

Re: Teresa Morgan

Richard Rudnicki

Thu 3/7/2019 10:05 AM

To: Aaron Millikin <aaronm@eastwestr.com>;

Aaron, please see Jamie's comments below.

Richard:

Please see my comments below...

- Needs to specify if the sidewalks in the R/W are VDOT maintained.
 - Needs to specify that walking paths outside of the r/w are HOA maintained.
 - Due to the "age-restricted" nature of the community, we highly recommend sidewalks greater than 5 ft. for comfortable 2-way traffic with wheelchairs, walkers, canes, and other assistance devices. We recommend at least 72".
 - What are "raised timber pedestrian crossings" and where will these be located? Who will maintain them? What standard will they be designed by?
 - Needs to note that landscaped medians and entrances will be maintained by the HOA even though they are in the R/W.
 - Needs to note that the pedestrian connections/trails/etc. will meet the County's bike ped construction standards.
 - The Carrollton Blvd parcels do not show the required pedestrian path and connectivity on Route 17.
-
- Based on the Illustrative Master Plan, I do not see enough connectivity to the frontage commercial sections to provide for a 5% internal capture rate. Perhaps it needs to be illustrated more clearly.
 - The County concurs with the VDOT requirement of a bridge and no-bridge modeling scenario, as long as the bridge construction is not included in the proffer statement and a final construction date is not provided.
 - Regarding VDOT's Transportation Planning Comment #12, the County believes it is in the project's best interest to include these improvements in their modeling, but agrees that a build and no-build scenario might be warranted.
 - IOW concurs with the rest of VDOT's comments.

Jamie Oliver, Transportation Manager

Isle of Wight County

(757) 846-8600

joliver@isleofwightus.net

www.iwus.net/transportation

Richard Rudnicki, AICP

Assistant Director of Planning & Zoning - Isle of Wight County

757-365-6276

rrudnicki@iwus.net



Please consider the environment before printing this e-mail.

From: Aaron Millikin <aaronm@eastwestr.com>

Sent: Tuesday, March 5, 2019 12:50 PM



Permits and Inspections

Plan Review Comments

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Application reference	20059SW
Status	ACTIVE / NEW
Project/Activity	SW-REZONING APPLICATION
Location	EH TRACT 11 NEWPORT DISTRICT
Owner	EAGLE HARBOR LLC
Parcel ID	34-01-003A1

Plan Review Comments

Department	Completed	Comment
PU ADMINISTRATION	3/4/2019	1. General – The proffered service area limits for the Crossings regional PS are depicted in the attachment labeled "Proffer-Service Area Exhibit". The white dashed line represents the proffered service area limits for The Crossings regional station. Please note pump station capacity is provided for the entire development. Coordination between the developers for The Crossings and EH II is encouraged to ensure a true regional pump station is constructed in the area to serve both developments. A single regional station meets the intent of the proffer and creates efficiencies on cost for operations and minimized future tax-funded asset replacement.
		2. General - Gravity sewer wetland crossing. Ensure wetland crossing is permitted as a permanent impact.
		3. General - Gravity sewer wetland crossing. Vehicular access by a vector truck shall be provided to manholes within the wetland crossing.
		4. Financial Analysis Methodology. The flows of 200 gpd were provided previously and reflect usage in the Gatling Point subdivision. That estimated actual usage is about 100 gallons per day lower than the required estimated demand per dwelling (properly) used throughout the engineering calculations. Assuming usage significantly less than the average consumption noted above is not consistent with the calculations and creates divergence from with the State mandated consumption of 310 gallons per day.
		5. Financial Analysis Methodology. Utility Services would find it highly unlikely that consumption would drop over time, as noted on page A22 of the Methodology. We are anticipating a growth in our customer base over time and we have recently replaced all residential meters (which were likely under-reporting consumption prior to replacement).



