLAND, VIRGINIA 23837

May 9, 2025

Caleb Kitchen
Planning and Zoning
Isle of Wight County
P. O. Box 80
Isle of Wight, VA 23397

**RE: EXC-25-2 Star Caviar**
**23101 Brewers Neck Blvd. (Rt. 258)**
**Isle of Wight County**

The Residency has completed its review of the submitted Exception Request application dated February 13, 2025 and received by the VDOT Land Development Office on April 15, 2025 for the proposed subdivision. We have the following comments:

1) The existing entrance from Knox Automotive onto Brewer's Neck Blvd. (Rt. 258) is located within the functional area of the signalized intersection and is recommended for closure.

2) In accordance with 24VAC30-73-110(C)(1), existing commercial entrances may be reviewed by the district administrator's designee, and reconstruction, relocation, commercial entrance consolidation, or a combination of these, may be required when the property is subject to development plan review or other legislative action. Future changes in the traffic density, use, or other site plan changes will trigger the requirement of the closure of the Brewer's Neck entrance.

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

Sincerely,

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

# PLANNING REPORT

## APPLICATION:

Proposed Sign Ordinance Revisions Discussion

## BACKGROUND:

On August 1, 2024, the Board of Supervisors directed staff and the Planning Commission to review the County's sign regulations for possible revisions after considering input from a community input survey. The Board also asked for a report on the number and type of sign violations the County experienced over the last year.

Since August 2024, Code Enforcement has record of 21 sign violations. Most of the violations include signs installed without permits and temporary signs being up too long. A sign survey was conducted from March 11, 2025, until May 1, 2025. A summary of the responses received is attached to this staff report. In addition, a table showing a comparison of County sign regulations with other area localities is attached to the report.

## DESCRIPTION:

Based on feedback received from the community survey as well as issues experienced by staff in administering and enforcing the sign regulations in Article IX, "Signs," of the Zoning Ordinance, staff developed draft revisions to the sign ordinance. A copy of the draft revisions is attached to this staff report.

## STAFF RECOMMENDATION:

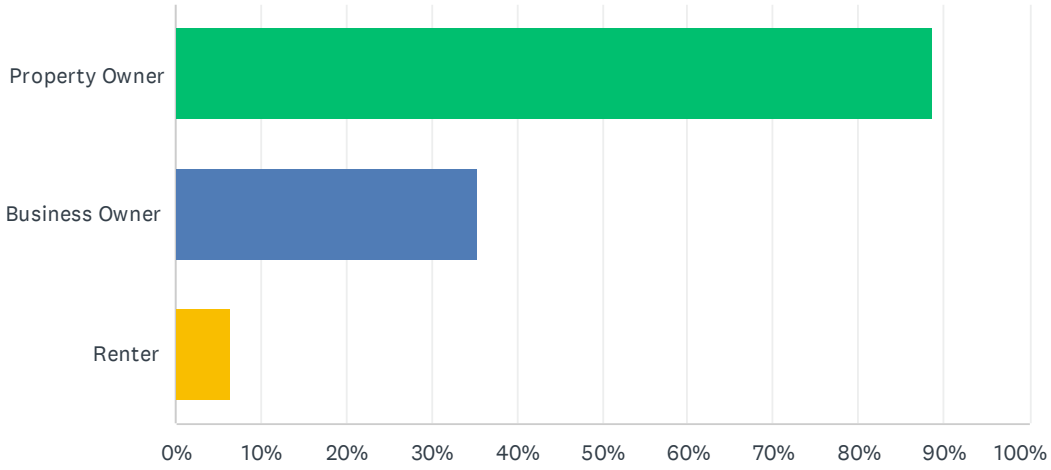
No action is recommended at this time. This item is for Planning Commission review and discussion only.

## ATTACHMENTS:

| Description | Type | Upload Date |
|---|---|---|
| Sign Survey Results Summary | Backup Material | 5/20/2025 |
| Sign Regulation Comparison Table | Backup Material | 5/21/2025 |
| Draft Sign Revisions | Backup Material | 5/21/2025 |

# Q1 Are you a resident, property owner, or business owner in the County? Select all that apply.

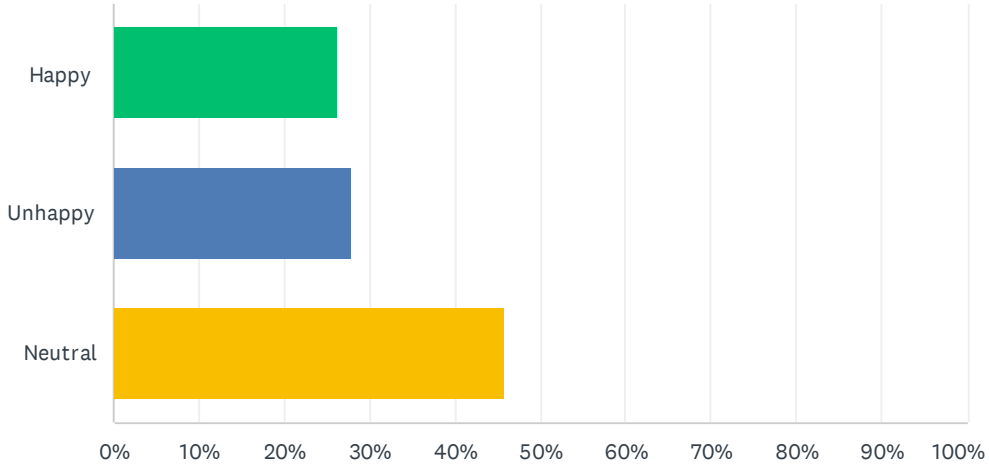
Answered: 62 Skipped: 0




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Property Owner | 88.71% | 55 |
| Business Owner | 35.48% | 22 |
| Renter | 6.45% | 4 |
| Total Respondents: 62 | | |

# Q2 Are you happy or unhappy with how signs are regulated in the County?

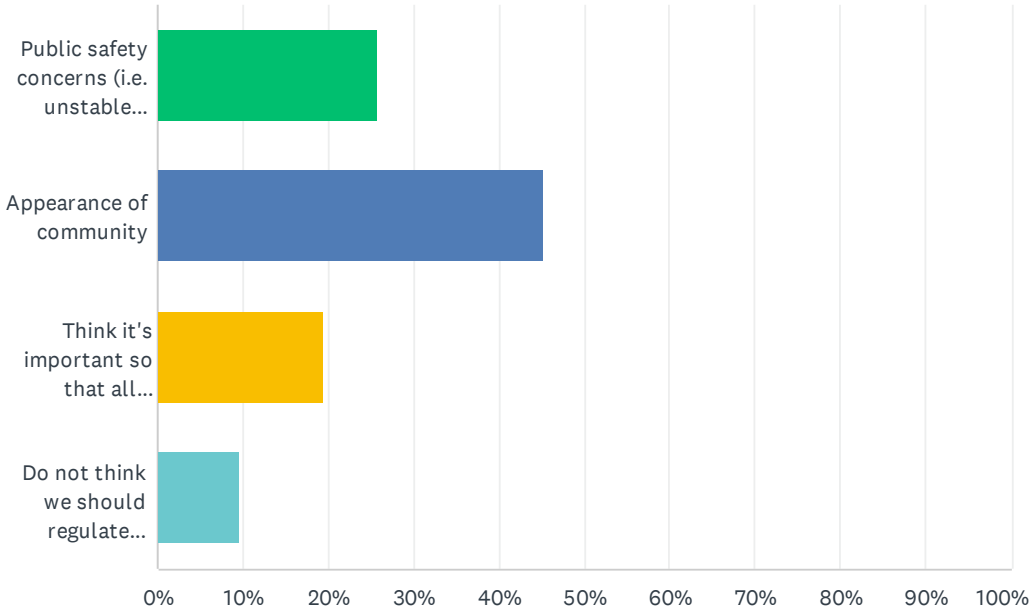
Answered: 61 Skipped: 1




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Happy | 26.23% | 16 |
| Unhappy | 27.87% | 17 |
| Neutral | 45.90% | 28 |
| TOTAL | | 61 |

# Q3 What do you think is the most important reason to regulate signage in the County?

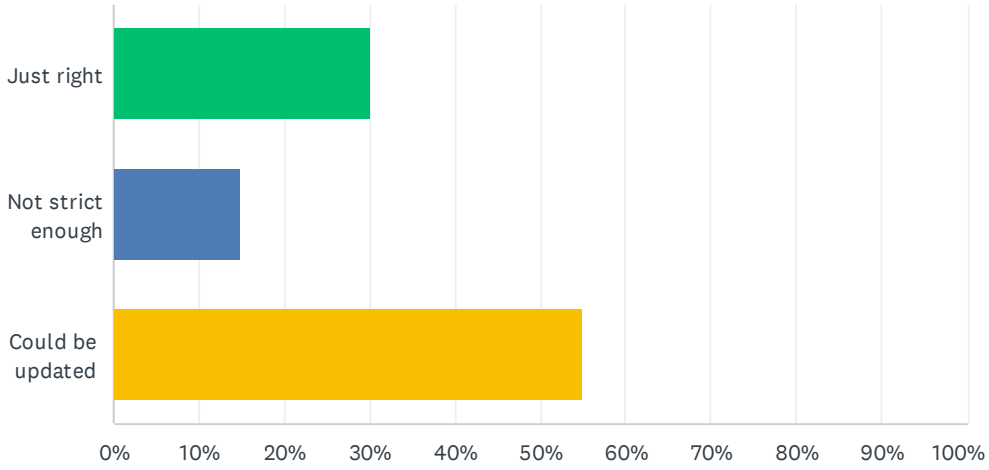
Answered: 62 Skipped: 0




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Public safety concerns (i.e. unstable construction, electrical work, etc.) | 25.81% | 16 |
| Appearance of community | 45.16% | 28 |
| Think it's important so that all businesses are treated equally | 19.35% | 12 |
| Do not think we should regulate signage | 9.68% | 6 |
| TOTAL | | 62 |

