



TOWN OF SMITHFIELD

"The Ham Capital of the World"

Wednesday, November 6th, 2019

TO: PLANNING COMMISSION

FROM: JOHN SETTLE, COMMUNITY DEVELOPMENT & PLANNING DIRECTOR

RE: PLANNING COMMISSION MEETING

The Planning Commission will hold its regular meeting on Tuesday, November 12th, 2019 at 6:30 PM in Conference Rooms A & B at the Smithfield Center (220 N Church St).

Please call 1-(757)-365-4200 or email jsettle@smithfieldva.gov with any questions.

Enclosures

cc: Town Council
William H. Riddick, III, Town Attorney
The Smithfield Times
The Daily Press
File

DEPT. OF PLANNING, ENGINEERING, AND PUBLIC WORKS

310 Institute Street, P.O. Box 246 • Smithfield, VA 23431 • (757) 365-4200 • Fax (757) 357-9933
www.smithfieldva.gov • Local Cable Channel 6

SMITHFIELD PLANNING COMMISSION MEETING AGENDA

Tuesday, November 12th, 2019

- 1) **Community Development & Planning Director's Report:**
-Early last month, the Town began advertising to fill the newly-created Town Planner position.
- 2) **Upcoming Meetings and Activities:**
Monday, November 18th, 3:00 PM – Town Council Committee Meetings
Tuesday, November 19th, 3:00 PM – Town Council Committee Meetings
Tuesday, November 19th, 6:30 PM – Board of Historic & Architectural Review Meeting
Tuesday, December 3rd, 6:30 PM – Town Council Meeting
Tuesday, December 10th, 6:30 PM – Planning Commission Meeting
- 3) **Public Comments:**
The public is invited to speak to the Planning Commission on any matters, except scheduled public hearing(s). Please use the sign-up sheet. Comments are limited to five (5) minutes per person. Any required response(s) from the Town will be provided in writing following the meeting.
- 4) **Planning Commission Comments**
- 5) **Entrance Corridor Overlay (ECO) Design Review (After-the-Fact) – 1800 S Church St, Major League Builders, Inc., C/O James Ferguson, applicant.** (Staff report and illustration enclosed.)
- 6) **ECO Design Review & Major Site Plan – Lot 17, Benns Church Blvd, Vanasse Hangen Brustlin, Inc., C/O Kenneth Rodman, et al., applicants.** (Staff report, application, and plans enclosed.)
- 7) ***Public Hearing* Special Use Permit (SUP), Site Plan Amendment & ECO Design Review – 19290 Battery Park Rd, Harvest Fellowship Baptist Mission Trustees, C/O Charles Drake, applicant.** (Staff report, application, and plan enclosed.)
- 8) ***Public Hearing* SUP, Site Plan Amendment & ECO Design Review – 655 W Main St, Brown's African Methodist Episcopal Church Trustees, C/O Sterling Thomas, applicant.** (Staff report, application, and plan enclosed.)
- 9) ***Discussion Item* Smithfield Zoning Ordinance Article 3.I Text Amendment (After-the-Fact) – 865 W Main St, SB Cox Ready Mix, Inc., C/O Gordon Holloway, applicant.** (Staff report, application, applicant cover letter, and draft text amendment enclosed.)
- 10) ***Public Hearing* SUP, Comprehensive Plan Amendment & Official Zoning Map Amendment (Rezoning) – Lot 511, S Church St, Waterford at Battery Park, LLC, C/O John Mamoudis, applicant.** (Staff report, applications, and assorted attachments enclosed.)
- 11) **Approval of the Tuesday, October 8th, 2019 meeting minutes.** (Enclosed.)
- 12) **Adjournment**

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NOTICE OF INTENT TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA)
Reasonable efforts will be made to provide assistance or special arrangements to qualified individuals with disabilities in order to participate in or attend Planning Commission meetings. ADA compliant hearing devices are available for use upon request. Please call 1-(757)-365-4200 at least twenty-four (24) hours prior to the
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**PLANNING COMMISSION STAFF REPORT:
ECO DESIGN REVIEW APPLICATION (AFTER-THE-FACT)**

