

Community Impact Statement  
and Narrative Description

# Pitt & Lippe Tracts

Single-Family/Townhome Residential

January 24, 2019 (revised September 10, 2019)



## **COMMUNITY IMPACT STATEMENT and NARRATIVE DESCRIPTION**

### **Pitt & Lippe Tracts**

#### **(Single-Family/Townhome Residential)**

### **INTRODUCTION**

This application requests a Comprehensive Plan land use designation amendment of approximately 80.29 acres and a Zoning amendment of approximately 114.59 acres, being referred to as the Pitt & Lippe Tracts. The tracts, owned and/or under contract by EH2, LLC and East West Partners of Virginia, Inc., are being proposed for development as an age-restricted community with a mix of single-family and townhome residential units occupied solely as “housing for older persons” as defined in Section 36.96.7.A. of the Virginia Fair Housing Law, Title 36, Chapter 5.1 of the Code of Virginia (1950) as amended. This age-restricted community will complement housing choices currently offered within the neighboring Eagle Harbor Mixed-Use Community by targeting older individuals, primarily baby boomers, who desire a lifestyle option that excludes children. This lifestyle choice will be the first of its type in the County, with the exception of the Villas of Smithfield, Church Square and Cypress Creek Phase IV, all located within the town limits of Smithfield.

To accomplish the appropriate lot sizes and density that provide this lifestyle choice, the applicant is requesting to amend Suburban Residential and Suburban Estate land use designations to Mixed Use (MX). Approximately 37 acres of the Lippe Tract are currently designated MX. The amendment will extend this MX

designation to include the remaining Lippe acreage (40 acres), the Pitt Tract (33.67 acres) and Tract 11 (6.62 acres). The Lippe Tract fronts Channell Way and the Pitt Tract is located just north of the Lippe Tract and is afforded access from the entryway between Bojangles and 7-Eleven. Tract 11 is an existing commercial parcel, platted as part of Eagle Harbor. Tract 11 fronts Carrollton Boulevard and lies adjacent to The Shoppes at Eagle Harbor. It is owned by a sister company Eagle Harbor, LLC. All are located within the Newport Development Service District (DSD).

Zoning compatible with the Comprehensive Plan land use amendment involves changing the zoning of the Pitt and Lippe Tracts (110.67 acres) from Rural Agricultural Conservation, and the rear portion of Tract 11 (3.2 acres) from General Commercial (GC), to Conditional-Planned Development-Mixed Use (C-PD-MX). The land use and zoning amendments will allow for a unit mix consisting of 165+/- single-family and 175+/- townhome residential units for a total of 340 units. The applicant is requesting flexibility in the unit mix for a portion of the Lippe Tract that will allow the market to dictate the actual # of single-family versus townhome mix. The remaining 3.42 acres of Tract 11 will maintain its General Commercial (GC) zoning.

Although, location-wise the Pitt & Lippe Tracts may be perceived to be part of the overall existing Eagle Harbor Mixed-Use Community, it will have its own amenities and Homeowners' Association to support its exclusivity as an age-restricted community.

## **LOCATION AND ACCESS**

The Pitt & Lippe Tracts are located to the rear of The Shoppes at Eagle Harbor, which share a property line with Tract 11. Location, along with prior planning efforts of Eagle Harbor LLC, provide access to/from the property via an improved roadway segment between the 7-Eleven/Bojangles' intersection and the existing Smith's Neck Road at Carrollton Boulevard intersection. A second entryway to/from Carrollton Boulevard is located between Carrollton Baptist Church and Tract 11, and will align with the existing Northgate Drive intersection. The remaining commercial acreage of Tract 11 may be divided into at least two (2) commercial parcels, both to be served by the existing entryway so as not to create additional accesses directly off Carrollton Boulevard. These parcels, one of which will be contiguous to the existing Shoppes at Eagle Harbor will also be served by an existing cross connection providing access to both.