# Q4 Please choose a response: Do you feel the sign regulations in the County are:

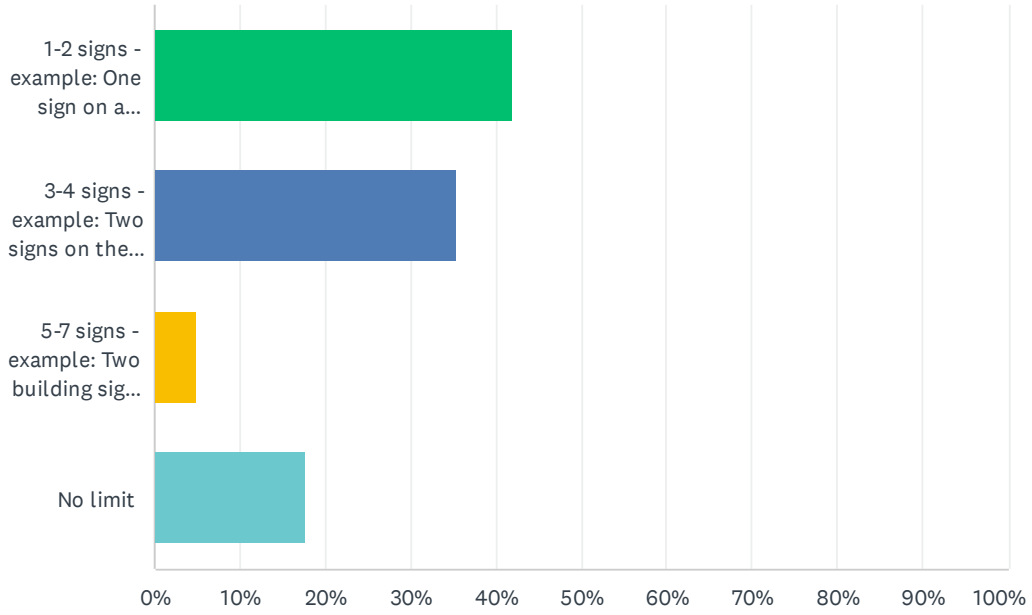
Answered: 60 Skipped: 2




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Just right | 30.00% | 18 |
| Not strict enough | 15.00% | 9 |
| Could be updated | 55.00% | 33 |
| TOTAL | | 60 |

# Q5 How many signs on the property or on a building do you think are appropriate for a commercial use?

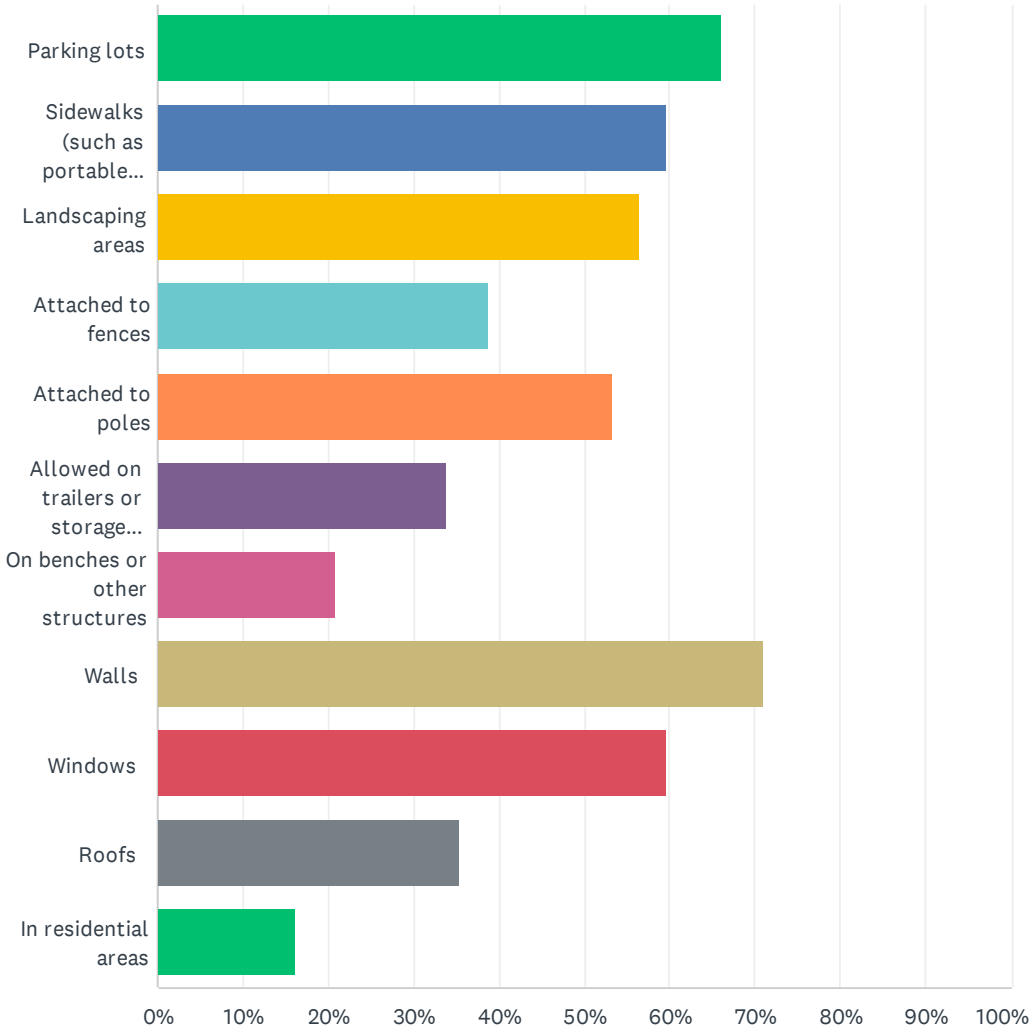
Answered: 62 Skipped: 0




| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| 1-2 signs - example: One sign on a building and one street sign (not including window signs) | 41.94% | 26 |
| 3-4 signs - example: Two signs on the building, a street sign (not including window signs) | 35.48% | 22 |
| 5-7 signs - example: Two building signs, a street sign and two permanent flag/decorative signs (not including window signs) | 4.84% | 3 |
| No limit | 17.74% | 11 |
| TOTAL | | 62 |

# Q6 Where should signs be allowed to be located/be attached to? Check all that apply.

Answered: 62 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| Parking lots | 66.13% | 41 |
| Sidewalks (such as portable sandwich board signs or chalkboards) | 59.68% | 37 |
| Landscaping areas | 56.45% | 35 |
| Attached to fences | 38.71% | 24 |
| Attached to poles | 53.23% | 33 |
| Allowed on trailers or storage containers | 33.87% | 21 |
| On benches or other structures | 20.97% | 13 |
| Walls | 70.97% | 44 |
| Windows | 59.68% | 37 |
| Roofs | 35.48% | 22 |
| In residential areas | 16.13% | 10 |
| Total Respondents: 62 | | |

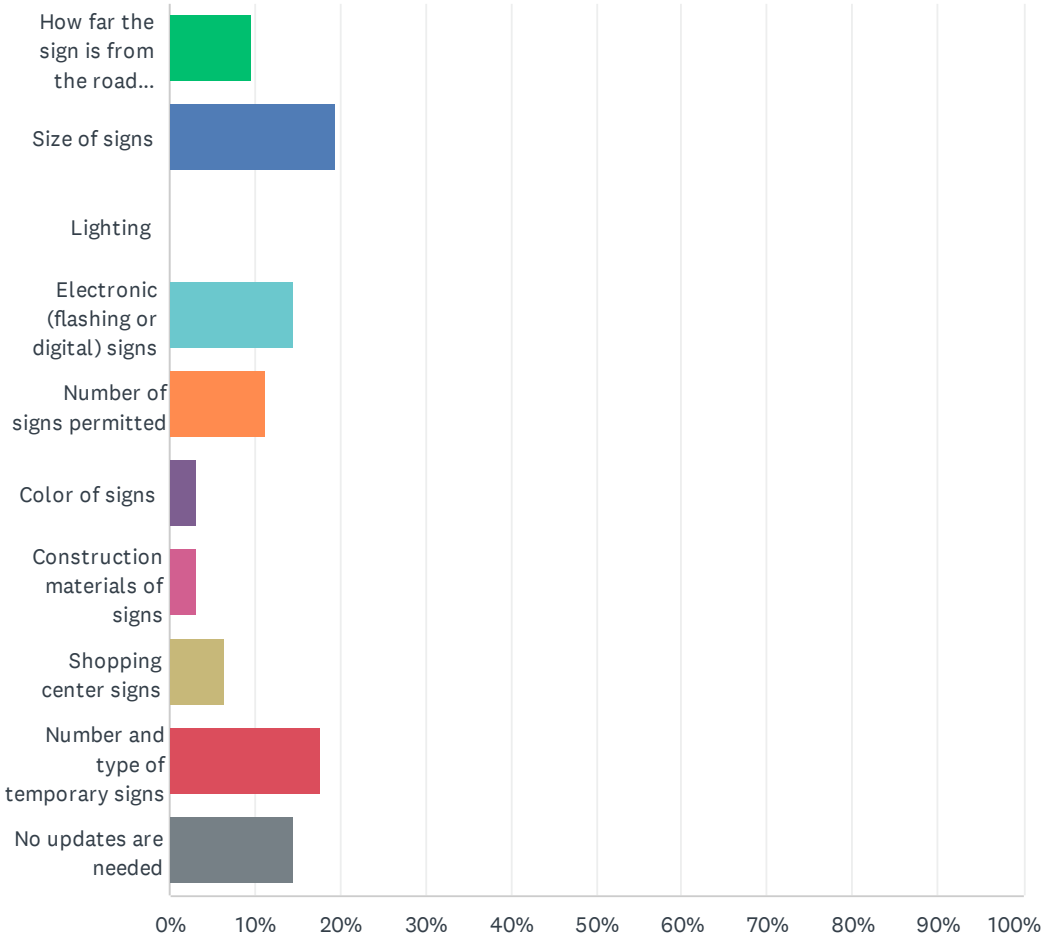
# Q7 Do you have suggestions for sign requirements from other jurisdictions that would work for the County?

