

**Minutes
Planning Commission
Isle of Wight County
17140 Monument Circle, Isle of Wight County
April 28, 2026**

1. Call to Order

Bobby Bowser, Chairman, called the Isle of Wight County Planning Commission meeting to order at 6:00 PM on April 28, 2026, in the Board of Supervisors Room at the Isle of Wight County Courthouse, Isle of Wight, Virginia.

Invocation

Brian Shotwell delivered the innovation.

Pledge of Allegiance

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

2. Roll Call/Determination of a Quorum

Roll was called, and the following members were present: Bobby Bowser, Brian Carroll, Jennifer Boykin, Raynard Gibbs, Matthew Smith, Brian Shotwell, George Rawls, Thomas Distefano. The following members were absent: James Ford, Keith Johnson.

A quorum was determined.

Also in Attendance:

Amy Ring, Community Development Director

Bobby Jones, County Attorney

Caleb Kitchen, Planner II

Jamie Oliver, Director of Transportation

Heather Crocker, Permit Tech I, Acting Secretary

3. Action on Requests to Withdraw or Table Pending Agenda Items

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

Ms. Ring added that there was an error in advertisement for rezoning application, REZN-26-1, and the public hearing for the application has been moved to the May 26, 2026, Planning Commission meeting.

4. Approval of Agenda

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

The motion passed unanimously.

5. Consent Agenda

Chairman Bowser called for a vote to approve the consent agenda containing the following items:

A. April 16, 2026, Board of Supervisors Action List

B. March 28, 2026, Planning Commission Regular Minutes

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.

6. Citizens' Comments

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

7. Public Hearings

There are no Public Hearing items on the agenda

8. Old Business

There are no items for Old Business

9. New Business

Chairman Bowser called for the New Business Items.

- A. EXC-26-1 Application of Mark McCullough, applicant, and Joshua and Sandra Jorgensen, property owners, for a waiver to Section 3.2.4.A.4 and Section 5.9.1.C of the Isle of Wight County Subdivision Ordinance to create a family member transfer subdivision from tax map number 32-01-057G on a private easement that serves more than one parcel

Caleb Kitchen, Planner II gave the following presentation.

EXC-26-1 McCullough Family Member Transfer Subdivision Waiver Request

PLANNING COMMISSION REGULAR MEETING
APRIL 28, 2026



Site Description

Tax Map ID#: 32-01-057G
Location: 18321 Breezy Hill Lane
Current Zoning: Rural Agricultural Conservation (RAC)
Election District: D4
Request: To waive Section 3.2.4.A.4 and Section 5.9.1.C of the Subdivision Ordinance to create a family member transfer subdivision



Background

- Parcel contains 4.11 acres
- Current owner purchased in 2022
- Private ingress/egress easement (Breezy Hill Lane)
 - Existing Roadway Maintenance Agreement
- Recent Boundary Line Adjustment
 - Resulting parcels to meet RAC Requirements



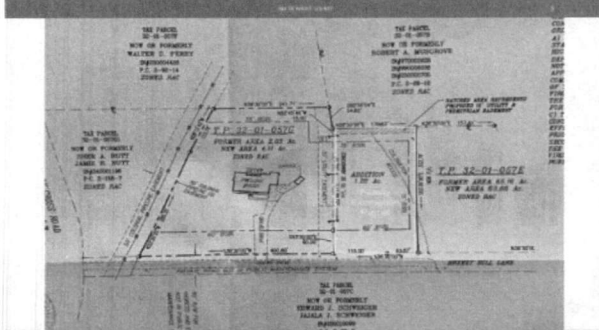
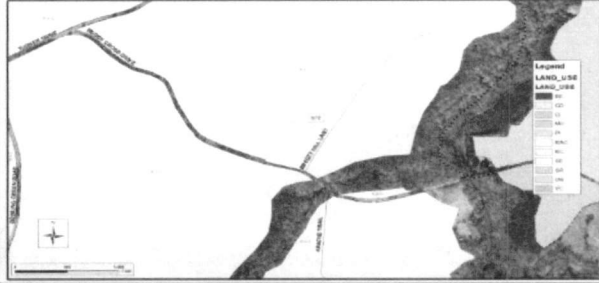
EXC-26-1 McCullough Family Member Transfer Subdivision Waiver Request - Location Map



EXC-26-1 McCullough Family Member Transfer Subdivision Waiver Request - Zoning Map



EXC-26-1 McCullough Family Member Subdivision Waiver Request - Land Use Map



Comprehensive Plan Review

- * Rural Agricultural Conservation (RAC)
- * Appropriate uses for the RAC land use designation include small clusters of residential uses, agritourism, agriculture, forest product processing/distribution, resource extraction, etc.

