

**MINUTES OF THE MEETING OF THE ISLE OF WIGHT COUNTY
PLANNING COMMISSION HELD ON THE TWENTY-SECOND DAY OF
JULY 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 July 22, 2025, in the Board of Supervisors Room at the Isle of Wight County Courthouse, Isle of Wight, Virginia.

INVOCATION

George Rawls 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
Brian Carroll
James Ford
Jennifer S. Boykin
George Rawls
Raynard Gibbs
Matthew Smith, Vice-Chairman
Keith Johnson
Brian Shotwel

ABSENT

A quorum was determined

ALSO IN ATTENDANCE

Amy Ring, Community Development Director
Mandy Rogers, Substitute Council to the Planning Commission
Dob Robertson, County Administrator
Cordel Asbenson, Planner I
Caleb Kitchen, Planner II
Amanda Landrus, Secretary

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 Ford 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 Smith made the motion to approve the consent agenda. Commissioner Carroll 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 public hearing item:

Application REZN-24-9 of W.B. Owen and Nell C. Owen, Co-Trustees of the W. Bernard Owen Revocable Trust and Barger Family Trust, property owners, and GBK Builders, Inc., applicant, to change the zoning district from Rural Agricultural Conservation to Conditional Planned Development-Mixed Use of approximately 12.5 acres with tax map number 34-01-117 located on Carrollton Blvd. for 35 single family detached condominiums and approximately 2.7 acres of general commercial use.

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

REZN-24-9 Kemps Village East Conditional PDMX Zoning Request



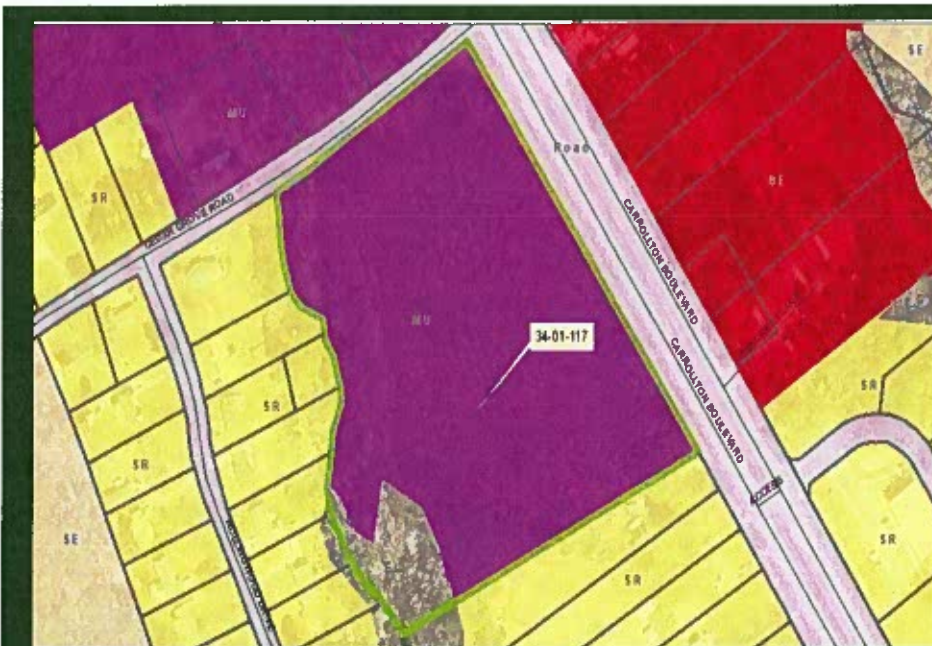
Planning Commission Regular Meeting
July 22, 2025

SITE DESCRIPTION

Tax Map ID#:	34-01-117
Location:	Southwest corner of Intersection of Cedar Grove Road (Rte. 661) and Carrollton Boulevard (Rte. 17)
Current Zoning:	Rural Agricultural Conservation
Election District:	District 4
Request:	To change the zoning district to Conditional Planned Development-Mixed Use (C-PD-MX) to allow for 35 single family detached condominiums and approximately 2.7 acres of general commercial use



SITE
LOCATION



FUTURE
RECOMMENDED
LAND USE



ZONING DISTRICT
MAP

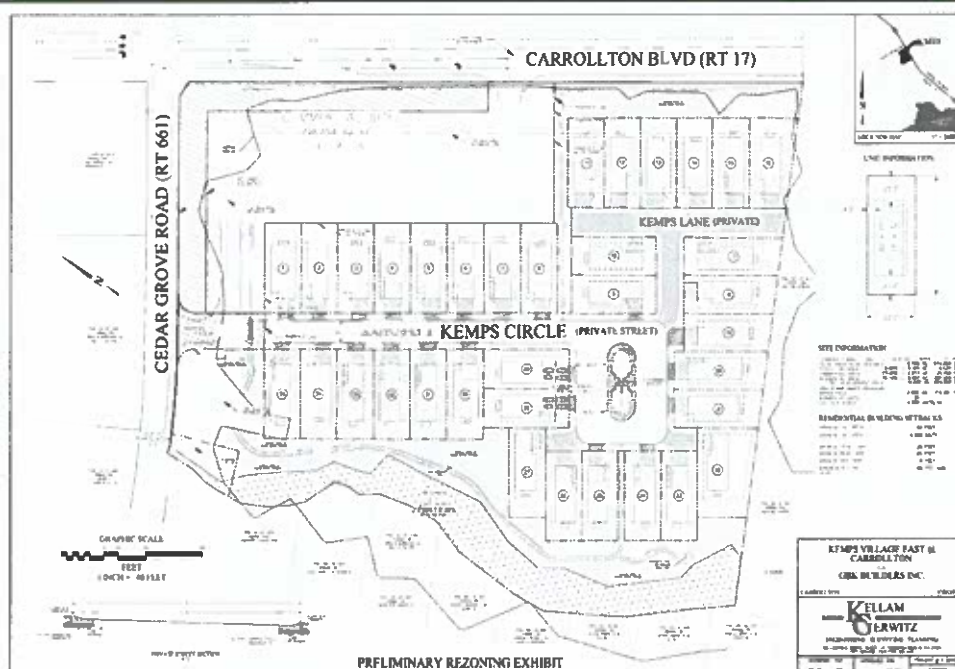
BACKGROUND

- Vacant woodland for the last forty years.
- No earlier information is available.