Answered: 20 Skipped: 42

1 See Attached

# Q8 What part of the sign regulations is most important to update?

Answered: 62 Skipped: 0



| ANSWER CHOICES | RESPONSES | |
|---|---|---|
| How far the sign is from the road (setbacks) | 9.68% | 6 |
| Size of signs | 19.35% | 12 |
| Lighting | 0.00% | 0 |
| Electronic (flashing or digital) signs | 14.52% | 9 |
| Number of signs permitted | 11.29% | 7 |
| Color of signs | 3.23% | 2 |
| Construction materials of signs | 3.23% | 2 |
| Shopping center signs | 6.45% | 4 |
| Number and type of temporary signs | 17.74% | 11 |
| No updates are needed | 14.52% | 9 |
| TOTAL | | 62 |

## Q9 Please tell us anything else you would like to change about the sign ordinance.

Answered: 20 Skipped: 42

*See Attached

**Sign Ordinance Community Feedback Survey Open Responses Received March 11-May 1, 2025**

| Do you have suggestions for sign requirements from other jurisdictions that would work for the County? | Please tell us anything else you would like to change about the sign ordinance. |
|---|---|
| | Shopping center signs need to be updated regularly so that the existing ones are not faded, broken, or up to date |
| Unknown, board should be doing this research as due diligence to any new or updates to proposals. | I feel that signs should not be placed obstructing any traffic views, roadways, walkways, or other businesses. I do feel that not allowing for some variety defeats the purpose of a business owner researching & creating their own marketing strategies. |
| You should be free to have whatever sign you want. As long as it does not block visibility of a neighboring business and or its signage. Also shoukd not block road signs or traffic lights or any other safety concerns “roads , turns etc.”. PS I despise flag signs in our town they are ugly and make the town look like trash. | I am all about some freedom for business or residents to do what they see fit on their own property. We have way too many laws as it is . That being said limit flag signs they look trashy and allow more “A” frame type and other temporary options. Limit tobacco and vape store lights because they are also trashy looking. Maybe vape stores shouldn’t be here period lol. Thanks |
| | The small signs cluttering the sides of the roads are eyesores. These aren’t only business signs. We need limits on at least quantity and time allowed to remain. |
| Better idea: Lets be creative for once instead of using other jurisdictions oppressive regulations. | Yes, the entire ordinance in Isle of Wight County needs to be revised with a focus exclusively on legitimate public safety concerns — specifically life safety, fire hazards, or businesses with a recurring pattern of using an excessive number of signs. Even in those cases, no enforcement action should be taken unless the business is found to be in clear violation of the ordinance by a panel of no fewer than five business owners. This panel should be selected through a random lottery, convened only when such a review is necessary. Drop all of it — except where signage clearly creates a public safety risk, such as obstructing visibility of oncoming traffic or posing a danger of accidents. Or in cases where a business displays a grossly excessive number of signs (Liberty Tax Services and certain car dealerships have been examples of this in the past). No permits for signage should be required under any circumstance. You are here to serve the public — not to line county coffers through unnecessary fees and burdensome restrictions. If you insist on continuing to restrict signage beyond those limited, justifiable exceptions, then you must hold yourselves to the exact same standards and burdens you impose on business owners. If you write the rules, you must live by them too — and that applies to every entity operating within Isle of Wight County, whether locally owned, globally operated, privately held, or publicly funded. This includes all forms of government — county departments, public schools, municipal services, and independent towns located within the county such as Smithfield and Windsor. No special treatment. No carve-outs. No exceptions. No exclusions. Everyone must be held to the same standard — period. |
| size based on sq ft of building | |
| none | none |
| | The county looks trashy |
| | Temporary signs should not require a permit and should be allowed to be bigger. |
| | The distance from the road is the biggest but I think most of the options in question 8 are needed. |

| | |
|---|---|
| | Number of signs should be limited as well as construction materials. I don't think businesses should be able to hang banner signs on their fences, business trucks and temporary structures. I think sign lighting should be restricted to maintain our historic charm. Flashing signs with bright colors shouldn't be permitted. I recently noticed the vape shop on Church st in Smithfield, and I was very disappointed that the town allowed this! |
| York County | Needs to be better enforcement of temporary signs. They seem to litter Route 17. |
| None known | |
| Limit the amount of colors per sign, as in "Permanent signs may incorporate a maximum of four (4) colors per sign". | It will do no good to alter the sign ordinance without an education and enforcement plan and an appropriate agency to target those who intend to repeatedly violate it. Attention needs to be equally tended to on both aspects of the excess of signs in violation, removal AND timely replacement or repair of long existing signs. In regard to neighborhoods, places like Benns Grant having a neighborhood sign in front of the road that will be the hospital entrance is confusing. Why is the neighborhood sign not at the entrance to the actual neighborhood where the homes begin? It would also be helpful to have ordinances more divided by Commercial/Business Signage, Residential Signage, Business within a residence signage, etc as the current code is all encompassing and consumes too much time to sift through when looking for a specific guideline. Flashing lights that are not necessary for safety detract from the aesthetic appeal of the area. Given that a large portion of the area is to remain rural, much care should be taken in regard to signs that will impact higher density residential areas. Shopping Centers do best when one main sign showing the shops is erected and visual for motorists from far away and then have a singular sign on the storefront itself. Too many businesses here have a plethora of signs on the sidewalk and things taped to their windows- this looks junky. The area is windy and care to customers needing to maneuver with ambulatory accommodations should be considered with all the signs in a walkway for businesses. The small advertising signs that get stuck in the grass areas and left should be prohibited as a whole. It is cluttered and often dangerous to motorist's view but rarely are they removed promptly or even installed securely. |
| No | N/A |
| Updated signage | We need to update the signs for all entrances into Smithfield with the city signature pig statues. We need to make our water towers COLORFUL!! |
| No | Time limitation of sign posting upon serving its purpose. Control vegetation and clutter around signage. |
| Focus more quality versus quantity. Permanent signage versus flags. Allow any signage on property that is permanent. | |
| Don't follow the Town of Smithfield. The Food Lion and Kroger shopping center signs look horrible. Food lion SC sign hasn't even lit up at night in years. | I saw a sign in someone's yard yesterday for a heating a cooling company that just did work on that house. You can't even see the work they did, so it is basically a company advertising in residential yards. |
| Avoid huge and ugly. | Avoid huge and ugly. |
| | The extremely bright LEDs that seem to come with every vape shop in the region are a huge eye sore. |
| The signs are getting a bit out of hand - frequently blocking view for traffic. They are never policed especially in areas outside of Smithfield and Windsor. They become tacky and outdated and during bad weather, a hazard. | |
| Nope | |
| no | |

| | |
|---|---|
| No | I think the property size and location needs to factor in. My experience & participation in the downtown area makes me value that the area maintains an overall quaint look. |
| I do! Back off and let the business owners and residents do what they do. It isn't for government to regulate speech, of any kind. | You need to update the city map at the bus station that has old businesses listed and not any new ones that have been opened the past year or so. |
| Signs should not be so small that you can't find the business | |