Ordinance Review

- * Section 3.2.4.A.4 states that no more than one lot may be created from a single tract of land that is accessed from a single easement of right-of-way unless approved by the Board of Supervisors upon recommendation from the Planning Commission.
- * Section 5.9.1.C states that, unless specifically modified in this ordinance, all new streets must be public and comply with VDOT road standards.



Staff Analysis

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

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

Staff finds that the proposed use is consistent with the current zoning district and the future land use designation.



Staff Analysis Cont.

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

Staff finds that strict adherence to the regulations would not create injustices or hardships with the property and that it is being used for its intended residential purpose.

3. **The waiver has not been opposed by the County, VDOT engineer, or health official.**

Staff have received no concerns with the application aside from the fact the application conflicts with the Ordinance requirements.



Staff Analysis Cont.

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

Staff finds that the purpose and intent of the Ordinance is to promote the orderly development of the County and to protect the public health, safety, and welfare by ensuring safe access to all emergency service vehicles. Staff does not find the waiver request to be consistent with the ordinance.



Staff Recommendation

Staff does not recommend approval of the waiver, because it fails to meet the criteria outlined in the Ordinance.



Mark McCullough, applicant, 18321 Muddy Cross Drive, stated that he currently resides at this address with his wife, son, and granddaughter.

Mr. McCullough explained that he and his wife previously raised their family in Tennessee and are now empty nesters. He noted that their children are located across different regions of the country, including the West Coast and East Coast, with one son currently residing locally in Smithfield. He further stated that another son in Tennessee is considering relocating to North Carolina.

Mr. McCullough indicated that he and his wife made the decision to relocate closer to their son in Smithfield following his retirement from the Air Force. He emphasized their desire to be near family, particularly to spend time with their grandchildren. He added that, while they are currently in good health, their long-term goal is to remain independent while having family nearby for potential assistance in the future.

Mr. McCullough stated that their application reflects their intent to live adjacent to their son's property rather than residing a short driving distance away, noting that proximity would allow for easier and more frequent interaction.

Commissioner Gibbs inquired about access for emergency vehicles along Muddy Cross Road.

Commissioner Carroll responded that, while Muddy Cross Road itself is not a state-maintained road, it is a public road and that Breezy Hill Road provides adequate access. He indicated that there should be no issues with emergency vehicle access and noted the existence of a road maintenance agreement.

Chairman Bowser then opened the floor for additional questions.

Commissioner Boykin raised a question for staff regarding the applicable ordinance and suggested that the Commission may need to consider revisions.

Amy Ring explained that in prior years the Board had reviewed the ordinance to limit the number of lots created on private roads due to concerns about inadequate maintenance and the resulting impact on emergency services access. She stated that, although such requests arise periodically, they must continue to be evaluated on a case-by-case basis due to these concerns.

There being no additional conversation, Chairman Bowser called for a vote.

Commissioner Distefano moved to recommend approval to the Board of Supervisors, for a waiver to the applicable sections of the subdivision ordinance to create a family member transfer.

The motion was seconded by Commissioner Gibbs.

The motion passed with Commissioner Bowser, Commissioner Carroll, Commissioner Boykin, Commissioner Gibbs, Commissioner Smith, Commissioner Shotwell, Commissioner Rawls, Commissioner Distefano voting in favor of the motion and none voting against the motion (8-0).

The application will go to the June 18, 2026, Board of Supervisors meeting.

B. County Attorney's Report

Bobby Jones confirmed there were no items for the County Attorney Report.

C. Planning Director's Report

Amy Ring presented the first item under the Planning Director's report, introducing a tutorial by the Department of Transportation Director, Ms. Jamie Oliver. She explained that the presentation was requested by the Commission in response to an increase in large mixed-use and residential development proposals considered over the past several months.