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
23116 Meherin Road
COURTLAND, VIRGINIA 23837

March 4, 2019

Richard Rudnicki
Isle of Wight County Planning and Zoning
P. O. Box 80
Isle of Wight, VA 23397

**RE: ZA-02-19 East West Partners, Pitt & Lippe Tract Conditional Rezoning
Carrollton Boulevard (Rte. 17)
Isle of Wight County**

The Residency has completed its review of the submitted Conditional Rezoning application dated January 28, 2019 and received by the VDOT Land Development Office on January 28, 2019 for Pitt & Lippe Tracts off of Route 17. We have the following comments:

Residency

- 1) Verify that the ITE Use codes as proposed are appropriate for the proposed development. We recommend further consultation with the locality and VDOT concerning an acceptable mix of usage types that accurately reflects the proposed development.
- 2) Provide a proposed master plan that shows all proposed transportation improvements.
- 3) The study indicates significant degradation of the transportation network along the Route 17 corridor, with minimal recommendations of upgrades to mitigate impacts. Improvement recommendations should be consistent with the Brewer's Neck Corridor Study and should mitigate blockage and queuing as shown in the submitted Synchro analysis.
- 4) The submitted traffic analysis is based on the interconnectivity of the parcels. A no bridge traffic analysis should be included if that is an option for the development.
- 5) Based on the submitted documents, it is noted that an SS-8 or similarly feasible structure must be approved by VDOT or the applicant reserves the right to build a private vehicular bridge. Private vehicular bridges cannot be accepted into the state system for maintenance. The structure should be deemed to be a locally controlled structure within the right of way, at which time the street can be accepted for maintenance by the department after the local governing body and the

department have executed an agreement acceptable to the department that (i) acknowledges the department has no responsibility or liability due to the presence of the structure and (ii) assures the burden and costs of inspection, maintenance, and future improvements to the structure are provided from sources other than those administered by the department.

- 6) Clarify how Driveway 1 and the shopping center/7-11 intersection is to function.
- 7) Channel Way extended and relocated Whippingham Parkway will need to meet VDOT Road Design standards and should be aligned with future development to the east in mind.
- 8) Recommend that the signal warrant analysis have a timetable of development milestones at which the developer will re-analyze the warrants.

Traffic Engineering

- 9) Submit VJUST Analysis at the following intersections:
 - a. Smiths Neck Road/Driveway 1
 - b. Northgate Drive/Driveway 2
 - c. Channel Way
- 10) Northgate Drive calls for a stop controlled intersection in the TIA, however, the Brewers Neck Study completed in February 2014 calls for this intersection to be signal controlled. Provide details of the traffic analysis for the signal justification at Northgate Driver per the Brewers Neck Study.

Transportation Planning

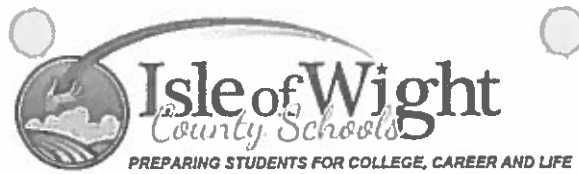
- 11) Adjustments should be made to the site distribution. 35% is currently shown exiting at the second entrance while only 15% is exiting at the main driveway.
- 12) The study states in Section 7 that Nike Park Extended and the Route 17/258 Intersection Improvement projects are included in the analysis. These projects should not be included until such time as they are advertised.
- 13) If development has been approved it should be included in the outcome as it can be constructed at any time.
- 14) While the majority of traffic may be "background", a roadway that has a level of service "E" should not have additional development traffic added without some type of mitigation. We recommend meeting with the County, developer, and other interested parties to discuss the next steps along this corridor.

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

Sincerely,



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



February 5, 2019

Randy Keaton, County Administrator
Amy Ring, Director of Planning and Zoning
Richard Rudnicki, Assistant Director of Planning and Zoning

Isle of Wight County
P.O. Box 80
17140 Monument Cir.
Isle of Wight, Virginia 23397

RE: Fiscal Impact of Proposed Pitt and Lippe Property Project on Isle of Wight County Schools

Dear Mr. Rudnicki:

I reviewed the application and agree that age restricted community would have little to no impact as our capacity stands currently. I am concerned that all of the projects combined will have an effect on our capacity soon.