**Signage Regulation Comparison**
**As of 5/21/2025**

| LOCALITY | SIGN | | | | | | |
|---|---|---|---|---|---|---|---|
| | **Type** | **Max Size** | **Max Height** | **Number** | **Materials** | **Colors** | **Other** |
| **Isle of Wight County** | Free Standing | 50 SF | 8 Ft. | 1 | wood, high density urethane (HDU), or composite panel made from natural and recycled materials which are designed to simulate wood. | Earthtone/Neutral/Historic | Max size based on setback. Closest sign permitted is 5 feet from the edge of a road whose ROW is 50 feet or greater for a max 16 SF sign. |
| | Wall | 200 SF | N/A | 1 per frontage | same | Earthtone/Neutral/Historic | |
| | Temporary | 32 SF | 4-16 feet | up to 2 feather signs, 1 banner | same | Earthtone/Neutral/Historic | |
| | Shopping Center | 50 SF | 8 FT | 1 per frontage | same | same | |
| **Surry County** | Free Standing | 50 SF in B zones, 100 SF in Ind zones | 30 FT | 1 per business | n/a | n/a | portable signs, on wheels, carriages, or on fixed supports shall be considered as freestanding signs and shall be included in any measurement of permitted sign area whether or not a permit is required. |
| https://library.municode.com/va/surry_county/codes/code_of_ordinances?nodeId=PTIILADEOR_APXAZO_ARTVGEDEGUDEREPR_5-600SI | Wall | up 200 SF | n/a | 1 per frontage | n/a | n/a | Illuminated signs inside of show windows and within five feet of such windows shall be included in the computation of sign area, and shall be limited to 10% of the total glass area of the window in which they are placed |
| | Temporary | 6 SF | 15 FT | 1 per 50 LF of frontage | n/a | n/a | All portable signs shall be included in the measurement of permitted sign area. |
| | Shopping Center | 100 SF | 30 FT | 1 if 3 units or more | n/a | n/a | |
| **James City County** | Free Standing | 32 SF if less than 75 ft from ROW (5 ft min setback); 50 SF if 75-150 ft; 60 SF if more than 150 ft setback | 15 FT | 1 on each frontage | shall complement the character of surrounding development and shall be in keeping with the historic and/or rural ambience of the county and Williamsburg. | same | 2 on each frontage allowed if placed on either side of entrance, not more than 32 SF combined and not more than 8 feet tall |
| https://library.municode.com/va/james_city_county/codes/code_of_ordinances?nodeId=CD_ORD_CH24ZO_ARTIISPRE_DIV3EXSI | Wall | 60 SF | N/A | 1 per frontage | shall complement the character of surrounding development and shall be in keeping with the historic and/or rural ambience of the county and Williamsburg. | same | If the footprint of a building for an individual use exceeds 40,000 square feet on property zoned M-1, M-2, PUD-C, or RT, the applicant may request an exception to allow the building face sign(s) to exceed 60 square feet. |
| | Temporary | 24 SF for banners in shopping centers only; 12 SF for A-Frame | 8 ft for banners; 5 ft for A-frame | n/a | n/a | n/a | Flags used as signs shall be allowed by permit, provided that the same are installed in a permanent fashion, are maintained in good repair, and will not constitute a hazard to vehicular or pedestrian traffic. |
| | Shopping Center | 32 SF or up to 42 SF for MU district | 8 ft. or 15 ft if MU | up to 2 per frontage | same | same | |
| **Suffolk City** | Free Standing | 16 to 100 SF based on district and LF of frontage | 4 to 12 ft based on district | 1 in ag/residential districts; otherwise 2 per frontage | Required in special overlay districts | Required in special overlay districts | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| https://library.municode.com/va/suffolk/codes/unified_development_ordinance?nodeId=SUFFOLK_UNIFIED_DEVELOPMENT_ORDINANCE_ART7SUUSRE_S31-714SIRE | Wall | 16 SF to 125 SF based on district and LF of building frontage | n/a | 1 in residential districts; 1 per building frontage in other districts | Required in special overlay districts | Required in special overlay districts | |
| | Temporary | banner signs up to 32 SF, feather signs up 12 SF | 8 ft for feather, n/a for banner | max of 2 banner and 1 feather based on frontage | n/a | n/a | No permits required for temporary signage but cannot be posted more than 90 days per year - size based on LF of building or frontage |
| | Shopping Center | up 100 SF | 15 ft | up to 2 if served by two streets | Required in special overlay districts | Required in special overlay districts | |
| **York County** | Free Standing | 40 - 64 SF for monument; 12 - 50 SF for pole type based on district | 6-10 ft for monument; 6-20 ft for pole based on district | 1 sign per parcel, except for corner or through lots | Required in special overlay districts | Required in special overlay districts | |
| https://library.municode.com/va/york_county/codes/code_of_ordinances?nodeId=CD_ORD_CH24.1ZO_ARTVIISI | Wall | 1 sq. ft. per linear foot of principal building width | n/a | 1 sign per parcel, except for corner or through lots | Required in special overlay districts | Required in special overlay districts | |
| | Temporary | 40 SF | 6 ft | 1 per frontage in residential districts; 2 in nonresidential districts | n/a | n/a | Can be up 120 days max |
| | Shopping Center | up to 150 SF; 200 SF cumulative | 10 ft. | 1 per frontage | n/a | n/a | |
| **Williamsburg*** | Free Standing | 5 to 32 SF depending on district | up to 12 ft. based on district | Number based on LF of frontage but no more than 2 | Permitted sign colors shall be from the approved color palette in the City of Williamsburg Design Review Guidelines, Chapter VII, Signs. | | *Sign regulations are addressed separately for each of the five sign districts. Please see link for more information. |
| https://library.municode.com/va/williamsburg/codes/code_of_ordinances?nodeId=PTIITHCO_CH21ZO_ARTVISI_S21-736IN | Wall | min of 16 SF and max of 32 SF | n/a | 1 per frontage as well as one for rear entrance | Permitted sign colors shall be from the approved color palette in the City of Williamsburg Design Review Guidelines, Chapter VII, Signs. | | |
| | Temporary* | | | | | | |
| | Shopping Center* | | | | | | |

# Article IX. Signs.

Editor's Note: An ordinance adopted Mar. 14, 2018, amended and reenacted art. IX in its entirety to read as herein set out. Former art. IX pertained to the same subject matter and derived from an ordinance adopted Aug. 18, 2016.

## Sec. 9-1001. Findings, purpose and intent; interpretation.

A. Signs obstruct views, distract motorists, displace alternative uses for land, and pose other problems that legitimately call for regulation. The purpose of this article is to regulate the size, color, illumination, movement, materials, location, height and condition of all signs placed on private property for exterior observation, thus ensuring the protection of property values, the character of neighborhoods, the creation of a convenient, attractive and harmonious community, the protection against destruction of or encroachment upon historic areas, to encourage the effective use of signs as a means of visual communication in the county, to maintain and enhance the county's ability to attract sources of economic development and growth, to improve pedestrian and traffic safety, and to enable the fair and consistent enforcement of these sign restrictions. This article allows for adequate communication through signage while encouraging aesthetic quality in the design, location, size and purpose of signs in the community. This article shall be interpreted in a manner consistent with the First Amendment guarantee of free speech. If any provision of this article is found by a court of competent jurisdiction to be invalid, such finding shall not affect the validity of other provisions of this article which can be given effect without the invalid provision. These sign restrictions are adopted under the zoning authority of the county in furtherance of the more general purposes set forth in this ordinance.

B. Signs not expressly permitted as being allowed by right or by special use permit under this article, by specific requirements in other portions of this chapter, or otherwise expressly allowed by the board of supervisors are forbidden.

C. A sign placed on land or on a building for the purpose of identification, protection or directing persons to a use conducted therein shall be deemed to be an integral but accessory and subordinate part of the principal use of land or building. Therefore, the intent of this article is to establish limitations on signs in order to ensure they are appropriate to the land, building or use to which they are appurtenant and are adequate for their intended purpose while balancing the individual and community interests identified in subsection A of this section.

D. These regulations are intended to promote signs that are compatible with the use of the property to which they are appurtenant, landscape and architecture of surrounding buildings, are legible and appropriate to the activity to which they pertain, are not distracting to motorists, and are constructed and maintained in a structurally sound and attractive condition.

E. These regulations distinguish between portions of the county designed for primarily vehicular access and portions of the county designed for primarily pedestrian access.

F. These regulations do not regulate every form and instance of visual speech that may be displaced anywhere within the jurisdictional limits of the county. Rather, they are intended to regulate those forms and instances that are most likely to meaningfully affect one or more of the purposes set forth above.

G. These regulations do not entirely eliminate all of the harms that may be created by the installation and display of signs. Rather, they strike an appropriate balance that preserves ample channels of communication by means of visual display while still reducing and mitigating the extent of the harms caused by signs.

H. These regulations are not intended to and do not apply to signs erected, maintained or otherwise posted, owned or leased by federal, state or local government. The inclusion of "government" in describing some signs does not intend to subject the government to regulation, but instead helps illuminate the type of sign that falls within the immunities of the government from regulation. (3-14-18.)

## Sec. 9-1002. Definitions.

A-frame sign\ means a two-faced sign with supports that are connected at the top and separated at the base, forming an "A" shape not more than four (4) feet high. These are also referred to as "sandwich board" signs. They are included in the term "portable sign."

Advertising\ means any words, symbol, color or design used to call attention to a commercial product, service, or activity.

Animated sign\ means a sign or part of a sign that is designed to rotate, move or appear to rotate or move. Such a sign is sometimes referred to as a "moving sign."

Awning sign\ means a sign placed directly on the surface of an awning.

Banner\ means a temporary sign of flexible material affixed to a framework or flat surface.

Building frontage\ means the length of the main wall of a building which physically encloses usable interior space and which is the architecturally designed wall that contains the main entrance for use by the general public. Said frontage shall be measured at a height of ten (10) feet above grade.

Business sign\ means a sign which directs attention to a product, service or commercial activity available on the premises.

