



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
23116 Meherrin Road
COURTLAND, VIRGINIA 23837

July 26, 2019

Richard Rudnicki
Assistant Director
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 June 14, 2019 and received by the VDOT Land Development Office on June 20, 2019 for the Pitt & Lippe Tracts off of Route 17. We have the following comments:

Residency

- 1) 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.
- 2) Clarify how Driveway 1 and the shopping center/7-11 intersection is to function. There are concerns over adequate sight distance at this intersection. There is also a significant queue (> 300 ft.) which can potentially block left turns into 7-11 and result in queuing into Route 17. Excessive queues will also make it difficult to exit Bojangles during that time.
- 3) Clarify how westbound queues can approach 1,000 ft. at the Smith's Neck/Carrollton Blvd intersection in the no-build scenarios.
- 4) Channel Way realignment and Whippingham Parkway realignment will need to meet VDOT Road Design standards during the design phase.
- 5) Internal roads intended for VDOT acceptance into the Secondary System must meet SSAR design guidelines. The minimum centerline radius is 200'.

- 6) The developer maintains that building a private bridge that is not to be accepted by VDOT for maintenance remains an option. Any state maintained roads that cross a private bridge must have adequate turnarounds at their termination prior to the bridge, and state maintenance funds cannot be used for maintenance and repair of the private bridge.
- 7) The study is based upon the assumption that the Nike Park extension is completed. Since this project is currently in the design phase, significant variations from the study can be expected should the Nike Park extension not be constructed.
- 8) According to the Open Space and Pedestrian Plan, it appears sidewalks are tying into the multi-use trail along Route 17. Clarify if pedestrian facilities (ramps, pedestrian signals, crosswalks, refuge areas, etc.) need to be provided at the intersection of Carrollton Blvd. and Smith's Neck Road. If so, these improvements should be included in the proffers and traffic study.
- 9) The traffic study states that the signals along Route 17 are not a coordinated system and require optimization. Signal operations confirms that the Route 17 corridor is a coordinated system that has been optimized. Operations is willing to schedule a field visit with Kimley-Horn representatives to discuss their recommendations on better optimization. Based on the optimization discussed in the study, Smith's Neck and Carrollton Blvd. currently has a 200 second cycle length. Increasing this cycle time further as proposed in the study will increase blockages, spillback into the through lanes, and add significant delays to all side streets.
- 10) The study projects significant queues on Northbound 17 in the PM peak, projecting queues to extend from the 17/258 intersection through the Channell Way/Deep Bottom Drive intersection.
- 11) Channell Way is projected to have delays approaching 5 minutes during the PM peak. This would seem to be an excessive delay.
- 12) An Arterial Management Plan is under development for this arterial highway. Recommend that improvements align with Plan recommendations.
- 13) The proffered right turn lane on Northbound Carrollton Blvd. at Northgate is already approximately 280' (140' storage, 140' taper) in total length, proffered to be extended to 350' (250' storage, 150' taper) in total length. Recommend that storage and taper lengths be determined by turn lane warrants, with a minimum of 200' of storage and 200' taper.
- 14) The proffered conditions necessary to warrant modifying the Northgate drive intersection to restricted lefts off of Route 17 and right turns only onto Route 17 are cumbersome and tie needed improvements unnecessarily to other County projects. Recommend that the improvements be installed with no restriction based on other projects as part of the proposed development.
- 15) The proffered left turn lane extension at Channell Way is within the construction limits of the VDOT 17/258 intersection project, UPC 109481. Care should be taken to ensure that the design and installation of the proffered improvements do not impact the budget or schedule of the

project. Recommend modifying proffer language to indicate that the proffered improvements are to be installed after VDOT project completion.

- 16) The proffered Westbound Channell Way improvements appear to impact the Crossings development Channell Way entrance, as shown in their Backbone Infrastructure Plan. The Crossings development is also installing utilities within this vicinity that may be impacted. Additionally it is unclear that sufficient right of way exists for the improvements without needing additional right of way dedication from land that is not currently under this developer's control.
- 17) While it is understood that the conceptual plans submitted are not for construction, the following comments have been provided as a result of preliminary review of the conceptual plans:
 - Construction site plans need to be submitted and should include, along with any other necessary information, the following; intersection geometrics, lane configurations, corner radii, intersection site distances, right of way, etc.
 - AutoTurn analyses of study intersections need to be submitted to this office for review. The AutoTurn analysis will need to include a design vehicle of the largest type to be utilized for this site. This will ensure vehicle clearance as well as curb/median clearances are met. This can be included in the roadway design plans. Please ensure they are on a separate sheet for review so that any vehicle lines and wheel paths are clearly shown.
 - Design standards for entrances, sight distances, and intersections must be evaluated for compliance in accordance with Appendix F of the VDOT Road Design Manual.
 - VDOT will have final approval of all signal timings, signal design and construction, and all equipment used for signal modifications. Intersection modifications and traffic signal design and phasing plans will need to be submitted for review and meet or exceed Eastern Region Operations standards and specifications. All design and construction costs will be the sole responsibility of the developer. A final traffic signal inspection will be completed by Department personnel. All punch list items resulting from this inspection will need to be corrected and re-inspected before the Department will assume responsibility of the traffic signal.