TUESDAY, NOVEMBER 12TH, 2019, 6:30 PM

Applicant Major League Builders, Inc.
C/O James Ferguson
14170 Carrollton Blvd
Carrollton, VA 23314

Owner Smithfield Assembly of God Trustees
C/O Shawn McDowell
1800 S Church St
Smithfield, VA 23430

Property 1800 S Church St & 111 Heptinstall Ave
TPINs 22A-01-001 & 001A & 22A-03-A000, B000, C000 & D000
3.75 ac W side S Church St
SW corner S Church St & Heptinstall Ave

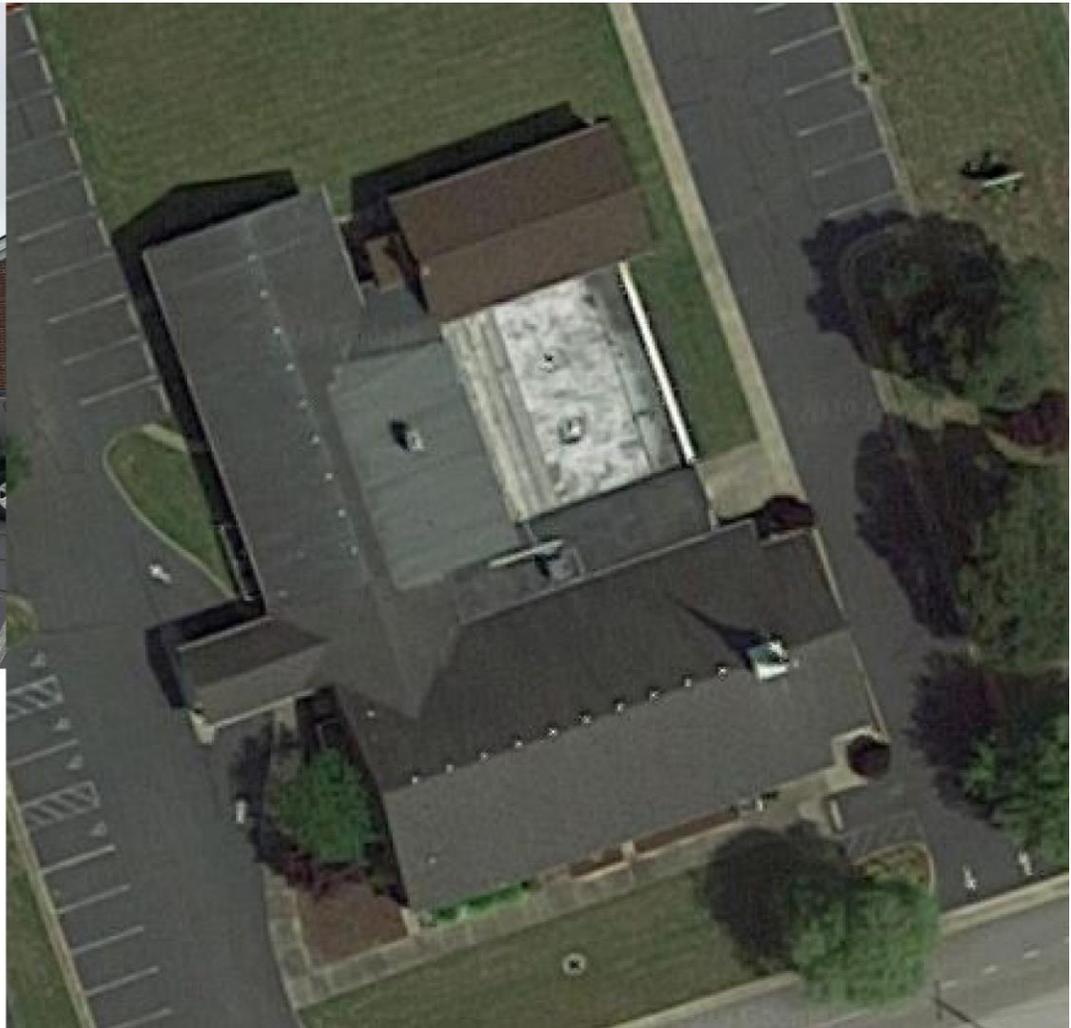
Zoning Neighborhood Residential (NR) & Entrance Corridor Overlay (ECO)

Adjacent Zoning Attached Residential (AR), Chesapeake Bay Overlay (CBO), Floodplain Overlay (FPO), Highway Retail Commercial (HRC), ECO & NR

Project Description On or before Monday, October 21st, 2019, the replaced the preexisting roof of several different colors and materials with a light brown-colored architectural asphalt shingle roof.