Canopy sign\ means a sign attached to a canopy.

Chalk-board sign\ means a single-faced, framed slate or chalk-board that can be written on with chalk or similar markers.

Changeable copy sign\ means a sign or part of a sign that is designed so that characters, letters or illuminations can be changed or rearranged without altering the face or surface of the sign.

Comprehensive sign plan\ means a plan for the signage of a property that includes single or multiple tenants or owners with shared parking or other facilities.

Feather sign\ means a lightweight, portable sign mounted along one (1) edge of a single, vertical, flexible pole the physical structure of which may resemble a sail, bow, or teardrop.

Flag\ means a piece of cloth or similar material, typically oblong or square, attachable by one (1) edge to a pole or rope and used as a symbol or decoration; this includes pennants.

Flashing sign\ means a sign that includes lights that flash, blink, or turn on and off intermittently.

Freestanding sign\ means any non-portable sign supported by a fence, retaining wall, or by upright structural members or braces on or in the ground and not attached to a building.

Grand opening\ means an event, often publicized, which signifies the official public opening of a facility such as a commercial business.

Ground-mounted\ sign means a sign that is supported by structures or supports in or upon the ground and independent of any support from any building or wall.

Height\ means the maximum vertical distance from the base of the sign at normal grade to the top of the highest attached component of the sign. Normal grade shall be construed to be the lower of:

(1) Existing grade prior to construction; or

(2) The newly established grade after construction, exclusive of any filling, berming, mounding or excavating primarily for the purpose of mounting or elevating the sign.

Holiday displays\ means displays erected on a seasonal basis in observation of religious, national, or state holidays which are not intended to be permanent in nature and which contain no advertising material.

Illegal sign\ means any sign erected without a required permit or which otherwise does not comply with any provision of this article.

Illuminated sign\ means a sign that is backlit, internally lit, or indirectly lit, but does not include a neon sign.

Marquee\ means a permanent structure projecting beyond a building wall at an entrance to a building or extending along and projecting beyond the building's wall and generally designed and constructed to provide protection against the weather.

Marquee sign\ means a sign attached to and made a part of a marquee or any similar projections from a building, with changeable, fixed or both types of lettering in use.

Monument sign\ means a sign affixed to a structure built on grade in which the sign and the structure are an integral part of one another; not a pole sign.

Neon sign\ means a sign containing exposed tubes filled with light-emitting gas.

Nonconforming sign\ means any sign which was lawfully erected in compliance with applicable regulations of the county and maintained prior to the effective date of this article and which fails to conform to current standards and restrictions as set forth herein.

Off-premises sign\ means a sign that directs attention to a business, product, service or activity conducted, sold or offered at a location other than the premises on which the sign is erected.

Pole sign\ means a sign that is mounted on one (1) or more freestanding poles.

Portable sign\ means any temporary sign not affixed to a building, structure, vehicle or the ground. It does not include a flag or banner.

Projecting sign\ means any sign, other than a wall, awning or marquee sign, affixed to a building and supported only by the wall on which it is mounted.

Public area\ means any public place, public right-of-way, any parking area or right-of-way open to use by the general public, or any navigable body of water.

Public art\ means items expressing creative skill or imagination in a visual form, such as painting or sculpture, which are intended to beautify or provide aesthetic influences to public areas which are visible from the public realm that does not direct attention to a business, product, service or activity.

Roof sign\ means a sign erected or constructed, in whole or in part, upon or above the highest point of a building with a flat roof, or the peak of a roof for any building with a pitched roof.

Sign\ means any device (writing, letter work or numeral, pictorial presentation, illustration or decoration, emblem, device, symbol or trademark, flag, banner or pennant or any other device, figure or character) visible to and designed to communicate information to a person in a public area. However, the term "sign" does not include public art, holiday displays, or architectural features, except those that identify products or services or advertise a business use. The term "sign" shall not include the display of merchandise for sale on the site of the display.

Sign face\ means the portion of a sign structure bearing the message.

Sign structure\ means any structure bearing a sign face.

Temporary sign\ means any sign constructed of cloth, canvas, vinyl, paper, wood, fabric, or other lightweight material not well suited to provide a durable substrate or, if made of some other material, is neither permanently installed on the ground nor permanently affixed to a building or structure which is permanently installed in the ground.

Vehicle or trailer sign\ means any sign attached to or displayed on a vehicle, if the vehicle or trailer is used for the primary purpose of advertising a business establishment, product, service or activity. Any such vehicle or trailer shall, without limitation, be considered to be used for the primary purpose of advertising if it fails to display current license plates and inspection sticker, if it is inoperable, if evidence of paid-to-date local taxes cannot be made available, or if the sign alters the standard design of such vehicle or trailer.

Wall sign\ means any sign attached to a wall or painted on or against a flat vertical surface of a structure.

Window sign\ means any sign visible outside the window and attached to or within eighteen (18) inches in front of or behind the surface of a window or door. (3-14-18.)

## Sec. 9-1003. Permits required.

A. Generally. Except as otherwise provided in section 9-1004, a sign permit is required prior to the display of any sign and no sign greater than one (1) square foot in area may be constructed, erected, moved, enlarged, illuminated or substantially altered, except in accordance with the provisions of this ordinance and in accordance with zoning and building permits.

B. Application process. Applications for sign permits shall be submitted to the department of planning and zoning on forms furnished by the department. The applicant shall provide detailed renderings, including colors, sizes, lighting and location for all signs to determine if the proposed sign is permitted under this ordinance and other applicable laws, regulations, and ordinances. An application for a temporary sign shall state the dates intended for the erection and removal of the sign.

C. Permit fee. A nonrefundable fee, as set forth in the uniform fee schedule adopted by the board of supervisors, as it may be amended from time to time, shall accompany all sign permit applications.

D. Duration and revocation of permit. If a sign is not installed within six (6) months following the issuance of a sign permit (or within thirty (30) days in the case of a temporary sign permit), the permit shall be void. The permit for a temporary sign shall state its duration, not to exceed thirty (30) days unless another time is provided for in this ordinance. The county reserves the right to revoke a sign permit under any of the following circumstances:

   (1) The county determines that information in the application was materially false or misleading;

   (2) The sign as installed does not conform to the sign permit application; or

   (3) The sign violates the zoning ordinance, building code, or other applicable law, regulation or ordinance.

E. Overlay district regulations. All signs in the historic overlay districts require approval of the historic architectural review committee (HARC) except as otherwise set forth in section 6-3006 and when a sign permit is not required as provided in section 9-1004. (3-14-18.)

## Sec. 9-1004. Exemptions.

A. The following signs are exempt from regulation under this article without a zoning permit so long as such signs are located a minimum of ten (10) feet from any property line, are located outside of VDOT right-of-way and are located outside of any sight triangles related to public or private roadways, driveways, or other points of ingress or egress:

1. Signs one (1) square foot or less in area;
2. Signs erected by a governmental body or required by law;
3. Flag(s) up to thirty-two (32) square feet in size not containing any commercial advertising provided that no freestanding pole shall be erected in the public right-of-way and shall have a setback of one (1) foot horizontally for each foot in height from the base of the pole to any adjoining property line, service drive, travel lane or adjoining street. All such flags shall be mounted in a permanent fashion with no more than two (2) flags on a single pole. No more than three (3) multiple flag pole displays are permitted. Flags shall be maintained in good repair and shall not constitute a hazard to vehicular or pedestrian traffic;
4. The changing of messages on marquees and the repair of an existing permitted sign, except that repair of a nonconforming sign must comply with section 9-1010 below.
5. Temporary signs as follows:
    (i) One (1) sign, no more than thirty-two (32) square feet in area and eight (8) feet in height, located on property where a building permit is active.
6. On any property for sale or rent, a sign may be placed in accordance with the following criteria:
    (i) On-premises signs.
        a. On-premises signs shall be limited to one (1) sign per lot per street frontage or frontage on navigable waterway.
        b. Signs on an individual single-family parcel shall not exceed four (4) square feet in size and a maximum of four (4) feet in height.
        c. Signs on a multi-family parcel shall not exceed thirty-two (32) square feet in size and a maximum of ten (10) feet in height.
        d. Signs in Rural Agricultural Conservation zoning districts shall not exceed sixteen (16) square feet in size and a maximum of six (6) feet in height.
        e. Signs in commercial and industrial zoning districts shall not exceed thirty-two (32) square feet in size and a maximum of ten (10) feet in height. The height of all signs shall represent a measurement from ground level to the top of the sign structure.
    (ii) Off-premises signs.
        a. Off-premises signs shall not be erected for more than three (3) days in a calendar week.
        b. Such signs shall be limited to eight (8) square feet in size and a maximum of four (4) feet in height.
7. Official notices or advertisements posted or displayed by or under the direction of any public or court officer in the performance of his or her official or directed duties provided that all such signs shall be removed no more than ten (10) days after their purpose has been accomplished.
8. No more than four (4) temporary signs not more than four (4) square feet in area or one (1) temporary sign not more than sixteen (16) square feet in area in residential and agricultural zoning districts and which are removed within ninety (90) days after being erected.
9. No more than one (1) A-frame sign per unit up to a maximum of ten (10) square feet in size on the sidewalk immediately adjacent to the building facade for which the promotion, sale or service is located. The sign surface area shall be calculated by using the area of only one (1) side of such sign. The height of the sign shall not exceed four (4) feet. Signs shall not reduce required ingress/egress to less than five (5) feet on a sidewalk.