Ms. Ring stated that such developments are required to submit traffic impact analyses to evaluate the projected effects on the local roadway system. She noted that questions had arisen among Commissioners regarding how to interpret these studies, including what elements should be reviewed and what key issues should be identified.

Ms. Ring indicated that the purpose of the tutorial was to provide guidance from staff expertise on evaluating traffic impact analyses and to assist the Commission in its review of future development applications. She added that she also looked forward to the presentation.

1. Understanding Traffic Impact Analyses (TIAs)

Amy Ring introduced Jamie Oliver, Director of Transportation.

Jamie Oliver shared the following presentation describing the Traffic Impact Analyses (TIAs). She

also distributed supporting documents of the data a Traffic Impact Analysis reports produces to each commissioner.



Traffic Impact Analysis the Hows and Whys

Isle of Wight
Planning Commission
04/28/2026



What is a Traffic Impact Analysis (TIA)

A Traffic Impact Analysis (TIA) or Traffic Impact Statement (TIS) means the document prepared in accordance with best professional practice and standards that assesses the impact of a proposed development on the transportation system or network and recommends improvements to lessen or negate those impacts. (VDOT Aug 2022 Administration Guidance, TIA Regulations)

- Isle of Wight does not maintain separate TIA guidance in our Ordinances and generally defers to VDOT guidelines and regulations for technical transportation and road construction standards and TIA regulations.



VDOT Authority vs County Authority

- VDOT has direct approval over accepting public streets and entrances to access public roads
 - Approval over subdivisions and plats
 - Entrance authority can also control turn lanes and signals
- VDOT **does not** have direct approval authority over Comp Plans, Rezoning, CUPs, or other land use decisions
 - TIA comments are advisory
 - VDOT *can* require TIA at certain high-impact thresholds due to future impacts on public roads
 - An "approved" TIA does *not* approve the development. It is accepted on technical merit; it is not a land use decision.



Important Wide-Angle Notes

- Project-specific TIAs are about *the allocation of impacts*.
- The project is only responsible for impacts that can be directly attributed to the project—especially off-site improvements.
- It is rare that you can not engineer a solution to transportation issues on a project. It's just a matter of the cost to implement them and whether the applicant will commit to them.
- Network connectivity is not just about congestion.
- Congestion is not always a direct line to traffic volume!**



How a TIA is Developed

```

graph TD
    A[Data Collected  
Organized into Specific Scenarios] --> B[Run  
Scenarios  
Thru Model]
    B --> C[Show Impacts]
    B --> D[Test Recommendations]
  
```



Data Collection/TIA Assumptions

- Pre-Scoping for Base Assumptions**
 - Project location, scope of study area
 - Data Collection, peak hour definition
 - Study period (Current Year, Build Out Year, Design Year)
 - Trip distribution
 - Background growth
 - Traffic Projections (Trip Generation)
 - Modeling software
 - Additional issues
 - Signal timing
 - Internal capture/Pass By
 - Speed Study/Crash Data