Recommendation Town staff recommends approval as submitted.

Please direct inquiries to John Settle at 1-(757)-365-4200 or jsettle@smithfieldva.gov.



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**OLDER AERIAL IMAGERY
SHOWING DIFFERENT ROOF
COLORS AND MATERIALS**

**PLANNING COMMISSION STAFF REPORT:
MAJOR SITE PLAN & ECO DESIGN REVIEW APPLICATIONS**

TUESDAY, NOVEMBER 12TH, 2019, 6:30 PM

Applicant	Vanasse Hangen Brustlin, Inc. C/O Kenneth Rodman, et al. 4500 Main St #400 Virginia Beach, VA 23462
Owner	C&F of Smithfield, LLC & Vivian D. Fitchett Living Trust C/O Vincent Carollo 22 Main St Smithfield, VA 23430
Property	Lot 17, Benns Church Blvd TPIN 22J-01-017 1.489 ac NE side Benns Church Blvd 150' NW Benns Church Blvd & Cypress Run Dr
Zoning	Highway Retail Commercial (HRC) & ECO
Adjacent Zoning	Community Conservation (CC), Planned Shopping Center (PSC), HRC & ECO
Project Description	On Wednesday, March 20 th , 2019, Town staff received a major site plan and ECO design review application for the new construction of a Dollar Tree store at the above-referenced property. Following staff's first comment letter, sent to the applicants on Thursday, April 18 th , 2019, talks began between the applicants and Town staff concerning applications to the Planning Commission for an ECO waiver and a buffer modification request, both of which were granted by the Planning Commission on Tuesday, September 10 th , 2019. As a result of these approvals, this application now satisfies all applicable provisions of the Smithfield Zoning Ordinance (SZO).
Recommendation	Town staff recommends approval of both the major site plan and ECO design review components of this application under the condition that both items below are satisfied prior to the issuance of a zoning permit: <ol style="list-style-type: none">(1) That all access, utility, and temporary construction easements reviewed by Town staff must be signed by all parties and recorded in the configurations required by Town staff- recordation receipts documenting these actions must be provided to Town staff.(2) The best management practice (BMP) maintenance documents and surety bond estimate sent to the Isle of Wight County Stormwater Management Division be approved, and a Virginia Stormwater Management Program Authority Permit be issued.

Please direct inquiries to John Settle at 1-(757)-365-4200 or jsettle@smithfieldva.gov.

Town of Smithfield

Site Plan and Subdivision Plan Application

Please complete all sections of this application.
Call the Smithfield Planning Department at (757) 365-4200 if you have any questions.

1. Project Information

Project Name: <u>Dollar Tree</u>		
Address/Location: <u>Benns Church Blvd</u>		
Tax Map No(s): <u>#22J-01-017</u>		
Zoning: <u>HR-C and ECO</u>	Total Building Square Footage: <u>9975 SF</u>	
Acreeage: <u>1.4865 Ac</u>	# of lots: _____	# of units: _____
(Check all that apply) <input checked="" type="checkbox"/> Site Plan <input type="checkbox"/> Subdivision Plan <input checked="" type="checkbox"/> New Submittal <input type="checkbox"/> Resubmittal		

2. Contact Information (who will be the main contact person for this project?)

Name: <u>Clay Rush</u>	Company: <u>VHB</u>
Address: <u>4500 Main St, Suite 400</u>	Phone: <u>757-233-3253</u>
<u>Va Beach, VA 23462</u>	Fax: <u>757-490-0136</u>
Email: <u>crush@vhb.com</u>	