Both entryways from Carrollton Boulevard will connect within the proposed community and continue through to Channell Way, connected by a proposed bridge structure. The location of the bridge is shown on the proffered Master Plan, and is contingent upon regulatory approval. If approved, the bridge will serve to provide lot access and connectivity between Carrollton Boulevard and Channell Way for neighborhood residents and is proposed to be classified as a "local" street under the Subdivision Ordinance. Also, the bridge may be either VDOT-approved or private. If the bridge is a private vehicular bridge, its maintenance would be the responsibility of the Homeowners' Association.

However, should the applicant be unable to obtain the permits necessary to build a bridge, the Channell Way entryway will provide separate access to portions of the development proposed on the Lippe Tract while the two (2) entryways from Carrollton Boulevard will provide access to Tract 11 and the portion of development on the Pitt Tract.

## **ADEQUACY OF EXISTING PUBLIC FACILITIES AND SERVICES**

### **A. Water and Sewer Facilities:**

#### **(Off-site)**

Water and sewer force mains were previously extended by Eagle Harbor, LLC, approximately one (1) mile from the intersection of Brewer's Neck and Carrollton Boulevards up Carrollton Boulevard to Smith's Neck Road. Improvements included the construction of a 16" sanitary force main and a 16" water main sized to accommodate the entire Eagle Harbor development and the surrounding area.

To facilitate the water system and provide for adequate pressures, a one million-gallon water storage tank was constructed by the County and is located on Brewer's Neck Boulevard just west of its intersection with Carrollton Boulevard.

#### **(On-site - Sewer)**

The total proposed peak sewage flow of the Lippe Tract is estimated to be 129 gpm. It was initially anticipated that the regional pump station proposed for construction at The Crossings would accommodate the Lippe Tract. However, it

was determined in a subsequent meeting with Public Utilities staff that based upon the location chosen for the station, it will not be constructed at an adequate depth to receive flows via a gravity connection from the Lippe Tract, nor will it accommodate all of the proposed parcels from the Lippe Tract.

As a result, a submersible pump station to accommodate the Lippe Tract is proposed to be constructed and located at or near the Lippe Tract and Channell Way, which will discharge directly into the proposed force main from the regional pump station constructed by The Crossings developer, extending along Channell Way. If The Crossings has not constructed the force main by the time the Lippe Tract is ready for development, the owner will construct the force main along Channell Way and be partially reimbursed via the County's pro-rata share policy as others tie into and use that force main.

The Pitt Tract and Tract 11 are being proposed for connection to the existing Northgate Gate Pump Station (PS #39). The total proposed peak sewage flow of Tract 11 (Eagle Harbor) and the Pitt Tract development are shown in Table 1 of the attached Preliminary Utility Analysis and Layout. Approximately 45 gpm will flow by gravity sewer to a proposed submersible lift station on the Pitt Tract; the remaining flow from Tract 11 will flow by 8" gravity to the existing sewer manhole on the south side of the intersection of Carrollton Blvd. (Rt. 17) and Northgate Drive. The proposed Pitt Tract lift station will discharge via 3" force main to the closest manhole of the aforementioned proposed gravity network. The combined flows from Tract 11 and the Pitt tract ultimately are conveyed by gravity sewer across Rt. 17 along Northgate Drive to PS#39.

Kimley-Horn received and reviewed data provided by Isle of Wight County to assess the adequacy of PS #39 to receive this additional flow. The proposed flow of 404 gpm represents a full build-out scenario of the master-planned Eagle Harbor tracts and proposed Pitt Tract, which are proposed to flow to PS #39. The proposed flow is 45 gpm less than the design capacity of PS #39, indicating that if the pump station is operating at its designed performance, no upgrades to the pump station would be required. However, given the field- observed flow and head conditions, further capacity analysis of the pumps' performance against anticipated head conditions is required during the design phase of Tract 11 and the Pitt Tract.

These sanitary sewer collection systems serving the Pitt & Lippe Tracts and Tract 11 will be constructed in phases as the development is built out.

**(On-site- Water)**

Construction of an on-site water distribution system will also be constructed in phases as buildout occurs.