Please don't hesitate to contact me if you have any further questions.

Sincerely,

Jim Thornton, Ed.D.
Superintendent
Isle of Wight County Schools
820 W. Main St.
Smithfield, VA 23430

Office of the Superintendent – Dr. James Thornton

820 W. Main Street | Smithfield, VA 23430 | www.iwcs.k12.va.us

ZA-02-19 East West Partners, Pitt and Lippe Tract

Kristi Sutphin

Thu 2/28/2019 2:27 PM

To: Richard Rudnicki <rrudnicki@isleofwightus.net>;

Cc: Christopher A. Morello <cmorello@isleofwightus.net>;

Richard,

Economic Development has no comments or concerns regarding this conditional rezoning application.

Thank you,

**Kristi R. Sutphin**

Economic Development Coordinator

Isle of Wight County | www.insidetheisle.com

P: 757.365.6249 C: 757.274.7245



RE: Pitt-Lippe Rezoning

Teresa Morgan

Thu 2/28/2019 3:50 PM

To: Richard Rudnicki <rrudnicki@isleofwightus.net>;

Cc: Stephanie M. Humphries <shumphries@isleofwightus.net>;

Hi Richard,

I cannot validate the actual projections given but I did find an error in total revenues. On p. 8, under the column 'Annual Revenues, Stabilization Year (FY 2026)', the subtotal adds correctly at \$1,556,875 but the total revenues at the bottom says \$1,557,075. Therefore the General Fund Revenues and Enterprise Fund Revenues will need to be changed. Also, on p. 10 on the Projected Cash Flow chart, once again the total revenues do not total to the correct amount.

I have no other comments. Let me know if you have questions.

Thanks.

Teresa

From: Richard Rudnicki

Sent: Thursday, February 28, 2019 10:56 AM

To: Donald N. Jennings <djennings@isleofwightus.net>; Melissa A. Lindgren <mlindgren@isleofwightus.net>; Michael Lombardo <mlombardo@iwcs.k12.va.us>; Jeffrey T. Terwilliger <jterwilliger@isleofwightus.net>; Christopher A. Morello <cmorello@isleofwightus.net>; Jamie Oliver <joliver@isleofwightus.net>; Teresa Morgan <tmorgan@isleofwightus.net>

Subject: Re: Pitt-Lippe Rezoning

Reminder that comments for the Pitt-Lippe (Eagle Harbor 2) Rezoning are due today.

Thanks,

Richard Rudnicki, AICP

Assistant Director of Planning & Zoning - Isle of Wight County

757-365-6276

rrudnicki@iwus.net



Please consider the environment before printing this e-mail.

From: Richard Rudnicki

Sent: Monday, February 25, 2019 12:13:30 PM

To: Donald N. Jennings; Melissa A. Lindgren; Bobby Jones; Michael Lombardo; Jeffrey T. Terwilliger; Christopher A. Morello; Kim Hummel; Jamie Oliver

Subject: Pitt-Lippe Rezoning

All,

Just a reminder that comments for the rezoning are due on Thursday.



Permits and Inspections

Plan Review Comments

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Application reference	20059ZP
Status	ACTIVE / NEW
Project/Activity	REZONE ALL OTHERS
Location	EH TRACT 11 NEWPORT DISTRICT
Owner	EAGLE HARBOR LLC
Parcel ID	34-01-003A1