3. Property Owner Information

Name(s): <u>Vincent Carollo</u>	
Company: <u>C&F of Smithfield, LLC and Vivian D Fitchett, Trustee of the Vivian D. Fitchett Living Trust</u>	
Address: <u>22 Main St</u>	Phone: <u>757-897-0185</u>
<u>Smithfield, VA 23430</u>	Fax: _____
Email: <u>vcarollo@jvcholdingsllc.com</u>	

FOR TOWN USE ONLY

4. Submittal Review Fee: \$ _____
(To be completed by Town of Smithfield staff only)

I, Kenneth Rodman Jr, have been informed by the Town of Smithfield that I will be receiving a bill(s) from the Town for site plan and/or subdivision plan reviewed by the Town's consulting engineering firm and agree to pay all such fees in a timely manner.



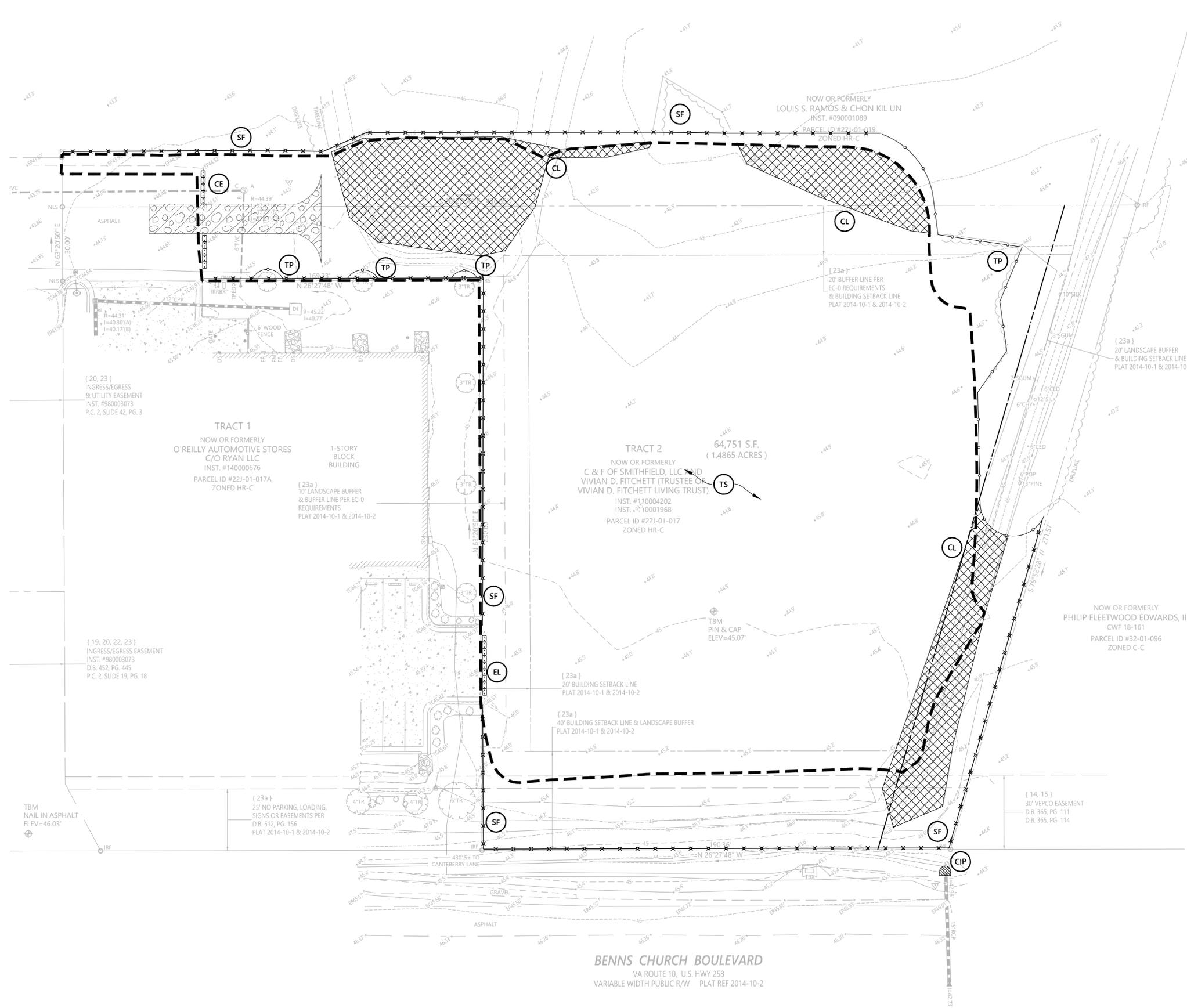
Signature

March 19, 2019

Date

Note: If, in the discretion of the Town, it is determined that a review by the Town's consulting engineering firm, or any other expert or other consultant is prudent and necessary to ensure that the site plan or subdivision plan is in compliance with the Town's Zoning and Subdivision Ordinance, the Town's development standards and other State and Federal laws, then the applicant submitting said site plan or subdivision plan shall be required to pay the fees and costs incurred for such review. This requirement shall not apply to applications where the estimated cost of construction is less than \$5,000.00.

J:\EWING 10/23/2019 12:19:55 PM\working\Virginia\Bach\33865_11 Dollar Tree Smithfield\dwg\Demolition\33865_11-ER.dwg



Demolition Legend

CL TREE CLEARING

ESC Legend

LIMITS OF DISTURBANCE
 CE CONSTRUCTION ENTRANCE
 IP STORM DRAIN INLET PROTECTION
 SF SILT FENCE
 EL EROSION LOG
 TS TEMPORARY SEEDING
 TP TREE PROTECTION