10. Signs which use pennants, balloons, ribbons, streamers, banners, spinners, strings of lights or other similar devices are permitted for a period of five (5) days prior to and not to exceed fifteen (15) days from the grand opening of an establishment. (3-14-18; 1-21-21.)

## Sec. 9-1005. General sign restrictions and prohibitions.

A. Prohibited. In addition to those signs prohibited elsewhere in this Code or by applicable state or federal law, the following signs are prohibited:

1. Signs that violate any law of the Commonwealth of Virginia relating to outdoor advertising.
2. Signs that are attached to or utilize utility poles, trees or other signs are prohibited. Signs attached to fences or walls are prohibited unless otherwise specifically allowed by this ordinance.
3. Signs simulating, or which are likely to be confused with, a traffic control sign or any other sign displayed by a governmental authority. Any such sign is subject to immediate removal and disposal by an authorized county agent or official as a nuisance.
4. Vehicle or trailer signs.
5. Any sign displayed without complying with all applicable regulations of this article.
6. Signs that revolve or that utilize movement or apparent movement to attract the attention of the public are prohibited.
7. Signs, which contain or consist of pennants, balloons, ribbons, streamers, banners, spinners, strings of lights, or other similar moving or stationary devices, are prohibited, unless otherwise specifically allowed by section 9-1004 of this ordinance.
8. Signs promoting activities which are illegal under federal, state, or local laws or regulations are prohibited.
9. Except for movie theater and gasoline station uses, as defined in this ordinance, changeable sign copy shall not be incorporated into a sign face, unless the changeable component of the sign face occupies less than half the total area of the sign face. If changeable copy is used, it shall be located adjacent to or integrated into the sign face, and lettering shall be of a single style and of uniform color and size.
10. Signs shall not obstruct any window, door, fire escape, stairway, ladder or opening intended to provide light, air or ingress and egress for any building or structure.
11. No wall sign shall be higher than the peak of the roof or the parapet wall of any building to which the sign is attached.
12. No sign may be located within the sight triangle as determined by this ordinance or so that it interferes with the view necessary for motorists to proceed safely through intersections or to enter onto or exit from public streets or private roads.
13. No signs or supporting structures shall be located within or over any public right-of-way unless specifically approved by the regulatory authority.
14. Portable and off-premises signs shall be prohibited unless otherwise specifically allowed by this ordinance.
15. Animated signs. This subsection does not apply to flags expressly permitted under this article.
16. Flashing signs or other signs displaying flashing, scrolling or intermittent lights or lights of changing degrees of intensity.

17. Signs consisting of illuminated tubing or strings of lights outlining property lines or open sales areas, rooflines, doors, windows or wall edges of any building, except for holiday displays.

18. Signs that emit smoke, flame, scent, mist, aerosol, liquid, or gas.

19. Signs that emit sound.

20. Any electronic sign that is generated by a series of moving images, such as an LED, digital display, or other video technology, whether displayed on a building, vehicle, or mobile unit.

21. Signs erected on public land other than those approved by an authorized county official in writing, required by law without such approval, or permitted under section 24.2-310(E) of the Code of Virginia (1950, as amended). Any sign not so authorized is subject to immediate removal and disposal by any authorized agent or official of the county. Removal of the sign under this provision does not preclude prosecution of the person responsible for the sign. (3-14-18.)

## Sec. 9-1006. Permitted signs.

A. Temporary signs. Each parcel in a nonresidential or nonagricultural zoning district shall be allowed the following temporary signage.

1. Feather sign(s), up to two (2) feather signs, with or without advertising, up to thirty-two (32) square feet in size, subject to the following criteria:

   a. Each feather sign(s) may be placed for a period of no more than ninety (90) days per calendar year. ~~thirty (30) days, and no additional feather sign(s) shall be placed for a period of thirty (30) days from removal of the previous feather sign(s).~~

   b. All feather sign(s) shall be placed a minimum of ten (10) feet from the right-of-way, outside any sight triangle, and shall not impair the visibility of any traffic control sign.

2. Temporary sign(s), one (1) temporary sign, up to thirty-two (32) square feet in size, subject to the following criteria:

   a. A temporary sign may be placed for a period of no more than ninety (90) days per calendar year. ~~thirty (30) days, and no additional temporary sign shall be placed for a period of thirty (30) days from removal of the previous temporary sign.~~

   b. All temporary signs shall be placed a minimum of ten (10) feet from the right-of-way, outside any sight triangle, and shall not impair the visibility of any traffic control sign.

   c. No temporary sign shall be hung between or from a freestanding sign, site lighting, trees, utility poles, or the like.

3. Banners, allowed one (1) banner, up to twenty-four (24) square feet in size, subject to the following criteria:

   a. A banner may be placed for a period of no more than ninety (90) days per calendar year. ~~thirty (30) days.~~

   b. ~~Each unit placing a banner shall not place another banner for a period of thirty (30) days from removal of a previously placed banner.~~

   c. A banner shall be displayed by being securely affixed to a building wall, window, or permanent structure.

   d. No banner shall be hung between a freestanding sign, site lighting, trees, utility poles, or the like.

4. On any property with a shopping center as defined in article II, the following additional criteria shall apply:

    a. Additional criteria.

        i. The number of signs shall be based on the building size of the shopping center as follows:

            (a) Twenty-five thousand (25,000) square feet or less - Three (3) temporary signs with a minimum of twenty (20) feet of separation between signs.

            (b) Twenty-five thousand and one (25,001) to fifty thousand (50,000) square feet - Four (4) temporary signs with a minimum of twenty-five (25) feet of separation between signs.

            (c) Fifty thousand and one (50,001) to one hundred thousand (100,000) square feet - Five (5) temporary signs with a minimum of thirty (30) feet of separation between signs.

            (d) One hundred thousand (100,000) square feet and above - Six (6) temporary signs with a minimum of thirty-five (35) feet of separation between signs.

        ii. Any feather signs, temporary signs, or banners found to be in violation of the requirements of this section shall result in the following penalties:

            (a) Immediate removal of the violating sign by the county.

            (b) Loss of privileges to display feather signs, temporary signs, or banners for a period of four (4) months for a first violation, six (6) months for a second violation, and one (1) year for any subsequent violations.

B. Wall signs. 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 on the side of the building with road frontage 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, and shall meet the following standards:

1. All signage on an individual parcel shall utilize a coordinated and cohesive design for all lettering and logos, colors, sizes, fonts, and images.

2. In the village center district, nonresidential establishments shall be limited to a total of one (1) wall sign on a wall fronting a public street, limited to not more than five (5) percent of the area of wall fronting or facing a public street or highway or sixteen (16) square feet, whichever is less.

3. In the case of mixed-use buildings which are not shopping centers, each building shall be allowed a total of one (1) wall sign attached to an exterior wall fronting on a public street. Such sign shall be limited to not more than ten (10) percent of the area of the wall it is attached to or forty (40) square feet, whichever is less.

4. Each establishment or, in the case of mixed use buildings which are not shopping centers, each building is allowed one (1) projecting sign in lieu of one (1) wall sign, which meets the following standards:

    a. Each projecting sign shall be limited to not more than ten (10) percent of the area of the wall fronting or facing a public street or highway, or forty (40) square feet in size, whichever is less.

    b. Nonresidential establishments in the village center district shall be limited to six (6) square feet in size, or less.

    c. All projecting signs shall be mounted such that the bottom of the sign is a minimum of eight (8) feet above grade.

d. No projecting sign shall extend more than forty-eight (48) inches from the building or structure it is attached to.

5. Canopy or awning signs shall be allowed in addition to the one (1) wall sign or one (1) projecting sign, provided that the total sign square footage for the nonresidential establishment does not exceed the maximum allowed by this section. The area of canopy or awning signs shall be calculated as specified in section 9-1007.

6. Canopies or awnings used for building accents over doors, windows, etc. shall not be internally lit (i.e., from underneath or behind the canopy or awning). Canopies or awnings containing lighting fixtures that illuminate only items below the canopy or awning, but not the canopy or awning itself, shall be permitted.

C. Freestanding signs. Each nonresidential establishment, except for planned developments, home occupations, and shopping centers, regulated separately, shall be allowed a total of one (1) freestanding sign per lot or parcel on each street frontage which must meet one (1) of the design options below.

1. Design options.

a. One (1) freestanding sign on each street frontage, limited to no more than sixteen (16) square feet in size and a maximum of six (6) feet in height, and meeting the following setbacks:

i. Where the right-of-way is greater than or equal to fifty (50) feet, the minimum setback is five (5) feet from the edge of the right-of-way.

ii. Where the right-of-way is less than fifty (50) feet, the minimum setback is thirty (30) feet from the centerline of the road.

b. One (1) freestanding sign on each street frontage, limited to no more than thirty-two (32) square feet in size and a maximum of six (6) feet in height, and meeting the following setbacks:

i. Where the right-of-way is greater than or equal to fifty (50) feet, the minimum setback is fifteen (15) feet from the edge of the right-of-way.

ii. Where the right-of-way is less than fifty (50) feet, the minimum setback is forty (40) feet from the edge of the centerline of the road.

c. One (1) freestanding sign on each street frontage, limited to no more than fifty (50) square feet in size and a maximum of eight (8) feet in height, and meeting the following setbacks:

i. Where the right-of-way is greater than or equal to fifty (50) feet, the minimum setback is thirty-five (35) feet from the edge of the right-of-way.

ii. Where the right-of-way is less than fifty (50) feet, the minimum setback is sixty (60) feet from the centerline of the road.

d. Freestanding signs for establishments located in the HCO or the NDSO districts shall meet the following additional construction standards:

i. Establishments with a building area of ten thousand (10,000) square feet or less may construct either a monument-type sign as specified in subsection 9-1006.C or a double-post sign as specified in subsection 9-1006.C.

ii. Establishments with a building area greater than ten thousand (10,000) square feet shall construct a monument- type sign as specified in subsection 9-1006.C.