PROJECT DESCRIPTION

Proffered conditions for the property include the following:

- ✓ Allows for up to 35 single family detached residential units in a condominium ownership structure;
- ✓ Allows for general commercial uses as permitted in the PD-MX zoning district, such as retail uses, sales, restaurants, and event centers. Other commercial uses, such as a convenience store or funeral home, would require a conditional use permit;
- ✓ Common open space areas maintained by an HOA; and
- ✓ Transportation improvements as recommended in the TIA.



Concept
Plan



Marigold

GENERAL FEATURES

Home Type: Single Family Detached

Footprint Min: 28' x 46'

Footprint Max: 28' x 46'

Mean Roof Height: 23'-3 5/16"

Ceiling Height: 8'-1" First Floor

7'-9" Basement & 8'-1" Second Floor

Gross Square Footage: 2134

1st Floor: 870

2nd Floor: 1264

Garage Type: 2-Car Front Entry

Home
Models



\$333,835

222 Jordan Ct, Lynchburg, VA 24501

4
beds

Home
Models

POTENTIAL IMPACTS

- TIA shows approximately 3,826 daily trips with 252 and 304 trips occurring in the morning and afternoon peak times.
 - Proffered road improvements meet needs of new development according to VDOT & County Transportation
- New project to generate total of 13 students with 4 for Carrollton Elementary, 3 for Westside, 2 for Smithfield Middle, and 4 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
- Fire EMS projected 14 additional calls for service with 12 additional EMS calls and 2 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.

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. Concept plan includes walking trails and open space areas.
- Wetlands and RPA buffer along the southwestern side to be located in common open space areas. Possible impacts to isolated nontidal wetlands.
- Phase IA Cultural Resources Survey concluded the site does not have a high probability of archeological resources but acknowledged the potential for Native American resources. Historic Resources staff recommends a full Phase I study.
- FIA estimates annual tax revenues after build out to be \$255,075 and annual costs for services and facilities to be \$86,400 resulting in a factor of revenue versus cost of 3 to 1. Home prices projected to range between \$389-\$649,000.



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 patios along Route 17 and interior driveway.



STRENGTHS & WEAKNESSES

Strengths:

- 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.
- Proffered conditions include road improvements to address traffic impacts.
- Conceptual plan is generally consistent with the requirements of the PD-MX, NDSO, and CBPA zoning ordinance requirements.
- Environmentally sensitive areas in permanently protected common open space areas maintained by the property owner's association.
- Nonresidential commercial development which will generate employment opportunities and additional tax revenues.



STRENGTHS & WEAKNESSES

Weaknesses:

1. Although man-made structures are not permitted within the required seventy-foot buffer adjacent to Route 17 and Cedar Grove Road, several patios and a driveway are shown within this area on the concept plan.



RECOMMENDATION

Based on the strengths listed above, staff recommends approval of the project with the proffered conditions except for the patio and driveway locations.



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

William Riddick, 353 Main St, Smithfield, representing applicant, stated the property owner is W.B Owen, also known as Sonny Owen, who was the County Administrator 42 years ago and is responsible for a lot of the good things associated with Isle of Wight County Government. He stated Mr. Owen has been waiting for the right man to come along at the right time, and he

thinks this is the right time. The proposed builder is George Kemp. George is a longtime developer and builder in Hampton Roads. He is very experienced, and he is anxious to do this project. Mr. Riddick added that Mr. Kemp is asking for minimum density at 4 units per acre. It's a single-family detached property with condominium being the type of ownership with adequate utilities. Mr. Riddick stated the lot is fully wooded and the buffer will remain. He added that the school system has given a memo that said there would be potentially thirteen students here, and the existing capacity is sufficient to accommodate those students. He closed by asking the Planning Commission to recommend approval to the Board of Supervisors.

Chairman Bowser called for any citizen comments on this application.

William Woods, 23069 Quail Covey Court, thanked the Commission for their time and addressed the potential traffic impact of a proposed development at Route 17 and Cedar Grove Road. He emphasized that ongoing development in the area has already led to increased traffic congestion along Route 17, particularly between Cedar Grove Road, Smith's Neck Road, and the James River Bridge during peak commuting hours. Woods pointed out that this stretch has seen numerous accidents in recent months, some of which have unfortunately been fatal. He voiced strong concerns that the proposed development could contribute to a further rise in accidents over time. While he rarely speaks at public meetings, he stated that he felt compelled to address the issue after reviewing the development plans, noting that he didn't want to remain silent about something he believes could have serious consequences. Mr. Woods concluded by urging the Commission to reflect carefully on their decision, asking whether their consciences would be clear if the development leads to future accidents, particularly if any prove to be fatal.

Diane Milner, 23042 Lake Court, voiced her concerns about traffic congestion and emergency access during the public meeting. Speaking on behalf of over 100 households in the Cedar Grove area, Milner highlighted that there is only one exit route available to residents in the event of an emergency or severe weather event. Having lived in the area for 25 years and now commuting to Smithfield, she emphasized the existing traffic bottleneck at the intersection of Cedar Grove Road and Route 17. She noted that there is currently no dedicated right-turn lane for vehicles heading south on Route 17, which creates daily congestion. According to Milner, when multiple cars line up at the light to turn left toward the peninsula, they inadvertently block those trying to turn right toward Suffolk, often delaying several vehicles at a time. Milner raised concerns that the addition of 35 new homes from the proposed development located directly at that intersection would only worsen the situation. She recommended that the project include a dedicated right-turn lane from Cedar Grove Road onto Route 17, especially near the planned commercial area. While some might consider cutting through the commercial property to bypass the intersection, she cautioned that this could create further traffic complications. She also pointed out that Route 17 regularly becomes gridlocked whenever there are issues at the Hampton Roads Bridge-Tunnel or other regional tunnels, as diverted traffic floods the highway. With multiple new housing developments already underway including homes behind the fire station and the Ryan Homes project near Publix, she warned that Route 17 is nearing capacity. Milner urged the Commission to consider infrastructure improvements, particularly a right-turn lane and an extended left-turn lane at the Route 17 and Cedar Grove intersection, to accommodate the anticipated increase in traffic. She closed by inviting Commission members to personally observe the traffic conditions on Route 17 during a tunnel closure, calling it a "parking lot" during those times.