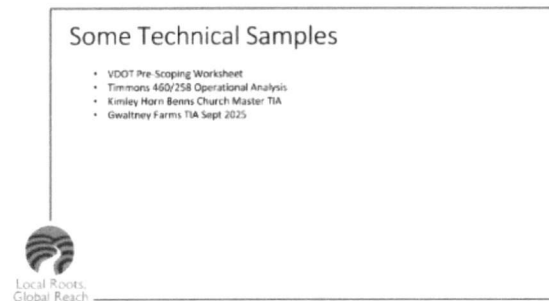
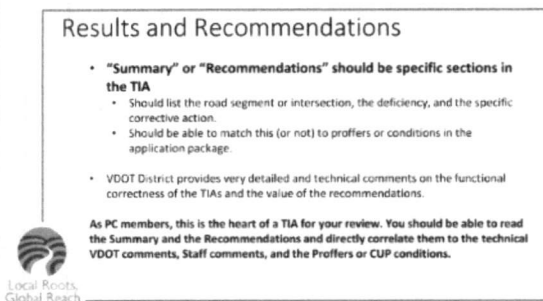
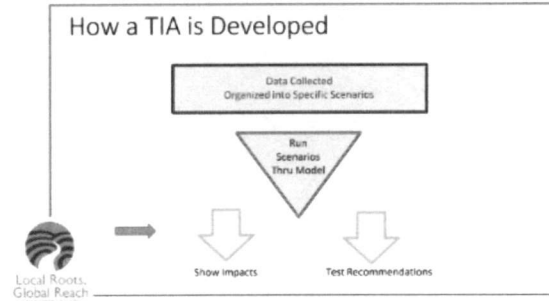
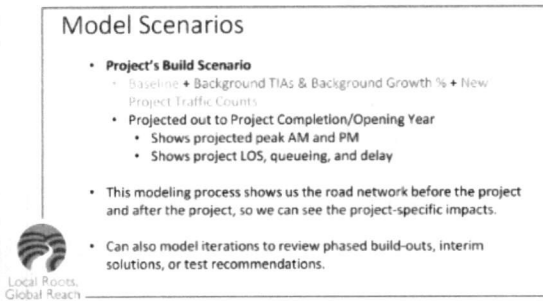
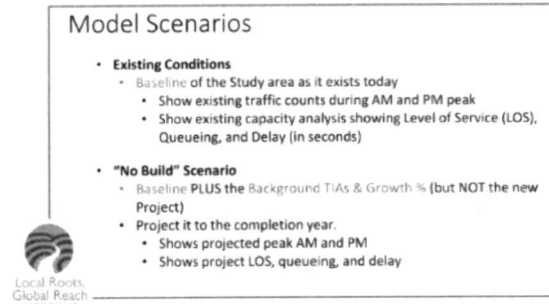
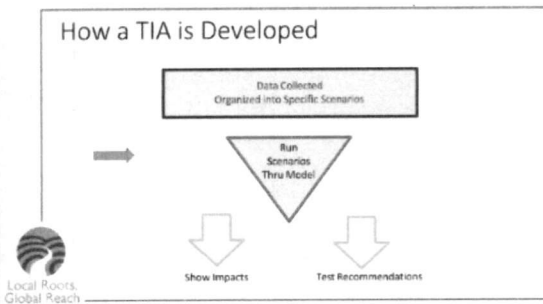
Data Collection

- Traffic Counts**
 - VDOT "AADT"—Annual Average Daily Traffic. Count for 24-72 hours, then average that over 365 days.
 - Primaries every 12-18 months. Secondaries 18-36 months.
 - Project TIAs count primary study area road segments for peak hours
- Peak Hour Trips**
 - Average number of trips in the hour with the 4 highest consecutive 15-minute intervals.
 - Usually take counts over a 2 hr. period (sometimes 3, occasionally 24 hrs.)
 - Find the highest section within the period based on 15-minute chunks, and average that 4-piece block.
 - Use AM and PM peaks separately because dispersal patterns are different and change impacts on signals and turn lanes.
 - Peak hours normally 7-9 AM and 4-6 PM
 - Can be adjusted during pre-scoping for reasonable land use and engineering reasons



Data Collection

- Traffic Distribution**
 - Which way is everyone going at each intersection
 - Trip modification factors (internal capture and pass-by allowance)
- Trip Generation**
 - ITE land use codes for the project
 - Directly relates to rezoning
- Background Growth**
 - Other projects/TIAs to include
 - Overall area growth as a percentage
- Study Period**
 - Current/Existing Year
 - Build Out Year (Project completion/opening)
 - Directly relates to rezoning
 - Design Year (new roadway construction only—Build +10)



Commissioner Distefano inquired whether the authority, approvals, and responsibilities of the Virginia Department of Transportation (VDOT) vary depending on whether a locality is a county, city, or town, and based on population size.

Ms. Oliver explained that the determining factor is roadway ownership rather than locality type. She stated that VDOT maintains ownership of roads within counties, which grants the agency authority over right-of-way and driveway access. However, she emphasized that VDOT does not have land use authority in any jurisdiction.

Commissioner Shotwell asked about the use of peak-hour traffic data and under what circumstances a 24-hour traffic count would be required.

Ms. Oliver responded that 24-hour counts may be requested when existing data is limited, outdated, or appears inconsistent. She noted that such counts were more frequently used following the COVID-19 pandemic due to irregular traffic patterns.