Plan Review Comments

Department	Completed	Comment
PLANNING & ZONING		<p>Richard Rudnicki, AICP - Assistant Director of Planning and Zoning</p> <ol style="list-style-type: none"> 1. The state code section noted in the application is referenced as being age restrictive in a manner that would prevent any children from living in the development, but does not in and of itself do so. The code sections requires only that 80% of homes have 1 individual older than 55. If there is further language which creates a more restrictive condition please provide a copy. If not than by this standard, 20% of units should be considered to produce standard rates of student generation. Additionally, with increasing numbers of mixed generation households and the increasing age of individuals having children, some level of student generation should be applied to the 80% of households. Design and marketing as noted in the FIA are not an acceptable reason to say no children will be generated by the development. The restriction on age is only enforceable through a legally binding instrument, such as in the property's declaration of covenants and restrictions, which shall be enforced by the HOA. A copy of this document should be provided to demonstrate it restricts the property as noted. An annual report should be submitted by the HOA to the Planning and Zoning Office demonstrating compliance with this condition. 2. The nearest station providing fire and rescue response is nearing functional capacity as noted in the comments from Emergency Services. Additionally this development, which caters to an aging population, is likely to require higher than average service demand. Please provide calculations to demonstrate that this development does not trigger an emergency response capacity issue. 3. The Community Impact Statement lists "Other nearby stations include:..." None of these facilities are actually near the proposed development or within their designated service area, please remove their reference. 4. The application notes in several places (TIA, CIS) that monitoring and updating of traffic signal timing should occur at various stages of the project including construction, operation, and buildout; however, the application and proffers appear to do nothing to address this impact, please explain how the application addresses the impact? 5. In the Proffer Statement, section 1, item 4, the mix of unit types is noted but referenced as potentially changing. A cleaner version of this item would say "...shall not exceed 340, in a mix of single family detached and townhouse units." The elaboration on potentially changing the number of each unit type is unnecessary

6. The U... Analysis notes that sewer on the Lippe tract to be provided by gravity sewer to the regional pump station proffered by "The Crossings"; however, the northern portion of the Lippe tract is not within that regional pump station service area and does not appear to be accessible by gravity sewer. How do you intend to provide sewer service to the northern portion of the Lippe tract?
7. In the WQIA Appendix E the map provided does not contain all of the property subject to the application. Please revise accordingly.
8. In regards to the TIA, in staff correspondence with Carroll Collins of KHA dated 7-2-18, Staff specifically noted that the use of ITE codes 251 and 252 was not acceptable to the County for the TIA. The TIA utilized these codes regardless of this and is therefore unacceptable to the County. Please revise accordingly.
9. In the TIA, Figure ES-1, page 17, and other locations, staff disagrees with the trip distributions used for the analysis. These distributions were not approved by staff and are not consistent with trip distributions staff has requested of other developments in the vicinity. A distribution of 5% to Smith's Neck Road, 10% to Brewer's Neck Boulevard, and 35% to Suffolk would be consistent with other approved studies.
10. In the TIA, the signal warrant analysis adjusts traffic distribution based on the senior housing ITE use identified, as noted in comment 8 Staff does not agree with the use of this ITE code or any associated changes to traffic generation or distribution, please revise accordingly.
11. In the TIA, the queue analysis identifies significant backups at every intersection, including those which impact through traffic at several intersections, but does not identify any measures to address the issue. Please identify how the application addresses these impacts?
12. In the TIA, the queue's at Northgate and Channel Way exceed 5 minutes at times, please identify how this will be improved or why the applicant believe this LOS and considerable delay is acceptable?
13. In the TIA, there does not appear to be anything addressing the proximity of the commercial entrances (7-11, Eagle Harbor Shoppes) to the intersection of Rt. 17 and the new eastern road extension, or the impacts of vehicles entering/exiting the commercial entrances and the impact on the proposed new through traffic. This area is already know for considerable conflict which will only be increased by the road extension and additional traffic. Please explain how the application addresses these impacts? Was a roundabout considered at this location?
14. In the TIA on page 16 it states that no internal capture was used for the study, however, on page 13 of the CIS it states that 5% of trips would be internal to the site. Please verify which statement is correct and revise accordingly.
15. In the neighborhood plan book on page 3 the number of units noted does not match other references within the application or equal 340, please revise accordingly.
16. In the neighborhood plan book on page 3 please remove sidewalk width specification, all sidewalks should be built to VDOT standards if constructed within the right of way as noted.
17. In the neighborhood plan book, it notes that lot lines and fences may be located within the RPA, this is permitted in County Ordinances and doesn't need to be noted in the plan book. However, staff would like to strongly recommend that no lots include RPA, and all RPA be located within open space, in order to prevent the increased likelihood that homeowners will impact the RPA resulting in code violations as has occurred in several other East West projects.
18. In the neighborhood plan book, please remove the references to maximum lot coverage which cannot exceed 60% per the County's CBPA ordinance without an exception.
19. In the neighborhood plan book, staggered front building setbacks and broken roof lines should be required rather than suggest as required by the County Zoning Ordinance. The enhanced landscape buffers noted should be clearly defined.
20. In the neighborhood plan, on page 9, the architectural guidelines are undefined and unenforceable as written. The first sentence should include the word "shall" rather than "may." Please note that street trees mentioned in bullet #6 will have to conform to VDOT requirements. Please note all residential landscaping requirements will need to meet the requirements of Article VIII of the County Zoning Ordinance.