Traffic Engineering

- 18) The traffic analysis and field observations continue to indicate significant queueing during AM and PM peak periods on Carrollton Blvd. at Smiths Neck Rd. with no mitigating improvements being offered. Recommend 300' of storage length with a 200' taper northbound on Carrollton Blvd. for northbound turn lanes, and 400' of storage length with 100' of taper southbound on Carrollton Blvd. for southbound left turns.
- 19) The traffic analysis continues to indicate LOS F for the intersection of Carrollton Blvd. and Northgate Ln. The analysis proposes an "R-Cut" design for this intersection, to improve the LOS under future conditions. Traffic Engineering agrees with the proposed "R-Cut" design; however,

in order to accommodate the west to north movement from Northgate Lane, improvements will be required to the taper and storage lengths of the left turn lanes at the median break where Nike Park Rd. extended is expected to connect. Provide a minimum 200' taper and 200' storage length to the northbound and southbound left turn lanes at this median break.

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

Pitt Lipp Package Review

Jamie Oliver

Wed 7/17/2019 12:06 PM

To Richard Rudnicki <rrudnicki@isleofwightus.net>;

Cc: Joshua Norris <Joshua.Norris@vdot.virginia.gov>; Catlett, Tommy (VDOT) <Tommy.Catlett@vdot.virginia.gov>;

Richard:

After review of the package dated June 14, 2019, including the updated TIA (dated May 2019), the Response to Comments (dated June 13, 2019) and the revised Proffer Statement (dated June 11, 2019), as well as notes from our meeting with the project team on April 5, 2019, below please find my comments:

From Response to Comments

- Pg 2 #4, bullet 3, I do not see where this has been incorporated into the proffers as noted.
 - This also relates to Pg 12 #8 regarding updates of the signal warrant analysis. I would suggest that the proffers could include language that a TIA technical update be required at Build Out and Build Out +3. The TIA update would include the Northgate signal warrant analysis and a corridor signal timing optimization analysis.
 - I also don't see anything in the Proffer statement which would related to the signal at Northgate being void after 3 years, as mentioned on Pg 12 #8.
- Pg 11, #4, I share the concern regarding the bridge. The concern is 2-fold. 1st—whether it will be built, and whether it will be built to public standards.
 - The bridge needs to be included in the proffers specifically, one way or another. It's too large of a portion of transportation infrastructure to be left without direct consideration.
 - If the developer does not want to commit to the bridge construction in the proffer statement, then the NO BUILD scenario should be submitted for review before approval of the rezoning.
 - If the bridge is included in the TIA as a definitive part of the transportation network, there should be a timeline in the proffers when the construction permits will be filed and if they are not approved, then a timeframe that the NO BUILD scenario has to be submitted. I would suggest that the timeline should be connected to building permits. IE: Bridge permits are obtained by 50% build out, or construction stops until the NO BUILD scenarios are reviewed and approved.
 - I don't believe the idea of "private vehicular bridge" maintained by the HOA should be considered a feasible solution.
 - The average HOA struggles to maintain a stormwater pond. Some homeowner groups can't even keep their roads graded or plowed on a regular basis. I don't believe it's reasonable to put the maintenance of major, multi-million dollar infrastructure at a critical network point on a private HOA.
 - It is also a logistical nightmare from a maintenance perspective. How will it be plowed in the winter? VDOT plows to the headwalls on either side and leaves it piled up until the HOA hires someone to plow the middle? Will there be maintenance turnarounds at either end for road paving operations and school buses?
 - Who will do the regular structural inspections? Who will repair or replace it when it starts failing (Like Orbit, Stallings Creek, Longview...)? The HOA? It will not be eligible for maintenance, state of good repair, or critical infrastructure funds because it's private.
 - The bridge should be built to public standards and accepted into the public system like the rest of the road, or it should not be built. The idea of the only actual thru-road in the development being private for 200 feet in the middle is...poorly considered.

- Pg 11, #7, Channel Way *realignme* is included on the Access Management plan but not address in TIA, the Community Impact Statement, or the proffers.
- Pg 18, #6&7, There is no reference to the County's Bike and Ped plan anywhere in the project documents. The Open Space and Pedestrian Plan does not acknowledge the Route 17 multi-use path.