Wendy Turissini, 15568 Cedar Grove Road, spoke on behalf of herself and other residents opposing the proposed development. She noted that she had already communicated detailed concerns via email to planners and supervisors and was using this opportunity to reiterate those points. Ms. Turissini emphasized that the issue extends beyond simple map adjustments, highlighting the community's unique character. She described the neighborhood as one where families have worked hard to establish spacious homes with yards that support children, pets, and local wildlife. The area offers residents peace, solitude, and a natural environment where stars are visible qualities highly valued by the community. She raised environmental concerns, pointing out proximity to Creer Creek and Brewer's Creek, important watershed areas that could be affected by the development. Of particular significance was a large, picturesque lake near the proposed site, home to diverse wildlife including geese and rare black swans, which residents cherish and do not want to see threatened. Ms. Turissini warned about potential negative impacts from increased impervious surfaces like parking lots, which could harm water quality, wildlife, and increase flooding risks resulting in property damage, injuries, and financial costs. Traffic congestion, especially on Carrollton Boulevard, was cited as another pressing concern. She described daily traffic as a nightmare that significantly diminishes quality of life, urging officials to consider this before approving further growth. She also shared a personal story about the loss of whippoorwills which are birds that had been heard annually in the area for decades but disappeared following nearby development in 202. This underscored the tangible environmental degradation that development can cause. In closing, Ms. Turissini urged the Commission to take a strong stand for the community's well-being and preservation, calling on them to be the heroes that Carrollton needs.

Bobby Long, 15369 Cedar Grove Road, voiced concerns primarily about traffic congestion and the heightened risk of accidents along the road, echoing similar worries raised by previous speakers.

Amanda White, 23030 Quail Covey Court, expressed that the proposed development would degrade the neighborhood's character. She noted that new neighborhoods built nearby tend to look uniform, diminishing the individuality of current homes and their large lots. Ms. White also raised safety and traffic issues stemming from the introduction of commercial activity and increased residential density on a single road, emphasizing risks posed by larger delivery vehicles and the single access point. She remarked that placing a business at the neighborhood's entrance invites crime and makes the area less desirable.

Jerry Arnold, 15411 Rollingwood Drive, Carrollton, highlighted concerns about the impact of the development on local natural features. Specifically, he noted that a planned walking trail would traverse an area behind his lakefront property characterized by deep mud and sediment caused by previous developments, which has reduced water levels in the lake. Mr. Arnold cautioned that the trail area is potentially hazardous, especially for children and small dogs, due to muddy conditions resembling quicksand. He urged officials to inspect the ravine and consider the sediment issues stemming from earlier construction upstream.

Randall Nelson, 108 Cannon Drive, outlined several concerns centered on Cedar Grove Road's inadequate infrastructure. He described the road as narrow and uneven, with insufficient space

for school buses, commercial traffic, and increased vehicles from new developments. Mr. Nelson questioned plans indicating that a right-hand entrance from Route 17 would not be constructed until commercial development begins, leaving Cedar Grove Road as the primary access, which could exacerbate traffic problems. He expressed frustration that despite community input during the 2020 Comprehensive Plan process advocating for lower-density neighborhoods with ample yards, the area continues to face dense developments. Mr. Nelson also raised concerns about the potential vacancy of the proposed commercial site amid other empty commercial properties along Route 17 and the impact of new development on existing septic systems and utilities, noting that many local homes currently have failing septic systems. He concluded by urging officials to seriously consider the residents' concerns.

Susan Owen Saunders, whose family owns the property under discussion, spoke emotionally about the history and future of the land. She noted that she lived on the property for 52 years when it consisted of only four houses and no neighbors, which she preferred. She reminisced about the rural character of the area before development, including activities like tractor riding and tobogganing in the fields. Ms. Saunders acknowledged that over time, increasing demands for housing led to development in the area, such as the Rollingwood subdivision and others like Lakeshores and Quail Covey, which brought in new residents. While she expressed no opposition to the neighbors themselves, she explained the challenges her family faced in balancing the desire to preserve the property with the realities of providing for their aging parents and managing financial responsibilities. As an accountant, she detailed that her father had previously developed multiple neighborhoods with affordable starter homes to help young families get established, often selling lots below market value. She stated that the property in question had always been intended as an investment to be sold eventually. Regarding environmental concerns raised by others about the lake near the proposed development, Ms. Saunders clarified that it was a man-made lake built by her family and that the surrounding land was intentionally excluded from the current sale and development plans. She emphasized that only the two front parcels of the property were authorized for sale to support her family's care for elderly parents. She acknowledged the comprehensive plan's inclusion of commercial development on the site and noted that the current proposal by Mr. Kemp complies with the county's requirements. While not entirely enthusiastic about the commercial aspect, Ms. Saunders urged understanding that the plan aligns with county regulations and that her family trusts Mr. Kemp's judgment based on his previous successful neighborhood developments. She concluded by acknowledging the challenges of traffic but reminded listeners that the area had historically been sparsely populated.

Amy Joyner, resides at 15616 Carrollton Boulevard, and also owns a property at 15552 Carrollton Boulevard. Ms. Joyner raised concerns regarding traffic and environmental impacts related to the proposed development. While she acknowledged longstanding traffic issues near Cedar Grove Road citing school bus routes and dangerous road dips, she emphasized that these problems have persisted for decades and remain unaddressed. Ms. Joyner questioned the accuracy and completeness of the 218-page report associated with the development proposal. She noted the heavily wooded nature of the area and referenced the longstanding presence of black swans in the community, clarifying that the lake adjacent to the property, built by her grandfather and Ms. Owen Saunders' father, has existed for over 50 years. She also highlighted potential hazards in the surrounding marshland, such as large water moccasins, to raise

awareness of natural risks near the site. A major focus of her concerns involved environmental regulatory compliance, particularly regarding wetlands disturbance and stormwater management. Ms. Joyner inquired whether the developer would be required to purchase environmental mitigation credits due to wetland disruption and questioned the proposed location and impact of retention ponds, especially in proximity to high-value homes. Traffic congestion along Route 17 and at nearby intersections was described as severe, with merging difficulties and backups affecting residents' daily commutes. She urged officials to reconsider transportation studies, implying that current assessments may underestimate the real challenges. Finally, Ms. Joyner expressed apprehension about the potential for future residents to encroach on protected wetlands and private properties, especially with the introduction of a trail adjacent to the lake. She questioned the sustainability of local schools given current enrollment projections and whether these assessments had been rigorously reviewed.