Ms. Oliver provided an overview of how traffic impact analysis (TIA) data is organized and evaluated. She explained that a baseline scenario reflects existing traffic conditions, including peak-

hour volumes, level of service, queuing, and delay. She then described the “no-build” scenario, which projects future traffic conditions without the proposed development, representing the locality’s responsibility for roadway impacts. She further explained the “build” scenario, which includes the proposed development, noting that the difference between the no-build and build scenarios represents the development’s impact.

Chairman Bowser referenced access to the Riverside facility near Benn’s Grant and inquired about prior planning for alternative access.

Ms. Oliver explained that a right-in/right-out access road had been proposed but was not pursued due to design challenges and preferences of the property owner. She added that the original Benn’s Grant development plan incorporated access considerations for the Riverside parcel.

Ms. Oliver continued her presentation, explaining that TIAs include conclusions and recommendations that should clearly identify roadway improvements needed to address traffic impacts. She emphasized that Commissioners should focus on these summary sections rather than technical appendices and ensure consistency between TIA recommendations, VDOT comments, and application proffers.

Commissioner Boykin asked whether VDOT proactively addresses intersections operating at a failing level of service.

Ms. Oliver stated that VDOT does respond to identified issues, often beginning with signal timing adjustments. She noted that more substantial improvements, such as adding turn lanes, may require significant funding and are not always immediately feasible.

Chairman Bowser commented on traffic conditions at Sugar Hill Road. Ms. Oliver clarified that the intersection is not currently signalized.

Ms. Oliver further explained that future traffic projections, including no-build scenarios, are typically modeled over extended timeframes depending on project type. She noted that level of service ratings should be considered as indicators rather than definitive measures, as they do not fully capture all operational conditions.

Commissioner Smith asked how discrepancies in projected development timelines within TIAs are addressed.

Ms. Oliver explained that such issues are typically identified during pre-scoping or through staff review comments. If unresolved, they are highlighted for the Commission’s consideration. She emphasized the importance of evaluating whether projection differences significantly impact traffic outcomes.

Chairman Bowser asked whether updated information would be provided if projections were deemed unrealistic. Ms. Oliver indicated that while developers establish timelines, staff evaluates the reasonableness and potential impacts of those projections.

Commissioner Boykin inquired whether developers could be required to use longer build-out

projections.

Ms. Oliver indicated that such requirements fall under land use policy rather than TIA methodology. Ms. Amy Ring added that delays in making revisions to applications can result in outdated data and noted that proposed ordinance changes may require applications to restart after extended inactivity to ensure current information is used.

Commissioner Smith asked about the typical timeframe for completing a TIA. Ms. Oliver responded that the process generally takes 30 to 60 days and is primarily managed by the applicant's consultant team, with VDOT providing existing data rather than generating new data.

Commissioner Boykin asked whether the Commission could require improvements beyond VDOT recommendations. Ms. Oliver explained that any additional requirements must be supported by engineering justification, particularly as such improvements impose costs on the developer.

Commissioner Distefano asked whether staff identifies discrepancies between TIA recommendations and application proffers. Ms. Oliver confirmed that staff reviews and highlights such inconsistencies and also considers broader County planning factors beyond VDOT's scope.

Commissioner Boykin asked about the accuracy of TIA projections. Ms. Oliver stated that the County is currently evaluating past studies and noted that while traffic volumes may align with projections, distribution patterns can vary over time.

Commissioner Distefano raised a concern regarding signal timing at the intersection of Brewer's Neck Road and New Town Haven Road. Ms. Oliver stated she was not aware of specific issues but offered to have the signal timing reviewed.

Commissioner Boykin asked whether such concerns should be directed to staff or VDOT. Ms. Oliver responded that either option is appropriate, depending on the complexity of the issue.

Chairman Bowser invited final questions. Commissioners expressed appreciation for the presentation.

In response to a final inquiry, Ms. Oliver identified the corridor between Five Points and Smith's Neck as currently experiencing notable traffic challenges, while noting that conditions depend on how issues are defined.

2. Proposed Zoning Ordinance Changes Discussion

Amy Ring introduced the last item on the agenda, Proposed Zoning Ordinance Revision Summary.