The water system serving Eagle Harbor Tract 11 and the Pitt Tract will be an 8" looped pipe system. The service main will connect to the existing 10" water main at The Shoppes at Eagle Harbor and the 10" water main on the south side of the Rt. 17/Northgate Drive intersection.

The water system serving the Lippe Tract will connect to the existing 12" diameter water main in Channell Way. The 12" pipe will reduce to 8" at Whippingham Parkway and will be routed through the development as an 8" main.

A Preliminary Utility Analysis and Layout is also provided with this application.

**B. Drainage Facilities and Environmental Considerations:**

The Pitt and Lippe Tracts consist of cultivated fields, woods, RPAs, and tidal and non-tidal wetlands. The wetlands are adjacent to a tributary of the Ragged Island Creek and along the features at the bottom of the ravines that come off the tributary and into the site throughout the proposed development. Based on the topographical information gathered to-date, the elevation of the site varies between 14 ft. (at the top of bank of the ravine) and 22 ft. (along Channell Way) above mean sea level; however, the ravines are deeper than the prevailing ground grades. The site is split north and south by a tributary of the Ragged Island Creek. Both the Pitt and Lippe portions of the site tend to drain towards Ragged Island Creek, which ultimately discharges first into the Batten Bay and then the James River.

RPAs exist along wetlands adjacent to the tributary of Ragged Island Creek and features off of that same tributary. A 100-foot buffer will be provided along the wetlands. RPA lines and wetland areas were delineated and located by Stantec on July 26, 2018 and subsequently field verified by County staff.



Roughly 72 of the 118 acres (including all of Tract 11) are anticipated to be developable area with the exclusion of resource protection areas (RPA) and wetland areas. Eleven (11) proposed stormwater best management practice (BMP) areas have been identified to be included within the development. The BMPs will be used to satisfy the applicable water quantity and water quality requirements and will also provide an aesthetic value to the overall development. Where possible, existing sheetflow drainage patterns and forested open space will be maintained and utilized to benefit the development for aesthetics and water quality treatment.

A 100-ft RPA buffer will be established along the forested buffer to the wetlands along the Ragged Island Creek tributary and features off of the tributary into the site. The RPA buffer will be preserved wherever possible. Encroachments into the 100-ft RPA line will be minimized but will be required to provide an acceptable outfall from the stormwater management facilities, provide recreational path crossings, a vehicular crossing on both the Pitt and Lippe Tracts, and to facilitate vehicular access between the Pitt and Lippe Tracts.

Out of the approximately 72 acres of developable area, roughly 31 acres is dedicated to open space and recreation areas including the proposed BMP areas. The remaining approximately 41 acres will be comprised of residential homes and townhomes, roadway infrastructure, trails, and a clubhouse, which is equivalent to 57% impervious within the approximate developable area.

There are currently five (5) anticipated areas of potential impacts that would require wetland permitting. As shown on the master plan, there are two proposed pedestrian connections: one between the Pitt and Lippe Tracts near the clubhouse across the wetland/waterway and one east to west on the Lippe Tract across the wetland/waterway. The third impact is a vehicular crossing on the Pitt Tract, and the fourth impact is the extension of Channell Way on the Lippe Tract. The fifth and final impact is the proposed bridge crossing between the Pitt and Lippe Tracts. Permitting for the crossings is anticipated to be part of the initial development of these tracts.

With the anticipated development, no impacts are anticipated to shellfish beds, submerged aquatic vegetation, and fish spawning areas.

For the complete analysis, please refer to the accompanying Water Quality Impact Assessment (WQIA).

**C. School Facilities:**

As proposed, this age-restricted development will not impact the Isle of Wight County public school system. If approved, any amendment thereto will require a new public hearing process before the Planning Commission and Board of Supervisors.

**D. Emergency Service Facilities:**

Studies show that service standards for emergency services are more cost effective for land intensive development as more dispersed development

patterns increase local government cost and response times. For this and other cost-effective reasons, growth management strategies were adopted as part of the County's 1991 Comprehensive Plan that created Development Service Districts (DSD's). The proposed development is located within the Newport Development Service District where emergency response stations can provide quick response times due to close proximity.