2. Construction standards for freestanding signs.

a. The street address number must be displayed on all permanent freestanding signs in accordance with the following criteria:

i. Numbers used to display the street address shall meet the minimum height requirements specified in section 14.1-15 of the Isle of Wight County Code.

ii. Street address numbers shall be visible from each direction of traffic flow along the street to which the property is addressed.

iii. Street address numbers shall be excluded from sign area computation.

b. All freestanding signs, shall comply with the following standards:

i. Monument-type signs.

(a) The width of the base of the sign shall be equal to or greater than the width of the sign face.

(b) The height of the base of the sign shall be less than or equal to the height of the sign face.

(c) The total height of the sign, including the base, shall be less than the width of the base.

(d) ~~Sign shall be masonry, wood, high density urethane (HDU), or composite panel made from natural and recycled materials which are designed to simulate wood.~~ Signs made from plywood are prohibited.

(e) Materials, colors, and shapes of proposed signs shall be compatible with the related building(s) located on the site and signs and buildings on adjacent and nearby properties.

(f) Shrubs, flowers, or other landscaping materials which do not obscure the sign face shall be incorporated into the sign installation area.

(g) Signs shall be sufficiently visible from street rights-of-way so that the site entrances can be readily identified by both pedestrians and persons in vehicles.

(h) Colors schemes for signs shall be subtle and the colors for ~~majority of~~ the sign structure shall be ~~limited to earth tones~~ selected from the Benjamin Moore Williamsburg Color Palette. ~~the historic palettes which have been specifically identified for the area.~~ Officially trademarked logos with other colors may be incorporated into the sign face.

(i) All signage on an individual parcel shall utilize a coordinated and cohesive design for all lettering and logos, colors, sizes, fonts, and images and shall all be constructed utilizing the same materials.

ii. Double-post signs.

(a) The sign structure shall consist of two (2) mounting posts, set at least seventy-five (75) percent of the total sign length apart.

(b) Mounting posts shall be a minimum size of four-inch by four-inch or five-inch diameter.

(c) Total sign structure height shall not exceed six (6) feet.

(d) Sign shall be wood, high density urethane (HDU), or composite panel made from natural and recycled materials which are designed to simulate wood.

(e) Materials, colors, and shapes of proposed signs shall be compatible with the related building(s) located on the site and signs and buildings on adjacent and nearby properties.

(f) Sign face shall be a minimum of one and one-half (1½) inches thick.

(g) Shrubs, flowers, or other landscaping materials which do not obscure the sign face shall be incorporated into the sign installation area.

(h) Signs shall be sufficiently visible from street rights-of-way so that the site entrances can be readily identified by both pedestrians and persons in vehicles.

(i) Colors schemes for signs shall be subtle and colors for ~~the majority of~~ the sign structure shall be ~~limited to earthtones~~ selected from the Benjamin Moore Williamsburg Color Palette. ~~the historic palettes which have been specifically identified for the area.~~ Officially trademarked logos with other colors may be incorporated into the sign face.

(j) All signage on an individual parcel shall utilize a coordinated and cohesive design for all lettering and logos, colors, sizes, fonts, and images and shall all be constructed utilizing the same materials.

iii. Single-post signs.

(a) Single-post signs may be utilized in RAC, RR, and VC districts, or for historical markers in any district.

(b) Sign structure shall be a single, vertical mounting pole.

(c) Sign face shall not be attached directly to the vertical mounting pole and shall utilize a mounting arm attached perpendicular to the vertical mounting pole.

(d) Signs shall not exceed eight (8) feet in height.

(e) Sign area shall not exceed four (4) square feet.

(f) Signs shall be sufficiently visible from street rights-of-way so that the site entrances can be readily identified by both pedestrians and persons in vehicles.

(g) Colors schemes for signs shall be subtle and colors for ~~the majority of~~ the sign structure shall be ~~limited to earthtones~~ selected from the Benjamin Moore Williamsburg Color Palette. ~~the historic palettes which have been specifically identified for the area.~~ Officially trademarked logos with other colors may be incorporated into the sign face.

(h) All signage on an individual parcel shall utilize a coordinated and cohesive design for all lettering and logos, colors, sizes, fonts, and images and shall all be constructed utilizing the same materials.

D. Planned developments.

1. Planned developments shall meet the standards and guidelines of section 9-1006 unless a master signage plan is submitted and approved by the board of supervisors as part of the master development plan specific to the project. A master signage plan submittal shall include the following information:

a. A site layout which identifies all freestanding signage locations, including any directional signage. This layout shall include proposed dimensions to the right-of-way and property lines, and the proposed square footage of signage including proposed height and width dimension allowances.

b. Proposed building elevations which identify all facade signage locations. These elevations shall include the proposed square footage of signage including proposed height, width, and area dimension allowances. If proposed elevations are not available the proposed square footage of signage including proposed height, width, and area dimension allowances on a per unit or per building basis shall be specified.

c. Information on the proposed permitted colors, materials, lighting, landscaping, and any other information the zoning administrator or his/her designee may deem necessary for all signage.

2. In the case of a master signage plan for the parcel(s), changes which do not have a significant impact on the architectural character or overall quality of the development may be approved by the zoning administrator as a minor modification. Minor modifications may include, but are not limited to:

a. Increase in the total allowable sign square footage for each parcel by less than ten (10) percent.

b. Changes to the sign design standards such as allowing additional colors, construction materials, or mounting fixture styles.

3. In the case of a master signage plan for the parcel(s), changes which are deemed by the zoning administrator to have a significant impact on the architectural character or overall quality of the development shall be considered a major modification, requiring approval of a master plan amendment by the planning commission and board of supervisors.

E. Home occupations.

1. Home occupations are allowed one (1) freestanding sign per parcel, limited to no more than four (4) square feet in size and four (4) feet in height and meeting the following setbacks:

a. Where the right-of-way is greater than or equal to fifty (50) feet, the minimum setback is five (5) feet from the edge of right-of-way.

b. Where the right-of-way is less than fifty (50) feet, the minimum setback is thirty (30) feet from the centerline of the road.

2. Home occupation signs shall not be illuminated.

F. Shopping centers.

1. All signage within or related to the shopping center shall utilize a coordinated and cohesive design for all lettering and logo colors, sizes, fonts, and images, and freestanding signage shall all be constructed utilizing the same materials.

2. Individual establishments within a shopping center shall each be allowed one (1) facade identification sign which does not exceed ten percent (10%) of the area of the wall frontage dedicated to that establishment.

3. In lieu of a facade identification sign, individual establishments within a shopping center shall each be allowed one (1) projecting sign which does not exceed ten percent (10%) of the area of the wall frontage dedicated to that establishment or twelve (12) square feet, whichever is less.

a. Projecting signs utilized in the village center district shall be limited to six (6) square feet in size.

b. All projecting signs shall be mounted such that the bottom of the sign is at least eight (8) feet above grade.

4. Shopping centers shall be allowed one (1) freestanding identification sign on each ~~per~~ public road frontage, each limited to no more than eight (80) ~~fifty (50)~~ square feet in size and ten (10) ~~eight (8)~~ feet in height and meeting the following setbacks:

a. Where the right-of-way is greater than or equal to fifty (50) feet, the minimum setback is thirty-five (35) feet from the edge of right-of-way.

b. Where the right-of-way is less than fifty (50) feet, the minimum setback is sixty (60) feet from the centerline of the road.

5. Freestanding signs for shopping centers shall meet the construction standards as specified in subsection 9-1006.C.

6. Freestanding signs for shopping centers which include more than one (1) name or logo on the sign face shall utilize a coordinated and cohesive design for all lettering and logos, colors, sizes, fonts, and images installed on the sign.

7. Out parcels platted as part of a shopping center shall be allowed one (1) facade sign per establishment, not to exceed ten percent (10%) of the area of the wall facing a public street. In addition, out parcels platted as part of a shopping center shall be allowed one (1) individual freestanding sign as specified in this article.

8. Individual establishments which are located on the same parcel but which are not part of a platted shopping center shall be permitted one (1) combined freestanding sign which meets the design options and construction standards of subsection 9-1006.C.

G. Directional signage.

1. Civic, office, commercial, and industrial use types, as defined in article III, shall be allowed one (1) freestanding directional sign per building entrance, not to exceed four (4) signs per parcel. Directional signage which is exempt per section 9-1004 shall not be included in the total number of signs calculation.

2. Directional signage shall meet the construction and design standards in subsection 9-1006.C. for all freestanding signs, unless exempt per section 9-1004.