Proposed Zoning Ordinance Revision Summary

PLANNING COMMISSION REGULAR MEETING
APRIL 18, 2016



Background

- Zoning Ordinance part of overall County Code that implements the goals and policies of the community's adopted Comprehensive Plan
- Proposed changes are a result of staff's annual review of the Zoning Ordinance and from experience in the daily administration of the Zoning Ordinance
- Provide clarity, flexibility, simplification of requirements, and reduce conflict with other Ordinances and State code

Examples of Zoning Ordinance Purposes

Each purpose serves to balance the interest of the general public and those of individual property owners.

- Preserving and enhancing the County's rural and agricultural character and resources
- Protecting natural resources
- Regulating the location and use of buildings, structures, and land for different uses
- Lessening danger by limiting excessive numbers of intersections, driveways, and other friction points
- Providing nonvehicular, multipurpose pathways in order to promote health and safety
- Securing safety from flood and other dangers
- Protecting the tax base by facilitating cost-effective development
- Promoting economy in local government expenditures
- Protecting the values of property
- Protecting landowners from adverse impacts of adjoining development
- Providing future land uses with adequate public facilities
- Protecting against the destruction of or encroachment upon historical areas



Draft Ordinance Changes

Article I. – General Provisions

Section 1-1012 – General permit requirements

- Fixes reference to Utility Services
- Sets a deadline for action on applications

Section 1-1015, F - Community impact statement

- Confirms that environmental and historical impact analysis are required.

Draft Ordinance Changes

Article III – Use Types

Residential use types for Manufactured Homes – Includes Duplex Units

Manufactured home, Class A: A manufactured home, commonly referred to as a "doublewide," constructed after July 1, 1976, that meets or exceeds the construction standards promulgated by the U.S. Department of Housing and Urban Development that were in effect as the time of construction and may include single family or two family dwellings, also known as duplexes.

Manufactured home, Class B: A manufactured home, commonly referred to as a "singlewide," constructed after July 1, 1976, that meets or exceeds the construction standards promulgated by the U.S. Department of Housing and Urban Development that were in effect at the time of construction.

Manufactured home, Class C: Any manufactured home, usually consisting of a "singlewide," but also includes "doublewide," constructed before July 1, 1976, and may include single family or two family dwellings, also known as duplexes.

Commercial use types – Includes Current Term for Self Storage Facilities

Mini-warehouse: A building designed to provide rental storage space in cubicles where each cubicle has a maximum floor area of four hundred (400) square feet. Each cubicle shall be enclosed by walls and ceiling and have a separate entrance for the loading and unloading of stored goods. This use is also known as "self storage."



Draft Ordinance Changes

Section 4-1005 Table of Permissible Uses

Revises term "mini-warehouse" to "mini-warehouse/self storage"

Sec. 4-2006 - Bulk regulations, Rural Agricultural Conservation (RAC)

Makes side setbacks the same -

Principal structures: Fifteen (15) feet

Accessory structures: Five (5) feet

Sec. 4-3007 - Bulk regulations, Rural Residential (RR)

Makes side setbacks the same

Principal structures: Fifteen (15) feet

Accessory structures: Five (5) feet

Draft Ordinance Changes

Sec. 4-5005 - Neighborhood Conservation (NC) District

Minimum front yard setback – does away with different requirements based on lot width and utilities

1. Where rights-of-way is fifty (50) feet or greater, the minimum front yard setback is thirty-five (35) feet from property line
2. Where rights-of-way is less than fifty (50) feet, the minimum front yard setback is sixty (60) feet from centerline of road
3. In the case that there are existing lots of record in a subdivision having a width that would require a front setback to be lesser or greater than the other lots within the subdivision, the setback met by the majority of the lots shall be required

Sec. 4-7005 - Side Yard Setbacks, Suburban Residential (SR) District

- Makes minimum side yard setback the same for both sides – 10 feet

Sec. 4-8004 - Lot size requirements, Urban Residential (UR) District

- Makes public water and sewer mandatory
- Reduces allowable lot size and bulk requirements for single family lots



Draft Ordinance Changes

Sec. 4-10003 - Conditional uses, General Commercial (GC) District

- Clarifies that commercial sawmills require a CUP

Planned Development Districts General Requirements

- Eliminates pre-application meeting requirement but does require a concept plan with the application
- Eliminates Planning Commission approval for minor master plan changes

Planned Development Residential (PD-R) District

- Includes Group Homes as permitted uses

Planned Development Manufactured Home Park (PD-MH) District

- Includes duplex manufactured homes as conditional uses

Draft Ordinance Changes

Planned Development Mixed Use (PD-MX) District.

