

# **Community Impact Statement**

This Community Impact Statement is prepared in accordance with Section 1-1015.F. of the Isle of Wight Zoning Ordinance as amended on Jan 6, 2011

Name of Project: K.S. Carrollton Condominiums

Applicant: K.S. Carrollton LLC

Parcel Number: 34-01-106B

Project Location: Sugar Hill Rd & Carrollton Boulevard

Total acreage; 1.134

Total Units: 6 one bedroom and 6 two bedroom Condos

## **Adequacy of Existing public Facilities and Services**

### **A) Analysis of water and sewer**

**Attached Exhibit "A"** please find HRSD Flow Acceptance Certificate, HRSD project Information (sewer flow calculations and map) Info on HRSD Connection Point and Info on the Carrollton Meadows Pump Station (PS IOW-PS-0033) including Pump capacity: Total head and flow (USGPM) Sanitary Flow Calculations and map of proposed project. Contact person at HRSD is Mr. Bambos Charalambous, P.E. (Hydraulic Analysis Manager) [bcharalambous@hrsd.com](mailto:bcharalambous@hrsd.com)

In our discussion with Mr. Steve Hatcher IOW Operations Manager for Public Utilities 757 365 1650 he confirmed that the property is currently served by a 12 " water main which is more than adequate to carry the additional demand for the proposed project.

## **B) Analysis of Student Generation.**

**We used two independent studies 1). National Study conducted by Rutgers University**

**2) IOW own study/data. Provided by IOW Planning/Zoning**

### **Study Number 1 Rutgers**

Multi-family rentals: 0.04 school-age children per one-bedroom unit; 0.27 per two-bedroom; 1.21 per three-bedroom;

Single-family detached: 0.66 school-age children per three-bedroom; 1.07 per four-bedroom; and 1.66 per five-bedroom.

#### **Source:**

**2006 Study Conducted by Rutgers University, Center for Urban Policy Research  
(Residential Demographic Multipliers)  
Attached Exhibit B**

### **Study Number 2 IOW Data**

Summary of IOW data shows “apartments yield ... 0.39 students per unit. Since the proposed project only will have 6 two bedroom units (one bedroom units rarely generate students) this project is projected to generate 2.34 students.

Isle of Wight expenditure per student is \$ 10,341 with the majority share coming from Federal and State funding based upon student population.

## **Additional ON-site and Off-site Public Facilities and Services**

In addition to the above mentioned government services the site shall have its own refuse collection and disposal services. The site shall also have a park like area in the rear for residents to have an area to engage in outdoor activities.

### **C) Traffic Impact Analysis**

The site is located in the Newport District and serviced by existing Public Facilities and Services i.e. schools, library and other government services. The project will have a negligible impact on traffic flow because of its close proximity to a major thoroughfare with existing turn lanes to providing safe, easy access and egress to public roads. We have had several consultations with Mr. Josh Norris (VDOT Traffic Engineer, Franklin Residence Off. 757 346 3068 Cell 757 556 7424), [Joshua.Norris@vdot.virginia.gov](mailto:Joshua.Norris@vdot.virginia.gov) Mr. Norris' findings are as follows; and we quote "Per our discussion, I'm enclosing the standard entrance detail for a commercial entrance ( Exhibit C )After a further review, Sugar Hill Road is classified as a local road and is not governed by access management spacing guidelines. With regards to your site, I would recommend locating your entrance as far away as possible from the existing cigarette store entrance; however standards require a minimum of 50' from taper to taper. During the site plan phase, you should provide your trip generation numbers for the development as well as turn lane warrants, though I'm reasonably certain you won't meet those. You can use the VDOT traffic counts for a directional breakdown and road traffic. Your entrance should meet sight distance criteria as outlined in Appendix F of the VDOT Road design". Attached please find the standard entrance detail. We have used data for the Traffic Impact Analysis from various sources as provided by, Kimley-Horn & Associates and Peggy Malone & Associates. Following is a summary of our findings for details please refer to entire 60 page analysis which will be emailed to your office.