Kyleen Lovell, 109 Cannon Drive, offered a perspective distinct from many longtime neighbors. She and her partner moved to the area from Richmond to escape the high population density and foot traffic typical of cities. Ms. Lovell expressed concern that adding 35 new homes along with commercial development would significantly increase foot traffic, particularly the unwelcome kind that contributed to their decision to leave urban areas. She described the current neighborhood as safe and tight-knit, where neighbors greet each other and residents feel secure walking their dogs even at night. Ms. Lovell cautioned that the proposed development, including walking paths and sidewalks, could erode this sense of privacy and safety by encouraging increased pedestrian activity near existing private properties. She referenced wetlands and quicksand-like areas that might no longer deter trespassing once they dry out. While acknowledging the financial benefits presented in support of the development, she urged decision-makers to weigh factors beyond economics, such as community peace and residents' well-being. Ms. Lovell suggested alternative development options, such as fewer homes on larger lots that preserve wooded areas and encouraged consideration of single-family detached homes rather than higher-density units with homeowners' associations. In closing, she emphasized that she and her partner moved to the community because they love it and urged that the proposal be reconsidered to better reflect existing residents' values and preferences.

Dennis DeYoung, 5431 Rollingwood Drive, expressed strong safety concerns. He described commuting daily via Cedar Grove Road and noted that at certain times of year, the sun's glare creates hazardous driving conditions. He warned that adding another roadway with increased bus and vehicle traffic in this area could lead to accidents due to poor visibility. Mr. DeYoung emphasized the risk to his family, particularly his children, from current traffic patterns and opposed further development on these grounds.

Ellen Ayers, 15397 Rollingwood Drive, whose property backs up to the wetlands near the proposed site, spoke in opposition to the development. She noted that over 1,200 citizens have signed a petition against the project, largely due to concerns about rapid development along Route 17. Ms. Ayers and her husband moved to Carrollton in 1972, built their home in 1979, and value the quiet, country living the neighborhood offers. She expressed frustration that recent development has diminished this atmosphere. Ms. Ayers questioned the projected number of school-aged children from the development, highlighting overcrowded schools and overburdened local services including law enforcement and volunteer fire departments. She pointed to recent

fatal accidents on Route 17, underscoring the existing traffic dangers near the proposed site. She also referenced nearby large-scale developments that have already been approved and urged that those be completed before considering new ones. Regarding proposed walking trails, Ms. Ayers voiced concerns about privacy and potential disturbance to her property, which extends to the middle of the adjacent ravine. She concluded by requesting that the proposal be voted down.

Emily Sheeler, 16163 Greenville Court, shared her perspective as a younger member of the community. She emphasized the importance of considering the younger generation's voice in local decisions, noting that her family moved from Portsmouth to Carrollton seeking a safer, healthier environment for childhood. Emily highlighted the value of growing up in a neighborhood where children can freely ride bikes and walk dogs without constant parental supervision, linking this lifestyle to better health outcomes. She also pointed out the need for more schools and educational resources, arguing that adding new neighborhoods at this time is not the right solution.

Linda Hobbs, 16163 Greenville Court, expressed concerns primarily about traffic on Cedar Grove Road. She noted the close proximity of the proposed development's entrance to the existing entry and exit points on Cedar Grove, worried this could lead to traffic congestion. Linda also raised a question about the development's name, Kemp's Village East, wondering if there might be a corresponding Kemp's Village West across the road, which could further increase traffic volume.

Olivia Sheeler, 104 Mark Court, spoke about her family's experience raising children in the neighborhood since 2008. She emphasized their choice to move here for the safe environment, good schools, and manageable traffic, contrasting it with larger, more congested cities nearby. Olivia mentioned a recent increase in neighborhood crime, including multiple vehicle break-ins, which she linked to the rapid development along Route 17 and the influx of unfamiliar people. She expressed worry about traffic safety, especially for young drivers, and pleaded for the community's character and safety to be preserved by opposing the proposed development.

Lisa Barber, 102 Overy Drive, spoke on behalf of her neighbors who could not attend. They moved to the area for its rural, peaceful atmosphere, appreciating the space, wildlife, and starry nights. While acknowledging the property owners' right to sell and develop, Lisa expressed strong preference for low-density, single-family homes rather than the proposed detached condos with small yards. She noted concerns about existing vacant commercial properties along Route 17 and questioned the logic of adding more commercial development. Lisa also highlighted traffic issues, specifically the need for a dedicated left-turn lane from Route 17 into the development, warning that without it, cars waiting to turn could back up onto the highway. She urged the community to prioritize developments that preserve the spacious, safe feel they currently enjoy.

Kelly Hengler, from Eclipse Drive on the other side of Chuckatuck Creek, shared her perspective as a physician assistant and longtime regional advocate. She emphasized the importance of health and safety regulations in community development and expressed deep concern for the Chuckatuck Creek watershed, which extends into Isle of Wight County. Kelly recounted the rich indigenous and colonial history connected to the creek and its significance to the local

environment and communities. She highlighted ongoing challenges, including inadequate sanitation and water services in nearby areas, and the need for coordinated watershed protection efforts. Kelly underscored that despite available funding, such as ARPA funds, local septic and well users remain underserved. She urged for greater attention to environmental conservation, infrastructure, and the interconnectedness of communities along the US Route 17 corridor, reminding listeners of the critical importance of protecting shared natural resources.

Jerry Franklin, 121 Obrey Drive, expressed concern about the impact of development on Carrollton Boulevard, specifically focusing on the stoplight at Cedar Grove Road. While acknowledging the stoplight benefits Cedar Grove residents, he noted it disrupts traffic flow on Route 17. He emphasized uncertainty about whether VDOT will maintain the stoplight, as their priority is keeping traffic moving. Jerry highlighted the difficulty of making a right turn at the light and stressed the urgent need for a dedicated turn lane to improve safety and traffic flow, especially with the proposed development increasing demand.

Chairman Bowser called for the applicant's rebuttal.

Mr. Riddick acknowledged that traditionally large one-acre lots were preferred in the county but explained that such development is no longer practical or affordable due to housing shortages and high costs, pricing many out of homeownership. He emphasized that the proposed development consists of single-family detached homes, legally classified as condominiums because of shared common areas like roads and amenities, but each owner fully owns their home. Mr. Riddick assured that strict environmental laws protect wetlands, and that the development will comply fully, preventing any negative impacts beyond the property. He noted that Mr. Kemp, the developer, intends to pursue construction of a right turn lane onto Cedar Grove Road, if allowed by VDOT, although it is not guaranteed since it requires state approval. He reminded the Commission that the County's comprehensive plan aims to concentrate growth in certain areas, which is why existing nearby neighborhoods exist. Riddick argued that opposing new residents is unfair, since past residents themselves benefited from earlier developments, and that growth and change are inevitable. He stated that embracing appropriate development that meets County plans and regulations could potentially benefit existing residents, such as the planned pump station that could expand sewer service. He concluded by urging approval of the project, emphasizing inclusivity and respect for new neighbors.