These include:

- a. Carrollton Volunteer Fire Department 1.8 miles
- b. Smithfield Volunteer Fire Department 6 miles
- c. Isle of Wight Volunteer Rescue Squad 8.5 miles
- d. Isle of Wight Sheriff's Department 15 miles

Other nearby stations include:

- a. Rushmere Volunteer Fire Department 15 miles
- b. Windsor Rescue Squad 20 miles
- c. Windsor Volunteer Fire Department 20 miles

### **Rescue**

Carrollton Emergency Medical Service (EMS) located within the Carrollton Fire Department has the primary responsibility for serving the area and is located within approximately .7 mile from the proposed entrance to the Lippe development.

Eagle Harbor Medical Associates (Bon Secours) is located in The Shoppes at Eagle Harbor, and Eagle Harbor Primary Care (Riverside) is located at the Eagle Harbor Shopping Center, both offering comprehensive care for patients of all ages, from

infants to senior adults. Sentara St. Luke's is also located within 3 miles of the development offering urgent care, doctor offices and other medical services.

### **Fire**

Carrollton Volunteer Fire Department has the primary responsibility for providing fire protection. The Carrollton fire station is located .7 mile from the proposed entrance to the Lippe development.

### **Law Enforcement**

The Isle of Wight Sheriff's Department has the primary responsibility for providing law enforcement within the development. The department is located approximately 15 miles from the development; however, patrol areas are designated to provide strategic response times to the development and throughout the County.

## **E. Transportation Facilities:**

Trip generation potential for development of the Pitt & Lippe Tracts has been evaluated using adjusted trip generation rates agreed to by Isle of Wight County and VDOT for use in the Traffic Impact Analysis (TIA). It is expected that the construction of the proposed development will be completed, operational, and at or near full occupancy/build-out by 2026. The following three (3) access points are proposed to the Pitt & Lippe development:

#### **➤ Access to the Pitt Tract:**

- 1) Westbound approach of Smith's Neck Road at the Carrollton Boulevard/Smith's Neck Road signalized intersection.

2) Westbound approach of Northgate Drive at the Carrollton Boulevard/Northgate Drive unsignalized intersection.

➤ Access to the Lippe Tract:

1) Westbound approach of Channell Way at Whippingham Parkway intersection.

The proposed development will not introduce any new access points to existing roadways. Development of the proposed Pitt Tract will feature two (2) direct access points to/from Carrollton Boulevard. The proposed Lippe Tract will feature one (1) access point along Channell Way which will provide connection to/from Carrollton Boulevard to the west.

The directional distribution and assignment of trips anticipated to be generated by the proposed development were determined by reviewing existing travel patterns, proposed site access, and employment/population densities. From this review, the following global traffic distributions were derived and applied to the analysis of the study area:

- 50% of the trips generated will travel to/from the north on Carrollton Boulevard
- 35% of the trips generated will travel to/from the south on Carrollton Boulevard
- 5% of the trips generated will travel to/from the west on Smith's Neck Road
- 10% of the trips generated will travel to/from the west on Brewer's Neck Boulevard

It is estimated that up to approximately 2,930 daily trips will be generated by the proposed development. Taking into account site access and the distribution of traffic to the roadway network, the additional daily traffic volumes anticipated to be generated by the proposed Pitt & Lippe development will result in an approximate 3% to 5% increase over the traffic volumes experienced along the Carrollton Boulevard corridor today.

In addition to the traffic generation associated with the proposed tracts, an annual 2% growth rate was developed and applied to existing traffic count volumes to account for planned/anticipated background growth in the future traffic volume projections per standard practice and County staff guidance.