21. In the neighborhood plan book, on page 10, please change the word "may" to "shall" in the first sentence. Additionally, in bullet #4, please ensure that all residential elevations fronting on a public street include a mix of siding types to ensure visual quality.
22. In the neighborhood plan book, on page 12, include a description of the minimum amenities that will be included in the recreational area (see Section 4-18012 of the Zoning Ordinance).
23. The applicant's request that Staff advise of additional waivers which may be required is noted. However, without an engineered plan staff cannot provide that information. A complete review will be completed during the construction plan process at which time the applicant can request any additional waivers which may be identified during the review process.
24. In the Fiscal Impact Analysis Appendix, on page A-24, in regards to the EMS call generation of households, it is completely unclear how much additional generation is expected. Please provide a clear statement explaining the increased calls expected, eg. A normal household generates X calls per year, an "age restricted" household is expected to generate Y calls per year.
25. Use of cul-de-sacs should be eliminated in the townhome/flex areas. Traditional townhome street patterns consist of grid patterns rather than cul de sacs. Grid networks allow for greater connectivity to adjacent commercial and recreational areas. Comprehensive Plan principals and the Route 17 Plan include connective street systems.
26. The Route 17 Corridor Master Plan recommends a neighborhood park with a maximum size of 3 acres be located in the mixed use areas adjacent to the corridor. How big is the neighborhood recreational area proposed?
27. The applicant's request that Staff advise of additional waivers which may be required is noted. However, without an engineered plan staff cannot provide that information. A complete review will be completed during the construction plan process at which time the applicant can request any additional waivers which may be identified during the review process.
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Permits and Inspections

Plan Review Comments

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Application reference	20059SW
Status	ACTIVE / NEW
Project/Activity	SW-REZONING APPLICATION
Location	EH TRACT 11 NEWPORT DISTRICT
Owner	EAGLE HARBOR LLC
Parcel ID	34-01-003A1

Plan Review Comments

Department	Completed	Comment
STORMWATER MANAGEMENT	2/28/2019	<p>Be advised, this development will need to show compliance with the new technical stormwater design criteria.</p> <p>BMP data sheets will need to be submitted with the development plans. Vehicular access for inspection and maintenance will need to be provide and accounted for in the development plans. Maintenance documents and maintenance declaration of covenants will need to be executed prior to permit issuance. Asbuilts and construction certification will be required prior to bond and permit releases.</p> <p>A complete review of the design will be conducted in the plan review stage of this project.</p>

Fw: Pitt and Lippe Tract, Conditional Rezoning to Planned dev.

Kim Hummel

Wed 2/27/2019 3:28 PM

To: Richard Rudnicki <rrudnicki@isleofwightus.net>;

FYI.

Kim E. Hummel
IOW Environmental Planner
757-357-9114 direct line
757-365-6207 fax

From: Hamm, Rachel <rachel.hamm@deq.virginia.gov>
Sent: Monday, February 25, 2019 1:29 PM
To: Kim Hummel
Subject: Re: Pitt and Lippe Tract, Conditional Rezoning to Planned dev.