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

Commissioner Ford questioned whether additional information from Jamie Oliver, Transportation Coordinator, had been received along with the transportation report. He recommended revisiting the transportation concerns related to Route 17 and suggested that current right-of-way and lane adequacy should be re-evaluated in light of public feedback. He emphasized that such concerns are typical of many County projects, but special attention was warranted in this case.

Commissioner Smith commented on the proposed housing prices, referencing the current Hampton Roads median home sale price of \$360,000. He noted the project's anticipated home

prices exceed this and stressed the importance of including affordable housing for essential workers such as teachers, firefighters, and service industry staff.

Discussion continued around VDOT's past public meeting at Carrollton Elementary, where alternatives to the Cedar Grove traffic signal were presented.

Amy Ring explained that VDOT had considered replacing the signal with alternative intersection designs, including the Turbo T design or R-CUT design, both aimed at improving traffic flow on Route 17. These changes could restrict current turning movements at Cedar Grove Road.

Ms. Ring clarified that while these proposals exist in VDOT's Route 17 Arterial Preservation Plan, they are not funded or currently planned in the County's Capital Improvements or grant programs. Further clarification from VDOT will be requested.

Commissioner Boykin asked about a privacy buffer between existing homes and the proposed development.

Ms. Ring responded that existing non-tidal wetlands would remain undisturbed and serve as a natural buffer.

Commissioner Boykin inquired whether the Camp Circle loop was wide enough for fire truck access.

Ms. Ring stated this concern was raised by Fire Rescue, if on-street parking was permitted. The applicant removed the ability for on-street parking thereby addressing the concerns. This issue would also be addressed during site plan review.

Commissioner Boykin questioned runoff management.

Bob Kellum, the applicant's engineer, explained the bioretention basins and regulatory requirements under Virginia's runoff reduction standards.

Commissioner Boykin asked about the potential for a right-turn lane from Cedar Grove Road onto Route 17.

Ms. Ring confirmed that trip generation data did not require it, but the developer could proffer such a lane.

Commissioner Boykin raised concern about types of retail permitted, such as vape shops.

Ms. Ring noted retail uses are not differentiated in zoning, but the applicant could proffer such exclusions.

Commissioner Boykin asked if a Phase I cultural resources study was being proffered.

Ms. Ring responded that while not proffered, it could be required at site plan submittal, if the site is within a high or moderate archeological sensitivity area.

Commissioner Boykin asked about the accuracy of student projections for past developments.

Ms. Ring agreed to work with schools on historical data comparisons.

Commissioner Ford noted that while new neighborhoods do contribute to an increase in student enrollment, it's also important to recognize that students are simultaneously aging out and leaving the school system. Therefore, the overall impact may not be as one-sided or permanent as it may initially appear.

Commissioner Rawls inquired about stormwater best management practices and their impact on nearby lakes.

Ms. Ring stated that DEQ review would ensure compliance with quality and volume controls.

Planning Commission members discussed the need for a re-examination of Route 17 transportation infrastructure in coordination with VDOT. There was concern over cumulative impacts from nearby developments and how they are reflected in school capacity projections.

Chairman Bowser asked the following letter to be entered into the meeting record.

Ed and Vicki Sofianek
109 Deep Water Way
Carrollton, Virginia 23314
ed.sofianek@protonmail.com
victoria.sofianek@yahoo.com
757-238-2302

10 July 2025

Mr. Keith Johnson, District 4
210 Deep Water Way
Carrollton, Virginia 23314

Dear Mr. Johnson,

This letter is being written in opposition of the proposed 35 condominium village designated as Kemp's Village East at Carrollton. The proposed condo village off Cedar Grove Road one mile east of the Carrollton Volunteer Fire Department and a mile inland from the Isle of Wight side of the Chuckatuck Creek (border with Suffolk) will result in more traffic (and subsequently more problems) in an area of Isle of Wight County already experiencing increasingly heavy traffic from overdevelopment in both IOW County and North Suffolk.

The following statements outline reasons to oppose the development of 35 condominiums on the land described in the previous paragraph (Kemp's Village East at Carrollton).

1. An increase in the number of residents without first increasing the amount of services (such as pharmacies, grocery stores, gas stations, restaurants, schools, emergency services, etc...) lacks foresight.
2. Impact on public resources such as water supply must be analyzed and dealt with prior to the time of actual impact.
3. Emergency services such as police officers, firefighters, and paramedics must be increased prior to increasing population in an area slated for heavy traffic. A new hospital is being built in the county, however, in an emergency, the front line workers at the location of the emergency is essential.

4. **VDOTs current performance is lackluster at best.** Throughout Hampton Roads and surrounding areas (including Isle of Wight), roads contain numerous potholes, large debris which must be circumvented at a moment's notice, and are not adequate for the current capacity of dense traffic. The performance of VDOT to address safe travel needs of the current population in Isle of Wight indicates roads remains inadequate. An example of this "performance" is the intersection of Brewer's Neck Blvd. (Virginia 258) and Carrollton Blvd. (Route 17) re-engineering. This intersection was redesigned in time to be outdated at its inception!

"Progress" or the idea that current circumstances are much better today than in the past is dependent on context and often delusional. In the past, the population of Isle of Wight contained fewer services than surrounding counties, but the population density remained somewhat proportional

to the number of services. Now, the population density has increased, yet the number of services is no longer proportional to the number of people living in the same area.

The Values Statement located on the IOW County Board of Supervisors webpage states the following:

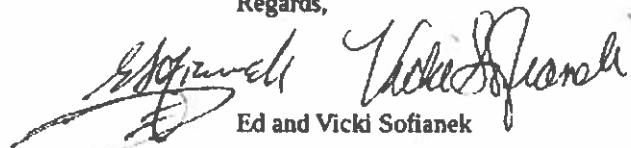
"To sustain Isle of Wight County's stature as a community of CHOICE for people, families and businesses alike while preserving and protecting our rural heritage, our bountiful mix of natural resources and our natural beauty for present and future generations."

"Choice" is printed in all caps... "choice" means selection of IOW as a community in which to live AND choice in decisions once having selected IOW County as a community in which to live.

We do not support the development of 35 condominiums off Cedar Grove Road, the entrance to yours and our current neighborhood in Brewer's Creek. We have lived in eight metropolitan areas and Isle of Wight County scores dead last for well-managed infrastructure development.