3. The area of directional signs over four (4) square feet in size shall be calculated as specified in section 9-1007.

H. Residential uses.

1. Residential subdivisions, multifamily developments, and mobile home parks shall be allowed one (1) freestanding identification sign per public entrance, meeting the setback and design standards of subsection 9-1006.C.

I. Electronic message board signs.

1. Only one (1) message board per premises is permitted. Such boards shall be permitted only when incorporated with a permitted freestanding sign and shall not exceed fifty percent (50%) of a permitted individual freestanding sign area.

2. The rate of change for the electronic message shall be no less than thirty (30) seconds between changes.

J. Window signs.

1. A permanent window sign, individually or collectively, shall be limited to no more than twenty (20) square feet.

2. The area of window signs shall be deducted from the allowable wall sign area, as specified in subsection 9-1006.B.

K. Wayside stands.

1. Wayside stands shall be allowed one (1) freestanding sign or one (1) facade sign, attached to the wayside stand, no larger than four (4) square feet in size and a maximum of twelve (12) feet in height. (3-14-18; 2-21-19; 7-18-19; 1-21-21.)

## Sec. 9-1007. Computation of sign area.

The area of a sign face shall be computed by means of the smallest square, circle, rectangle, triangle or combination thereof that will encompass the extreme limits of the writing representation, emblem, color or other display, together with any material or color forming a part of the background of the display or used to differentiate the sign from the structure against which it is placed. The area shall not include any supporting framework, bracing or decorative wall or fence when such wall or fence otherwise meets these or other regulations and is clearly incidental to the display itself.

A. For signs consisting of two (2) or more sides, the sign surface area shall be computed as described above in addition to the following criteria:

   1. The sign surface area of a two-faced, back-to-back sign shall be calculated by using the area of only one (1) side of such sign, so long as the distance between the backs of such signs do not exceed eighteen (18) inches and the sign message, logo, text, or other display is the same on each side.

   2. The sign surface area of a two-faced sign constructed in the form of a "V" shall be calculated by using the area of only one (1) side of such sign (the larger side if there is a size difference), so long as the angle of the "V" does not exceed thirty degrees (30°) and at no point does the distance between the backs of such sides exceed five (5) feet and the sign message, logo, text, or other display is the same on each side.

B. The area of a canopy or awning sign shall be calculated as specified above and the area of such signs shall be deducted from the allowable facade sign area, as specified in subsection 9-1006.A. (3-14-18.)

## Sec. 9-1008. Sign illumination and signs containing lights.

Unless otherwise prohibited by this ordinance, signs shall be illuminated using white lighting, provided such illumination is in accordance with this section.

A. External lighting shall be encouraged and shall be provided by concealed and/or screened spot or flood lights and shall be arranged and installed so that direct or reflected illumination does not exceed twenty-five hundredths (0.25) footcandle above background measured at the lot line of any adjoining residential property or street right-of-way.

B. Internal lighting shall be discouraged and shall be limited to internal light contained within translucent letters and/or logos and provided that the background or field on which the copy and/or logos are placed, is opaque and the area illuminated is restricted to the sign face only. The direct or reflected illumination shall not exceed twenty-five hundredths (0.25) footcandle above the background, measured at the lot line of any adjoining residential property or street right-of-way.

C. Lighting directed toward a sign shall be shielded so that it illuminates only the face of the sign and does not shine directly into any public or private right-of-way or residential dwelling.

D. Internally illuminated signs are not permissible in any residential districts. (3-14-18.)

## Sec. 9-1009. Maintenance of signs and required permits.

A. All signs and all components thereof, including, without limitation, supports, braces, and anchors, shall be kept in a state of good repair. Components of freestanding signs, (e.g., supporting structures, backs, etc.) not bearing a message shall be constructed of materials that blend with the natural environment or shall be painted a neutral color to blend with the natural environment.

B. If an off-premises sign, other than a billboard, advertises a business, service, commodity, accommodation, attraction, or other enterprise or activity that is no longer operating or being offered or conducted, that sign shall be considered abandoned and shall, within ninety (90) days after such abandonment, be removed. The cost for removal shall be the responsibility of the property owner.

C. If the message portion of a sign is removed, leaving only the supporting "shell" of a sign or the supporting braces, anchors, or similar components, the owner of the sign or the owner of the property where the sign is located or other person having control over such sign shall, within ninety (90) days of the removal of the message portion of the sign, either replace the entire message portion of the sign or remove the remaining components of the sign. This subsection shall not be construed to alter the effect of section 9-1010, which prohibits the replacement of a nonconforming sign. Nor shall this subsection be construed to prevent the changing of the message of a sign.

D. A zoning permit for a sign shall lapse automatically if the business license for the premises lapses, is revoked, or is not renewed. A zoning permit for a sign shall also lapse if the business activity on the premises is discontinued for a period of ninety (90) days or more.

E. All temporary feather signs, signs, or banners shall be maintained in a state of good repair. Any feather signs, signs, or banners which are in a state of disrepair for a period of three (3) days or longer after notification to the owner by the county shall be taken down or repaired or are subject to immediate removal and disposal by an authorized county agent or official as a nuisance. For the purposes of this ordinance disrepair shall include, but is not limited to:

    1. Feather signs, signs or banners which have fallen and are not returned to their display position;

    2. Feather signs, signs or banners which are ripped, torn, or broken;

    3. Areas where landscaping surrounding feather signs, signs, or banners is not maintained. (3-14-18.)

## Sec. 9-1010. Nonconforming signs.

A. Subject to the restrictions of this ordinance, nonconforming signs that were otherwise lawful on the effective date of this ordinance may be continued unless such signs are required to be removed pursuant to section 9-1009 or 9-1011 of this ordinance.

B. No person may engage in any activity that causes an increase in the extent of nonconformity of a nonconforming sign. No nonconforming sign may be enlarged or altered in such a manner as to aggravate the nonconforming condition. Nor may illumination be added to any nonconforming sign.

C. A nonconforming sign may not be moved or replaced except to bring the sign into compliance with the requirements of this ordinance.

    1. Exceptions.

        (i) A sign which does not conform to setback requirements under this ordinance that identifies a legally established use existing prior to the adoption of the first zoning ordinance dated February 6, 1970, may be replaced or repaired provided that the following requirements are met:

(a) The use identified is a permitted or conditional use under the provisions of this ordinance in effect at the time of replacement;

(b) The replacement sign does not encroach closer into the required yard; and

(c) The replacement sign shall not increase the structures nonconformity in regard to, but not limited to size, height, construction standards, and sight triangle requirements.

D. If a nonconforming sign is destroyed or damaged in any manner, to the extent that the cost of restoration to its condition before such an occurrence shall exceed fifty percent (50%) of the current replacement value at the time of damage, the sign shall not be replaced except in compliance with the provisions of this section and the ordinance; it may not thereafter be repaired, reconstructed, or replaced except in conformity with all the provisions of this ordinance, and the remnants of the former sign structure shall be cleared from the property.

1. Exceptions.

(i) A sign which does not conform to setback requirements under this ordinance that identifies a legally established use existing prior to the adoption of the first zoning ordinance dated February 6, 1970, may be replaced or repaired provided that the following requirements are met:

(a) The use identified is a permitted or conditional use under the provisions of this ordinance in effect at the time of replacement;

(b) The replacement sign does not encroach closer into the required yard; and

(c) The sign otherwise complies to the provisions of this ordinance, including, but not limited to, size, height, construction standards, and sight triangle requirements.

(d) Signs destroyed by vandalism or theft may be replaced in their original location and size dimensions.

E. The message of a nonconforming sign may be changed so long as this does not create any new nonconformities by creating circumstances where such a sign would not be allowed.

F. Subject to the other provisions of this section, nonconforming signs may be repaired and renovated so long as the cost of such work does not exceed, within any twelve-month period, fifty percent (50%) of the value of such sign.

G. If a nonconforming billboard remains blank for a continuous period of ninety (90) days, that billboard shall be deemed abandoned and shall, within thirty (30) days after such abandonment, be altered to comply with this ordinance or be removed by the sign owner, owner of the property where the sign is located, or any other person having control over such sign. For purposes of this section, a sign is "blank" if:

1. It advertises a business, service, commodity, accommodation, attraction, or other enterprise or activity that is no longer operating or being offered or conducted;

2. The message it displays becomes illegible in whole or substantial part; or

3. The advertising copy paid for by a party other than the sign owner or promoting an interest other than the rental of the sign has been removed.

H. A preexisting nonconforming off-premises sign may be replaced within six (6) months of such sign being damaged or destroyed, provided the replacement sign is located in the same location and the replacement sign is no greater than four (4) square feet in size. (3-14-18.)

## Sec. 9-1011. Removal or abandonment of signs.

A. Removal of signs. The zoning administrator may order the removal of any sign erected or maintained in violation of this ordinance upon thirty (30) days' written notice to the owner of such signs, or the owner of the building, structure or premises on which such sign is located, to remove the sign or to bring such sign into compliance. Upon failure to comply with this notice, the zoning administrator or his duly authorized representative may remove the sign at cost to the owner. The zoning administrator may remove a sign immediately and without notice if, in his opinion, the condition or location of the sign is such as to present an immediate threat to the safety of the public.

B. Abandoned signs. A sign shall be removed by the owner or lessee of the premises upon which the sign is located when the business which it advertises is no longer conducted on the premises. (3-14-18.)

## 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.)