To accommodate the existing and future traffic generated from the proposed development the TIA recommends the following improvements be constructed:

**Carrollton Boulevard (U.S. Route 17)**

- VDOT should continue to monitor and periodically optimize traffic signal phasing and timing plans to accommodate peak hour/off-peak traffic volumes along the Carrollton Boulevard corridor
- VDOT should update signal timing optimization following initial occupancy and full build-out of the development to account for the change in traffic volumes/demand
  - Signal coordination improvements/enhancements should continue to facilitate and emphasize the progression of traffic along Carrollton Boulevard

### **Carrollton Boulevard (U.S. Route 17) at Smith's Neck Road**

- The Developer will modify the existing traffic signal (i.e., install a third signal head on the mast arm serving the westbound approach of Smiths Neck Road) to accommodate the proposed exclusive left-turn lane, through lane, and exclusive right-turn lane.
  - Implement right-turn overlap phase as a part of traffic signal operations/phasing.
- The Developer will modify the existing traffic signal (i.e., modify signal heads on the mast arm serving the eastbound approach of Smiths Neck Road) to accommodate the proposed dual exclusive left-turn lanes and a shared through/right-turn lane.
  - Final design and construction of this improvement shall be coordinated directly with VDOT

### **Northbound Carrollton Boulevard**

- The Developer will improve/extend the existing exclusive northbound left-turn lane to consist of 400 feet of storage and a 100-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT

### **Southbound Carrollton Boulevard**

- The Developer will improve/extend the existing exclusive southbound left-turn lane to consist of 400 feet of storage and a 100-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT

### Eastbound Smiths Neck Road

- The Developer will reconfigure the eastbound approach to consist of the following laneage:
  - Two exclusive left-turn lanes
  - One exclusive shared through/right-turn lane
- The Developer will remove/replace the existing lane control signage on the mast arm to reflect the dual left-turn movement
- Eastbound and westbound left-turns will run concurrently

### Westbound Smiths Neck Road

- Approach/Outbound laneage
  - The Developer will construct an exclusive right-turn lane extending from the 7-Eleven entrance driveway to the intersection with Carrollton Boulevard
  - The Developer will restripe the westbound approach to delineate the following laneage:
    - One exclusive left-turn lane
    - One exclusive through lane
    - One exclusive right-turn lane
- Receiving/Inbound Laneage
  - The Developer will construct a 4' raised concrete median between the 7-Eleven/Bojangles' intersection and the Carrollton Boulevard intersection.
  - The Developer will construct/install two inbound lanes to consist of the following:



- Inside travel lane to serve as an exclusive left-turn lane (drop lane)
- Outside travel lane will be designated as a shared through/right-turn lane
- Improve/modify channelized/right-in only driveway (e.g., driveway entrance width and associated driveway radii) serving the Bojangles'/Shoppes at Eagle Harbor

#### **Smiths Neck Road at 7-Eleven/Bojangles'**

- The Developer will construct/configure the intersection as three-way STOP controlled:
  - The Bojangles', 7-Eleven, and the northbound Driveway 1/Connection from the Pitt property being STOP controlled
  - The southbound Driveway 1/Connection to the Pitt property and thus the southbound left-turn movement to the 7-Eleven entrance driveway will be free-flow operations
- The Developer will install supplemental signage and pavement markings to consist of the following:
  - "DO NOT BLOCK INTERSECTION" signage
  - Intersection pavement markings delineating the area not to block (i.e., the box)
  - Supplement with signage reflecting a potential fine for those observed/caught impeding intersection operations

## **Carrollton Boulevard (U.S. Route 17) at Northgate Drive**

### **Northbound Carrollton Boulevard**

- The Developer will improve/extend the existing exclusive northbound right-turn lane to consist of 200 feet of storage and a 200-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT

### **Southbound Carrollton Boulevard**

- The Developer will improve/extend the existing exclusive southbound left-turn lane to consist of 200 feet of storage and a 200-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT

### **Eastbound Northgate Drive**

- No geometric changes

### **Westbound Northgate Drive**

- No geometric changes

## **Channell Way**

- The Developer will improve the existing 2-lane typical section of Channell Way to consist of the following:
  - Pavement striping to reflect/delineate two (2) 11-foot travel lanes
  - 2-foot graded shoulder in each direction
- The Developer will implement the proposed improvements from the agreed upon eastern limits of the Lippe parcel in the east to the Carrollton Boulevard intersection in the west
- The Developer will coordinate with VDOT on implementation of resurfacing/repaving the defined segment of roadway (i.e., identify when/if

VDOT has surfacing activities planned and implement Developer resurfacing improvements prior to/in lieu of those efforts)

- Coordinate with VDOT to identify/confirm documented pavement section deficiencies and address/mitigate as applicable

### **Carrollton Boulevard (U.S. Route 17) at Channell Way/Deep Bottom Drive**

#### **Northbound Carrollton Boulevard**

- No geometric changes

#### **Southbound Carrollton Boulevard**

- The Developer will improve/extend the existing exclusive southbound left-turn lane to consist of 200 feet of storage and a 150-foot taper
  - Final design and construction of this improvement shall be coordinated directly with VDOT to account for the second northbound turn-lane being constructed (i.e., second northbound left-turn lane at Brewers Neck Boulevard) as a part of the VDOT Bartlett Intersection improvement project.

#### **Eastbound Deep Bottom Drive**

- No geometric changes

#### **Westbound Channell Way**

- The Developer will improve the westbound approach to consist of the following laneage:
  - One shared through/left-turn lane
  - One exclusive right-turn lane consisting of 150 feet of storage and a 150-foot taper
    - Final design and construction of these improvement shall be coordinated directly with VDOT

In addition to the aforestated TIA recommended improvements, the Owners will contribute \$150,000.00 to the County to apply for a revenue sharing grant project that would be administered by VDOT. The revenue sharing grant would be used to fund any additional improvements along the already congested corridor between Eagle Harbor Parkway and the new proposed Nike Park Road Extension connection with Carrollton Boulevard.

Furthermore, if the necessary permits to construct the vehicular bridge are not obtained by the developer, the developer shall, at their sole expense, provide an updated TIA for the “No Bridge” condition, for review and approval by the County and VDOT. The County shall withhold any additional plan approvals, zoning permits, Certificates of Occupancy (CO’s), or other approvals, until such time as the updated TIA is approved and an agreement between the County and the Developer for the construction of any new roadway improvements identified in said updated TIA is in place.

For the complete transportation analysis, please refer to the accompanying TIA dated September 2019, . Please note that the Carrollton Boulevard (U.S. Route 17) at Northgate Drive intersection improvements are contingent upon the implementation and construction of the County’s Nike Park Road Extension project. Otherwise, these intersection changes are not considered necessary and the existing Northgate Drive median crossover would remain in its current approved condition.

Please also be advised that the TIA did not consider the altered travel times/pattern characteristics of an age-restricted community (i.e., the adjusted age-restricted trip generation rates calculated per ITE Trip Generation Land Use Codes 251 and 252 in the TIA were assigned to the traditional AM and PM peaks of the surrounding area roadway network).

Research, referenced in the TIA, indicates that age-restricted communities yield much lower trip generation volumes as compared to other housing communities. The reduction is of particular note during the traditional AM and PM peak hours, as residents in these communities often have the choice to avoid peak periods of work-related congestion. This is attributed to age-restricted communities having fewer people, fewer vehicles, more retirees, and no children resulting in less trips generated and roads less frequently traveled compared to traditional residential communities.

## **CONCLUSION**

According to the 2010 Census, Carrollton as a Census Designated Place (CDP) contained a population of 4,574. CDPs are designated by the Census Bureau with delineated boundaries to provide data for settled concentrations of population identifiable by name but not legally incorporated under the laws of the state. As a CDP, Carrollton continues to grow and has experienced measurable growth over the last two (2) decades, including shopping centers, several fast food establishments, a pharmacy, medical and veterinary centers, regional banks, a fitness center, and other office and general retail businesses. Most of the

development is attributed to investment in the area by East West Partners with the development of Eagle Harbor and Founders Pointe.