Ok, great. Thanks Kim.

On Monday, February 25, 2019, Kim Hummel <khummel@isleofwightus.net> wrote:

Thank you for your comments. I only looked at the package on Friday, and your points are duly noted. The RPA delineation has not yet been verified on the ground. Conditions right now are way too wet, with fields and ditches flooded and streams handling increased flow due to all of the rain we have had. It is not possible right now to make a fair assessment where the RPA is concerned; when conditions improve, I will be in touch with the delineators so we can make that verification.

Kim E. Hummel
IOW Environmental Planner
757-357-9114 direct line
757-365-6207 fax

From: Hamm, Rachel <rachel.hamm@deq.virginia.gov>
Sent: Wednesday, February 20, 2019 2:18 PM
To: Kim Hummel
Subject: Pitt and Lippe Tract, Conditional Rezoning to Planned dev.

Hi Kim,

I have reviewed the packet for the East West Partners, Pitt and Lippe Tract, Conditional Rezoning to Planned Development Mixed Use and offer the following comments.

1. The application packet states that one of the parcels is currently zoned rural agricultural conservation. Please ensure the applicant is aware of the provisions of 9VAC25-830-140 3.B : *Where land uses such as agriculture or silviculture within the area of the buffer cease and the lands are proposed to be converted to other uses, the full 100foot wide buffer shall be reestablished. In reestablishing the buffer, management measures shall be undertaken to provide woody vegetation that assures the buffer functions set forth in this chapter.*
2. The application packet indicates that a wetlands delineation was conducted however I did not see if the RPA was delineated on the ground. I see that there is a map provided that shows an RPA line, was this delineation confirmed at the actual site?

Many thanks,

Rachel C. Hamm

Principal Environmental Planner

Local Government Assistance Programs

Virginia Department of Environmental Quality

1111 East Main Street, 17th Floor

Richmond, Virginia 23219

Phone: 804-698-4128

Email: Rachel.hamm@deq.virginia.gov

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Rachel C. Hamm

Principal Environmental Planner

Local Government Assistance Programs

Virginia Department of Environmental Quality

1111 East Main Street, 17th Floor

Richmond, Virginia 23219

Phone: 804-698-4128

Email: Rachel.hamm@deq.virginia.gov

Pitt & Lippe Comments

Jeffrey T. Terwilliger

Thu 2/28/2019 11:54 AM

To: Richard Rudnicki <rrudnicki@isleofwightus.net>;

Richard,

Emergency Services would like to provide following comments:

- We are interested in ensuring proper/appropriate hydrant placement within proposed project
- We have some concern with on street parking specifically in areas that dead end into a cul-de sac. We need to ensure we can get emergency services vehicles in and out.
- The below statement is general in nature and will pertain to the proposed project. Demand for ems services are typically higher for age restricted uses. We anticipate this project would generate somewhere between 90-100 incidents annually.

Currently we average approximately .15 calls for service per County resident or 15 calls per 100 persons annually. Over the past 3 years, Carrollton's District has been experiencing the greatest change with an increase of 27 fire incidents and 195 ems incidents over this period. While no one specific development will likely trigger the need for additional ems resources, a compilation of developments will. I anticipate our current ems resources can handle approximately 225-275 additional calls within this district before experiencing impacts on service reliability. At that time, additional resources will be needed to maintain current service levels. We will need to remain cognizant of this.

Jeff Terwilliger, Chief
Department of Emergency Services
17130 Monument Circle
Isle of Wight County, VA 23397
757-365-6308

Re: Pitt-Lippe Rezoning

Kim Hummel

Wed 2/27/2019 3:52 PM

To: Richard Rudnicki <rrudnicki@isleofwightus.net>;

Thank you for the reminder.