We look forward to your reply.

Regards,


Ed and Vicki Sofianek

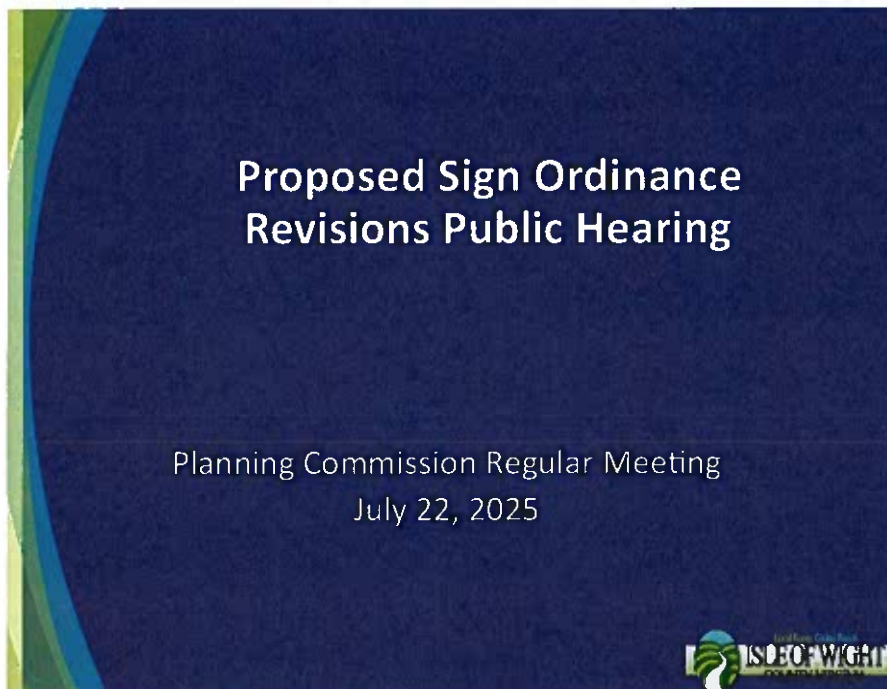
Commissioner Ford moved to table the application to allow time to gather further information, particularly regarding transportation impacts and VDOT's position. Commissioner Boykin seconded the motion. The motion was adopted with Commissioners Boykin, Ford, Rawls, Gibbs, Smith, Johnson, Carroll, Shotwell and Bowser voting in favor of the motion and no commissioners voting against. (9-0)

The motion passed and the application is tabled until more information is obtained.

Chairman Bowser called for the following public hearing item:

Proposed Sign Ordinance Revisions.

Amy Ring gave the following presentation.



Background

- The Planning Commission held its initial discussion of the proposed sign revisions at their May 27, 2025, regular meeting and continued their discussion to their next regular meeting.
- Staff subsequently developed additional changes based on feed back received from the Planning Commission, Economic Development and Tourism.
- Staff presented additional revisions to the Planning Commission at their June 24, 2025, regular meeting.
- Planning Commission directed staff to advertise the change for public hearing at the next available regular meeting.



Summary of Proposed Revisions

- Allow for total permitted wall sign area to be split among on all exterior building walls. The total wall sign area will remain a maximum of 10% of the area of the building facade with road frontage or 200 square feet, whichever is less.
- Exempt temporary signs from permits and allow up to 90 days per calendar year if remain in good repair (not ripped, torn, frayed or faded) and are not hanging from a prohibited structure.
- Nonresidential properties will be permitted a total of two flag signs and one banner sign as well as an A-Frame sign or other portable sign as defined in the Ordinance. Any more would be prohibited. Temporary signs will only be permitted where a permanent sign already exists.
- Permitted sign colors will include the Benjamin Moore Williamsburg Color Palette or other formally recognized historic palette as approved by the Zoning Administrator. Officially trademarked logos with other colors may be incorporated into the sign face.
- Prohibited sign materials are now listed under prohibited and restricted items which states that signs made from materials that are not durable or rust/corrosion-resistant, such as plywood, cardboard, scrap materials and the like, are prohibited.



Recommendation

Staff recommends approval of the proposed Ordinance changes.



Chairman Bowser opened the public hearing and called for citizen comments.

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

Commissioner Gibbs stated that staff did a great job, and he is satisfied with the revisions.

Commissioner Boykin made the motion to recommend approval of the Sign Ordinance Revisions to the Board of Supervisors. Commissioner Gibbs seconded the motion. The motion was adopted with Commissioners Boykin, Ford, Rawls, Gibbs, Smith, Johnson, Carroll, Shotwell and Bowser voting in favor of the motion and no commissioners voting against. (9-0)

The motion passed and will go to the August 21, 2025, Board of Supervisors meeting.

OLD BUSINESS

Amy Ring confirmed there were no old business items.

NEW BUSINESS

Chairman Bowser called for the following new business item:

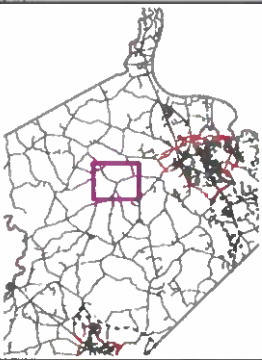
Application EXC-25-5 of Theodore Stowe, property owner, for an exception to section 5-2000.G of the Isle of Wight County Zoning Ordinance. The purpose of the application is to allow for an exception to the six-foot height limitations on fences and gates, to construct an eight-foot-tall polypropylene netting fence around the single-family dwelling, and a ten-foot-tall gate for the entrance to the property.

Cordel Asbenson, Planner I, gave the following presentation.