However, in order to become more than a “Bedroom Community” and to prevent continued leakage of sales tax dollars outside of the County, additional residential development is needed to support the existing businesses invested in the area, as well as attract new commercial and office development within a required radius, diversifying the County’s tax revenue base. Without additional residential development to support commercial development, Isle of Wight County Schools will not realize the benefit of the County’s sales tax dollars on which the State bases its local funding commitment, benefitting other school districts.

This request for land use and zoning amendments incorporates an age-restricted lifestyle choice that will complement the Eagle Harbor community and the Carrollton area as a whole, and increase the residential population to support additional commercial development without generating new students that impact the County’s school system. Other important differences of age-restricted communities include low demand for parking spaces and a low volume of traffic on local streets since age-restricted communities tend to use roads less frequently simply because they contain fewer people and own fewer vehicles. In addition, since many of the residents are likely to be retired, they can time their travel to avoid work-related congestion during AM and PM peak hour traffic.

For all intents and purposes, the existing Eagle Harbor Community is representative of a Mixed Use designation, but does not carry the official designation. The Comprehensive Plan states that areas designated for Mixed Use should apply to

areas that contain a mixture of uses at existing or future major road intersections, where public sewer and water are proposed with a capacity for more intensive development. Mixed Use development should consist of large tracts that allow for extensive planning to accommodate a diversity and integration of uses. Areas already designated for townhouses and apartments along with existing major commercial facilities, such as Eagle Harbor, provide justification for inclusion. In addition to the Eagle Harbor Community being reflective of Mixed Use development, adjacent lands southwest also carry the Mixed Use designation, including The Crossings. It's also very important to re-emphasize that approximately 37 of the +/-77 acres of the Lippe tract is already designated Mixed Use under the current Comprehensive Plan. Therefore, it is appropriate to continue the designation to include the proposed development.

The Comprehensive Plan further states that higher residential densities prescribed within Mixed Use areas such as Eagle Harbor that integrate housing, shopping and work places furthers the County's economic development efforts by expanding its tax base and workforce. Major public utility and transportation investments (such as the extension of water and sewer services to Eagle Harbor, the connectivity of streets between Carrollton Boulevard and Channell Way, and construction of the Nike Park extension to serve as a safe, more efficient collector to Smithfield) that have been expended and/or are planned further the County's economic development efforts. These improvements will adequately accommodate the proposed additional residential units that in turn will support development of a more intensive commercial business market in the Carrollton area, stabilizing the current market and attracting new business to the area.

Furthermore, the change in zoning to accommodate this development is also supported by the County's Comprehensive Plan "contained growth" strategy. This strategy provides for the majority of expected development to be contained within Development Service Districts (DSDs) to permit more efficient future targeting of investments in transportation improvements as well as in improvements to, or expansion of, sewer and water facilities. Containment of the majority of County growth in DSDs requires less land to be consumed County-wide by future land uses permitting retention of rural character in other areas of the County, and maximizes public and capital investment and capital improvements in areas where the greatest concentration of users or beneficiaries exist to use them.

Appropriate land uses for Planned Development - Mixed Use (PD-MX) include a wide range of residential types, including single family detached on smaller lots, single family attached and townhouses, to apartments and multi-family residential, with varying densities, existing or proposed Commercial Shopping Centers and related retail sales establishment, existing or proposed cultural, religious, educational and public administrative and services facilities, representing the essence of the Eagle Harbor Community.

Finally, increasing the density within the existing Newport DSD will create an additional customer base for the County's growing utility (enterprise) system in which significant County investment has recently been made. Moreover, per the Fiscal Impact Study, this development is projected to have a highly positive fiscal impact on the general fund and the enterprise funds of Isle of Wight County over



its initial ten-year analysis period and in the stabilization year. In the stabilization year, net new revenues for the County (revenues minus costs) are projected to be more than \$1.4 million annually with a benefit-to-cost ratio of 19.32 to 1. Over the ten-year analysis period, cumulative net new revenue is projected to be more than \$13.5 million.