Regarding the Proffer on Northgate Drive (Proffers pg 3), I'm fine with #1 if the construction is actually completed *prior to* construction on Nike Park Extended or within 18 months from completion of Nike Park Extended. I don't think we want working on Route 17 at the same time, immediately adjacent to our construction. Even if they get it installed in the next 2-3 years before we start, it will overlap with Bartlett construction and the corridor will be a mess. I would suggest that #2 be removed. It has no completion date or projected adoption date. If anything, the Corridor Plan would remove the median break in total, not leave it open as is. Unless they'd like to run their numbers again with the median completely closed, they should just stick with installing what they've identified.

Let me know if you have any questions.

Jamie L. Oliver, Transportation Manger
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(757) 365-1653.....office
(757) 846-8600.....cell

Isle of Wight County
Public Works—Transportation
PO BOX 80
Isle of Wight, VA 23397



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	7/15/2019	<p>UTILITY SERVICES - SEWER COMMENT</p> <p>The proposed submersible public Pump Station proposed to connect to the proposed Crossings force main does not meet the intent of the current Crossings proffers as approved by the Board of Supervisors. Those proffers require a regional Pump Station be constructed to serve the Lippe Tract. A cooperative agreement with the Crossings developer to adjust the location and/or design of the regional station or the provision of sewer to serve Lippe lots that fall outside of the approved regional Pump Station service area will be required. Utility Division staff will be available to facilitate coordination between the Developers if desired.</p> <p>UTILITY SERVICES - GENERAL COMMENT</p> <p>Further comments will be forthcoming during the site plan review process.</p>



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	7/12/2019	<p>Amy Ring, AICP - Director of Planning and Zoning</p> <p>Comment Response Letter dated June 13, 2019:</p> <p>Item 13 - No analysis of an alternative intersection (ie, roundabout) alignment was included in the TIA for review.</p> <p>Item 19 – Townhomes will be required to meet the architectural treatment standards in Section 5-5002.R.17 of the Zoning Ordinance.</p> <p>Item 23 – Please see Proffer Statement Section 1 comment below.</p> <p>Item 24 – Please correct average EMS rate of .15 per capita, not per household, as stated by the EMS Director.</p> <p>Item 25 – No comparison or analysis provided in response. No discussion included of possible alternative layout such as those suggested in Section 5.9 of the County Subdivision Ordinance. In absence of additional information, item will be noted as not consistent with the recommendations of the Comprehensive Plan.</p> <p>Item 26 – No analysis or justification provided with response. Item will be noted as not consistent with the recommendations of the Comprehensive Plan.</p> <p>Proffer Statement dated June 11, 2019:</p> <p>Section 1, "Development of the Property"</p> <p>Because the submitted Master Plan is conceptual in nature only and meant to show the concept, character and nature of the proposed development in accordance with section 4-14004 of the Zoning Ordinance, it cannot serve as a preliminary site or subdivision plan to be reviewed for consistency with state and local regulations. The Master Plan is too general in nature and lacks the required information for adequate development plan review. Please strike items 2 and 3 from this section. A technical review for compliance with state and local regulations shall be performed at preliminary and final subdivision and site plan submittal.</p> <p>Section IV, "Water and Sewer"</p> <p>Please revise the second sentence to read, "All public and water and sewer systems shall be constructed by the owners in conformance with the Pitt and Lippe Parcels Master Water and Sewer Plans "</p>

Please replace "owner" in the last sentence of the first paragraph with "owners" since this is a defined term on page 1, or define "owners" to be interchangeable with "owner" on page 1. Replace the term "owner" with "owners" in the last sentence of bullet one and strike "and be partially reimbursed via the County's pro rata share policy as others tie into the force main" from the last sentence. The applicant must first qualify for the pro rata share program per the adopted policy.

Replace "owner" with "owners" in the last sentence of second bullet.

Master Plan dated June 12, 2019:

1. Please include the total proposed maximum square feet of building floor area for nonresidential uses.
2. Please include total land area, expressed in acres and a percent of the total development area, proposed to be devoted to residential and nonresidential uses by type of use, and open space.
3. A minimum of forty percent (40%) of the lot, parcel, or tract of land upon which the townhouse development is located shall be maintained in common open space areas.
4. Please provide a narrative describing the timing and sequence of development. If the planned development is proposed for construction in phases during a period extending beyond one (1) year, a proposed development schedule shall be submitted for each phase stating the following:
 - a. The overall chronology of development to be followed from phase to phase with approximate dates for beginning and completion of each development phase.
 - b. The infrastructure improvements that will be completed with each phase of construction and the estimated cost of each phase.
 - c. The proposed intensity of use for each type of land use to be provided or constructed during each phase and the projected market absorption for each use type.
 - d. The total amount of public and private open space, and recreational uses to be provided or constructed during each phase.