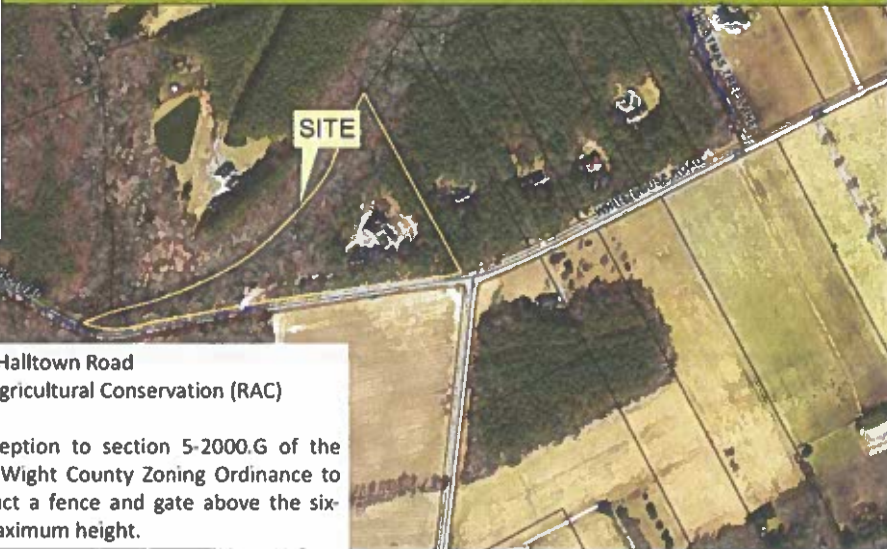
EXC-25- 5 Height Exception Request for StoweHaven Gate and Fence



Planning Commission Regular Meeting
July 22, 2025



SITE DESCRIPTION



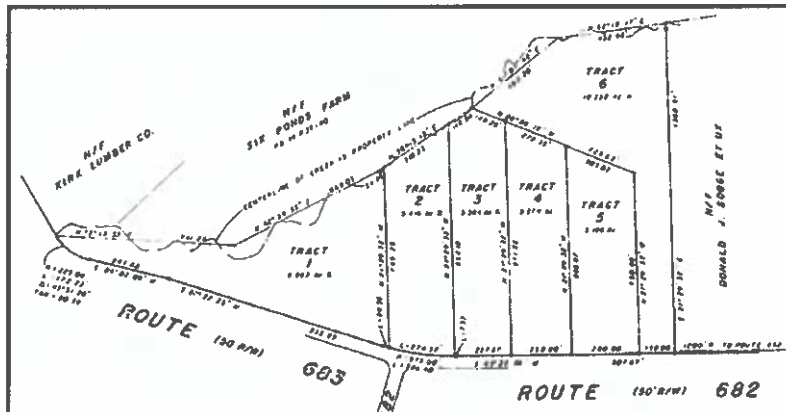
Location:	10477 Halltown Road
Current Zoning:	Rural Agricultural Conservation (RAC)
Election District:	D3
Request:	An exception to section 5-2000.G of the Isle of Wight County Zoning Ordinance to construct a fence and gate above the six-foot maximum height.

Zoning Map

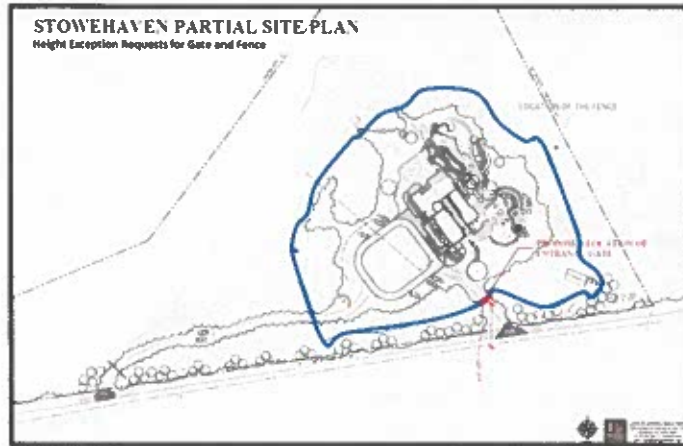


BACKGROUND

- Created in 1989.
- Part of the Six Ponds Farm South subdivision, which has a Declaration of Protective Restrictions and Covenants.
- Purchased by Theodore Stowe and Karen Stowe in 1994.

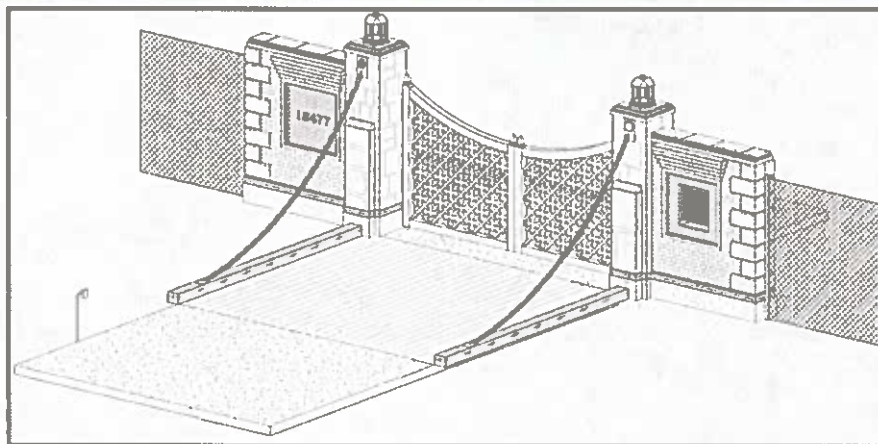


REASON FOR EXCEPTION REQUEST



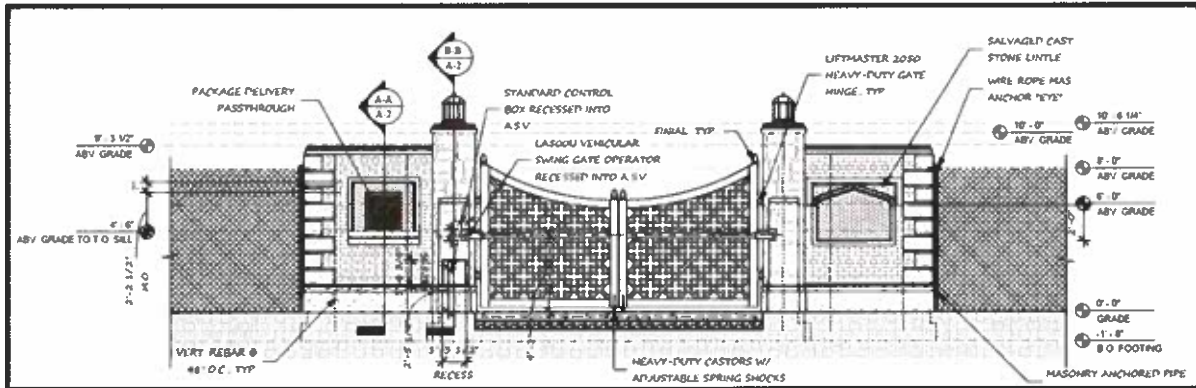
The application requests a height exception for a gate and fence to protect the owner's garden from deer and to allow the gate to match the Tudor/Gothic architecture of the home.