#### **Summary Traffic Impact Analysis:**

The proposed project will generate an additional 50.16 daily trips (Source: Institute of Transportation Engineers publication "Trip Generation, 7<sup>th</sup> Edition), Less than one percent (0.97 %) of the overall traffic generated from the neighborhoods served by Sugar Hill Road. There are two signalized intersections located 1800 feet north and 1400 feet south of the Sugar Hill Rd intersection and provides opportunity for vehicles to make turning movements to/from Sugar Hill Rd. with minimal delay ( pg 9 of attached report).

The purpose of the attached study is to determine the appropriateness of a traffic signal at the Carrollton Blvd (US Rout 17) and Sugar Hill intersection. Based upon the operational, signal warrant, access management, and gap analysis completed, the following conclusions (see pg. 12 of traffic study e-mailed to your office) are made:

- Installing a traffic signal increases delay at Sugar Hill Road and has little to no impact to the overall operation of the study area corridor.
- Traffic signal Warrant 1 (Condition B), Warrant 2, and Warrant 3 are expected to be satisfied when considering the additional site traffic associated with Founders Pointe.
- No significant crash history occurred at the intersection from 2011-2013
- The gap analysis indicates sufficient gaps in traffic flow to accommodated vehicles turning left from Sugar Hill Road onto Carrollton Boulevard.
- A traffic signal at Sugar Hill Road would not meet VDOT access management requirements.

Based upon the above findings, it is therefore recommended that a traffic signal not be installed at the Carrollton Boulevard and Sugar Hill Road intersection. A signal would provide little improvement for the minor street approaches while increasing delay for Carrollton Boulevard. A gap analysis suggests that vehicles have adequate opportunities to make the critical left-turn movement from Sugar Hill Road to Carrollton Boulevard without undue delay.

#### **D) Fiscal Impact Analysis**

The fiscal impact analysis for the proposed 6 one bedroom and 6 two bedroom units is a projection of the direct, current and public cost and revenues associated with the growth of the proposed project. The FIA is constrained to examining the immediate costs and revenues of the proposed development. There are essentially 6 methods that can be used to estimate the cost of a development (Per Capita Multiplier, Case Study, Service Standards, Comparable City, Proportional Valuation and Employment Anticipation). In this case we will use the Per Capita Multiplier Method in which we will use average government cost per person to estimate the cost of the development and the average economic impact per capita using data provided by the Isle of Wight County, VA / Data USA and data derived using US Census data.

The total value of the proposed project 2.5 to 3 million dollars.

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|---|--------------|
| Property Taxes to the County (85 cents per 100) | \$ 25,500.00 |
|---|--------------|

Personal Property Taxes, based on average of 30 vehicles parked average value of

|  |              |
|--|--------------|
| \$ 20,000.00 (tax rate 4.50 per 100 + \$ 33.00 License fee per vehicle, less State rebate) | \$ 14,730.00 |
|--|--------------|

Per Capita revenue for fees and all other county taxes,

Source IOW 2017 – 2018 Capital Budget page 47

|                             |                          |
|-----------------------------|--------------------------|
| Other local Taxes sub total | \$ 7,274,500.00          |
| Less Motor Vehicle taxes    | <u>\$ 1,110,000.00</u> — |
| Adjusted sub total          | \$ 6,164,500.00          |

Add Permits, Privilege Fees, Licenses

Fines and Forfeitures.

Total for "other taxes levied" page 48 \$ 3,710,380.00 +

|           |                                       |             |
|-----------|---------------------------------------|-------------|
| Sub total | \$ 9,874,880.00: 35270 Residents x 30 | \$ 8,399.38 |
|-----------|---------------------------------------|-------------|

|  |              |
|--|--------------|
| Total projected annually revenue to IOW County | \$ 48,629.38 |
|--|--------------|