Fiscal Impact Analysis/Community Impact Statement

1. Total project area should be changed to 118 acres to match Proffer Statement.
2. Project timeline should be updated in FIA.

Richard Rudnicki, AICP - Assistant Director of Planning and Zoning

Response Letter:

Item 1 - What is the enforcement mechanism for the noted proffered condition? Will the Association be doing routine or random checks of homes to ensure compliance? Will there be required reporting by residents of guests under the designated age? As composed the requirement is unenforcable.

Item 2 and 24 - The County experiences 0.15 calls per person not per household as noted by County Emergency Services Staff, please revise accordingly.

Item 11-12 - The provided attachment identifies multiple locations where the development directly results in a significant increase in the delay of movements between the no-build and build scenarios. Including several locations where the LOS is worsened. These are impacts directly attributable to the development and should be addressed.

Item 13 - There are examples of roundabouts of comparable scale which accommodate large vehicles/trucks throughout the region, such as in City Center at Oyster Point in Newport News and Mercury Plaza in Hampton. Additionally, if queues are expected to impact a possible roundabout they would also impact a standard intersection, making that reason to eliminate the alternative option arbitrary. Please provide analysis which demonstrates the stop controlled intersection is a better solution than a roundabout.

Item 17 - Staff would again recommend that no lots include RPA. If the developer believes there would be issues with siting homes they should reduce the setbacks they intend to establish in the neighborhood plan book, or provide for a reduction on lots adjacent to the RPA in the neighborhood plan book. Since the plan book is establishing the setbacks it can address possible issues rather than creating lots with RPA which has potential code

enforcement issues and impacts to future residents.

Item 25 - The provided attachment demonstrates how a grid pattern is possible in at least 1 townhome/flex area and also reduces the length of a questionable cul de sac. Please consider this alternative design option to better comply with the Comprehensive Plan, Route 17 Plan, and Subdivision Ordinance.

Master Plan and Pedestrian Plan - For the purpose of clarity, please show the pedestrian connection (multi-use path) across the frontage of the commercial parcels consistent with the County Bike and Pedestrian Master Plan and required through the Zoning Ordinance and Bike and Pedestrian Facilities Policy.

Neighborhood Plan Book - Page 3 Bullet 4 needs the word "be" after will in the first sentence.

Proffer Statement:

1. Transportation Section, Carrollton Boulevard (US Route 17) at Northgate Drive, Bullet 3. - Please remove everything after the second sentence. The traffic study notes this improvement needs to occur and is not conditional on the completion of other projects and studies.
2. Transportation Section - As currently drafted there are no reviews or requirements should the bridge fail to be approved and constructed. A proffer outlining this condition should be included. The following is an example of acceptable language for this condition: "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 agreement between the County and the Developer for the construction of any new roadways improvements identified in said updated TIA is in place."



Local Roots, Global Reach

ISLE OF WIGHT

COUNTY, VIRGINIA

DEPARTMENT OF PLANNING AND ZONING

DATE: July 11, 2019

TO: Richard Rudnicki, Assistant Director, Planning and Zoning

FROM: Kim E. Hummel, Environmental Planner

RE: Resubmittal of ZA-02-19 – East West Partners, Pitt and Lippe Tract
Tax Map Nos. 34-01-077, 34-01-077D and 34-01-003A1

As Environmental Planner, I still have concerns that the Resource Protection Area (RPA) still is not receiving adequate protection from encroachments created by this major development proposal. Although the applicants have offered to place the RPA buffer areas into conservation easements – with accommodations for necessary encroachments for connecting pathways and stormwater discharges – the applicants also have indicated they need to include some lot lines in RPA areas to provide adequate building footprints for homes. This implies the lots will need to be adjusted to accommodate the buildings rather than the buildings being designed to fit the lots. The local Chesapeake Bay Preservation Area Ordinance (CBPAO) is clear that the RPA buffer must be respected and that encroachments are only allowed in limited circumstances. In the event of encroachment into the buffer by a building, the only resolution under the existing ordinance is through a major exception process. An exception should not be necessary for any new lot designed under the restrictions of the CBPAO. The restrictions are there, and the design phase for the lots need to take those limitations into account on the front end rather than creating undersized lots that must be adjusted on the back end to accommodate the new building footprint.

Pitts-Lippe Rezoning



Jeffrey T. Terwilliger

Fri 7/12/2019 4:43 PM

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

After review, it appears that the applicant has calculated projected Fire-EMS call impact incorrectly, using households instead of per person?

An updated calculation is recommended, jt.

Sent from my iPhone