REASON FOR EXCEPTION REQUEST



The application requests a height exception for a gate and fence to protect the owner's garden from deer and to allow the gate to match the Tudor/Gothic architecture of the home.

REASON FOR EXCEPTION REQUEST



The application requests a height exception for a gate and fence to protect the owner's garden from deer and to allow the gate to match the Tudor/Gothic architecture of the home.





Comprehensive Land Use Plan Review



Zoning Ordinance Review

Section 5-2000.G.2 of the ordinance allows fencing up to eight feet tall, if the fence is open-wire and wholly or partially encloses any public school, park, recreational or playground site, public safety facility, or a public utility. Otherwise, according to Section 5-2000.G.1, fences, walls, and gates are not permitted to be more than six feet tall.

Analysis

Strengths:

- The fence is made of plastic material with minimal infrastructure needed, making it primarily a barrier to animals. It is also open and set back from the road, resulting in minimal visible impact.
- The fence does not go along the border of the property but rather surrounds the home, leaving areas of the property available for environmental conservation.
- The property is well-maintained, and the gate will elevate the property's aesthetic and architectural features.

Weaknesses:

- The proposed height for both the gate and fence would exceed the maximum sizes permitted in the Zoning Ordinance.
- The property owner can meet the zoning ordinance requirement, and approval would grant a special privilege not otherwise enjoyed by adjacent property owners.

Recommendation

Because of the limited visibility of the fence from adjacent properties and right-of-ways, staff recommends approval of the application with the condition that the fenced area may not be expanded and must be constructed in accordance with the attached concept plan and specifications, including colors, design and materials.

Chairman Bowser called for discussion from the Commissioners.

Commissioner Ford sought clarification on the proposed fencing, stating his understanding that the fence would not enclose the entire property line. Instead, it would be limited to the front gate area, referencing the eight foot and ten -foot sections mentioned in the plans.

Mr. Asbenson confirmed this.

Commissioner Carroll noted that the house is barely visible from the road, and added that the proposed fence would be nearly impossible to see as well, implying minimal visual impact on the surrounding area.

Commissioner Boykin raised a concern about the proposed net fencing, specifically asking whether small animals could become trapped in it.

Drew Stowe, applicant, 10477 Halltown Road, presented a sample of the fencing material and explained that it's designed by a company specializing in preventing animal encroachment and has not posed issues with trapping animals.

Commissioner Rawls inferred that the fence was likely intended to deter deer from gardens.

Mr. Stowe confirmed, noting that deer have very expensive tastes.

Commissioner Boykin asked if deer could jump six feet.

Mr. Stowe confirmed they can do so easily.

Commissioner Boykin posed a question to Ms. Ring, asking whether the applicant had previously come before the Planning Commission to request an exception related to the house, specifically, a height exception for this particular property.

Ms. Ring stated no previous exception has been requested for this property.

Mr. Stowe responded that the house was built in the late 1990s, noting that at the time, the construction was guided by just six pages of blueprints, highlighting how much has changed since then.

Commissioner Ford asked if they live in the house currently.

Mr. Stowe responded that they have lived in the house since 2002.

Commissioner Ford raises the concern of setting a precedent if this request is approved, would it open the door for similar requests from others?

Commissioner Rawls responds that such requests would be handled case-by-case.

Commissioner Shotwell asks if other neighbors have sought similar exceptions.

Ms. Ring confirmed no other similar exceptions. Ms. Ring also emphasizes that the Stowe property is unique, due to its landscape and limited visibility from adjacent properties or the road, making it unlikely to directly set a precedent.

Mr. Stowe supports that argument by stating that only one other house is visible from his property, and only during winter, reinforcing the seclusion of his lot.

Commissioner Carroll made the motion to recommend approval of height exception to the Board of Supervisors with the conditions recommended by staff. Commissioner Ford seconded the motion. The motion was adopted with Commissioners Boykin, Ford, Rawls, Gibbs, Smith, Johnson, Carroll, Shotwell and Bowser voting in favor of the motion and no commissioners voting against (9-0).

The motion passed and will go to the August 21, 2025, Board of Supervisors meeting.

COUNTY ATTORNEYS REPORT

There were no items for the County Attorneys report.

PLANNING DIRECTORS REPORT

Amy Ring provided an update on the proposed ordinance for battery energy storage facilities. The draft has been shared with EMS and Dominion Energy for review and feedback. Dominion Energy has agreed to attend the August 26, 2025, Planning Commission meeting, to make a presentation on siting and safety considerations. Ms. Ring asked Commissioners to share any additional questions they would like answered.

Chairman Bowser asked if a site visit would be possible.

Ms. Ring confirmed that Dominion Energy will host a tour at their New Kent facility on the morning of October 30, 2025. Due to space limitations, only Planning Commission members can attend, while staff may go separately. A special meeting date will be proposed to formalize the tour.

Commissioner Boykin requested a presentation from the Economic Development Department to review the past year's progress and upcoming plans. Ms. Ring agreed and said she would coordinate a future meeting. However, due to the full agenda on October 30th, including the Dominion Energy tour and potentially a housing tour in Newport News, that update may need to occur separately.

Commissioner Rawls brought up a news report regarding Tidewater Logistics and the denial of a sewer extension on Lovers Lane. Ms. Ring confirmed that after evaluating the engineering challenges, specifically the need for a forty foot-deep pump station due to elevation changes, the County determined it was not feasible. As a result, the developer was released from the obligation to extend sewer service there.

Commissioner Rawls asked if there were any upcoming projects.

Ms. Ring mentioned the Bridger's Quarter rezoning application near the proposed Wawa at Turner Drive and Benns Church Boulevard is currently in its second round of review. This includes traffic and fiscal impact assessments as well as design reviews.

There was also discussion about the intersection near the Wawa and the impact of a nearby Sheetz project in the Town of Smithfield. Ms. Ring noted that intersection design will need to account for a County-led roundabout project that is already funded by VDOT. There is potential that the timeline for the roundabout construction could be moved up by a year.

Commissioners briefly discussed the growing use of roundabouts. Ford commented on the mixed public opinion, while Ms. Ring expressed support, saying they improve traffic flow and reduce confusion compared to four-way stops. She added that most negativity seems to stem from unfamiliarity.

There being no further information to discuss, Chairman Bowser adjourned the meeting at 8:07 PM.

Adopted this 26 day of August, 2025

Bobby Bowser

Bobby Bowser, Chairman, Isle of Wight County Planning Commission

Attest: Amanda Landrus

Amanda Landrus, Secretary