1. When land use undergoes change from farm and forestry uses, the Chesapeake Bay Preservation Area Ordinance requires full restoration of the 100-foot-wide Resource Protection Area (RPA) buffer. The language appears under CBPAO Article 4, Section 4002 (b)(5): "When agricultural or silvicultural uses within the buffer cease, and the lands are proposed to be converted to other uses, the full 100-foot-wide buffer area shall be re-established. In re-establishing the buffer, management measures shall be undertaken to provide woody vegetation that assures the buffer functions are maintained or established." While for the most part the RPA buffer appears heavily wooded, based on aerial photos of the development site, there may be areas that need RPA buffer plantings to fully restore the buffer.
2. Be advised, the County relies on the *Riparian Buffers Modification and Mitigation Guidance Manual* for issues regarding the RPA buffer. The *Guidance Manual* can be found by searching from the main web page of the Virginia Department of Environmental Quality.
3. The Neighborhood Plan Book for this proposed rezoning states that lot boundaries may encroach into the RPA buffer. There is a great deal of RPA buffer in this development. To minimize conflict regarding the RPA buffer, lot lines should be drawn at the buffer boundary rather than be allowed to encroach into the buffer.
4. Due to unfavorable weather conditions (excessive rain) I have not yet confirmed the RPA delineation for this proposed development. When conditions improve I will be in touch with the appropriate delineators to make a site visit as required by the CBPAO.

Kim E. Hummel
IOW Environmental Planner
757-357-9114 direct line
757-365-6207 fax

From: Richard Rudnicki
Sent: Monday, February 25, 2019 12:13 PM
To: Donald N. Jennings; Melissa A. Lindgren; Bobby Jones; Michael Lombardo; Jeffrey T. Terwilliger; Christopher A. Morello; Kim Hummel; Jamie Oliver
Subject: Pitt-Lippe Rezoning

All,

Just a reminder that comments for the rezoning are due on Thursday.

Thanks!

Richard Rudnicki, AICP
Assistant Director of Planning & Zoning - Isle of Wight County

COUNTY OF ISLE OF WIGHT



OFFICE OF THE COMMISSIONER OF THE REVENUE

Post Office Box 107
Isle of Wight, Virginia 23397
(757) 365-6222

Gerald H. Gwaltney
Commissioner of the Revenue

MEMORANDUM

TO: Richard Rudnicki,
Assistant Director of Planning & Zoning

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

DATE: February 22, 2019

RE: ZA-02-19: East West Partners, Pitt and Lippe Tract, Conditional Rezoning to rezone 114.59 acres to Planned Development Mixed Use on the property with Tax Map Numbers 34-01-077, 34-01-077D, and 34-01-003A1.

I have reviewed the conditional zoning application documents for the above referenced project and offer the following correction in the Residential Development on Pitt and Lippe Parcels Fiscal Impact Study document:

- Real Estate Tax Revenues – The *Appendix Methodology* report should be updated on page A-16 regarding the cost of assessing new construction. Since the draft of the document was written, the new contract with Wampler Eanes Appraisal Group established the cost of assessing new construction at \$30 per parcel. The item is found in the last sentence in the next to the last paragraph. On page A-28, Table A-3 should also be updated and the \$15 cost per Unit should be replaced with \$30.

I have no additional edits to the documents. Please let me know if you have any questions.



James R. Clarke Jr.
Sheriff

ISLE OF WIGHT COUNTY SHERIFF'S OFFICE

P.O. Box 75 · 17110 Monument Circle · Isle of Wight, VA 23397
Phone (757) 357-2151 · Fax (757) 357-0706



Date: 21 February 2019

Mr. Rudnicki:

The Sheriffs Office has no specific objection to the approval of the application as submitted in Re:ZA-02-19- East West Partners, Pitt and Lippe Track, Conditional Rezoning to rezone 114.59 acres to Planned Development Mixed Use on the property with Tax Map Numbers 34-01-077, 34-01-077D, 34-01-003A1. This along with the other growth being approved in the Carrollton area will have a high potential to require additional resources from this office due to the increase of people and the calls for service.

Respectfully

Major Joseph Willard