- Includes group homes as permitted uses.
- Allows for one planned development identification sign per entrance in the 70 foot buffer
- Requires that no less than thirty percent (30%) of the total net developable area, which may be zoned planned development mixed use district, shall be devoted to office, civic, commercial and/or industrial uses. Eliminates FAR requirement

Article V – Supplemental Use Regulations

Clarifies that where any structure has remained unoccupied for more than two (2) years, any new use shall be deemed to be a change in use and all requirements of this ordinance shall apply.

- In addition to POD units, shipping containers or dumpsters may also be used for renovation or construction work for a total of sixty (60) days, after which a zoning permit must be obtained through the planning and zoning department for a period not to exceed six months.

- Removes conditional use permit requirement for buildings over 80,000 SF.



Draft Ordinance Changes

Supplementary use regulations for agricultural use types

Changed "temporary" (not defined in Ordinance) to "private" sawmill and simplified provisions

Supplementary use regulations for residential use types

Eliminated certified mail requirement for family member mobile home adjacent property owner notifications

Residential chickens

Clarifies that residential chickens shall be permitted in the residential zoning districts where they are not otherwise permitted as an agricultural use.

Short-term rentals

• Adjacent property owner notices shall include all properties within a 200-foot radius from the property lines of the subject property as well as each property owner along a private ingress/egress easement, if the subject property utilizes such easement for access to the short term rental

- Changes business license requirement to requiring that operators must register for transient occupancy and state sales tax

Draft Ordinance Changes

Shipping Containers Supplemental Use Regulations

Shipping Containers may serve as accessory structures as a permitted use in LI, GL, GIC, and PD-IP zoning districts and as a conditional use in RAC, RR, NC, SE, SR, LC, GC, and PC-CP zoning districts.

Article VI – Overlay Districts

HCO Architectural and development guidelines for all nonresidential uses.

Would allow walls matching the building, vinyl or wooden privacy fences for Outdoor storage and display areas.

NDSO Development Standards

Would allow vinyl or wooden privacy fences to be used for screening ground-level equipment immediately adjacent to the building.

NDSO Nonresidential Architectural guidelines

Would allow Flat roofs with parapets with at least three vertical projections on each side, unless not visible from a public road as determined by the zoning administrator.

Would allow Pitched roof with a minimum pitch of 3:12 with overhanging eaves.



Draft Ordinance Changes

Article VII – Development Review Procedures

Eliminated separate requirements for a preliminary and final site plan – now just one type.

Revised submission and review requirements to be consistent with VA Code 15.2-2259.

Article VIII – Landscaping

Removed graphics which conflict with text.

Removed parking zone landscaping requirements for loading zones, drive aisles, and ingress/egress driveways.

Reduced and simplified foundation zone landscaping requirements.

Article X – Vehicle Parking Facilities

Made minimum parking space dimensions consistent with other local ordinances.

Eliminated customer parking requirements for fully automated self-storage facilities.



Ms. Ring and the commissioners had a brief discussion regarding the proposed ordinance revisions. Following discussion, the Commission agreed to schedule a work session on May 12, 2026, to review the proposed language in greater detail and to allow for participation from the two Commissioners absent from the current meeting.

Ms. Ring also recognized Ms. Heather Crocker for her service as substitute secretary for tonight's meeting.

10. Closed Meeting

Bobby Jones confirmed there were no items for closed session.

11. Adjournment

There being no further information to discuss, Chairman Bowser adjourned the meeting at 8:01pm.

Adopted this 23 day of June 2026.

Bobby Bowser

Bobby Bowser, Chairman
Isle of Wight County Planning Commission

Attest:

Heather Crocker
Amanda Landrus, Secretary

Heather Crocker,
Acting Secretary