 CIP CULVERT INLET PROTECTION

Phase I Construction Sequence

1. CONTRACTOR SHALL FIRST OBTAIN ALL NECESSARY PERMITS.
2. SCHEDULE AND CONDUCT PRECONSTRUCTION MEETING WITH THE OWNER AND PERMITTING AGENCIES. THE CONTRACTOR SHALL CALL THE STORMWATER DIVISION AT 1-(757)-365-1659 TO SCHEDULE A PRECONSTRUCTION MEETING AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO LAND DISTURBING.
3. ESTABLISH PERIMETER EROSION AND SEDIMENT CONTROL MEASURES (SILT FENCE, CONSTRUCTION SAFETY FENCE, INLET PROTECTION, ETC.) AND MAINTAIN THROUGHOUT CONSTRUCTION.
4. AFTER THE INSTALLATION OF PERIMETER CONTROLS, THE CONTRACTOR SHALL CALL THE STORMWATER DIVISION AT 1-(757)-365-1659 TO SCHEDULE AN INITIAL EROSION AND SEDIMENT CONTROL INSPECTION. PLEASE NOTE THAT PASSING INITIAL INSPECTION IS REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE.
5. INSTALL SILT FENCE ADHERING STRICTLY TO CLEARING LIMITS SHOWN ON PLANS.
6. INSTALL INLET PROTECTION TO BE MAINTAINED THROUGHOUT CONSTRUCTION.
7. INSTALL CONSTRUCTION TRAFFIC SIGNAGE INDICATING CONSTRUCTION ENTRANCE AND PRESENCE OF CONSTRUCTION TRAFFIC.
8. CLEAR SUFFICIENT AREA TO ALLOW FOR THE PLACEMENT OF THE CONSTRUCTION ENTRANCES. THE CONSTRUCTION ENTRANCES SHALL BE PLACED IMMEDIATELY (NO LONGER THAN 24 HOURS) FOLLOWING CLEARING ACTIVITIES. CONTRACTOR SHALL INSTALL A WASH RACK IF REQUIRED.
9. CONSTRUCT LAY DOWN/ STAGING AREAS.
10. BEGIN SITE DEMOLITION.
11. IF TEMPORARY STOCKPILES ARE USED, THE CONTRACTOR SHALL INSTALL A DOUBLE ROW OF SILT FENCE AT THE BASE TO PREVENT SEDIMENT RUNOFF.

Two Columbus Center
 4500 Main Street
 Suite 400
 Virginia Beach, VA 23462
 757.490.0132



DOLLAR TREE
 SMITHFIELD, VA.



REV.	DATE	BY	DESCRIPTION

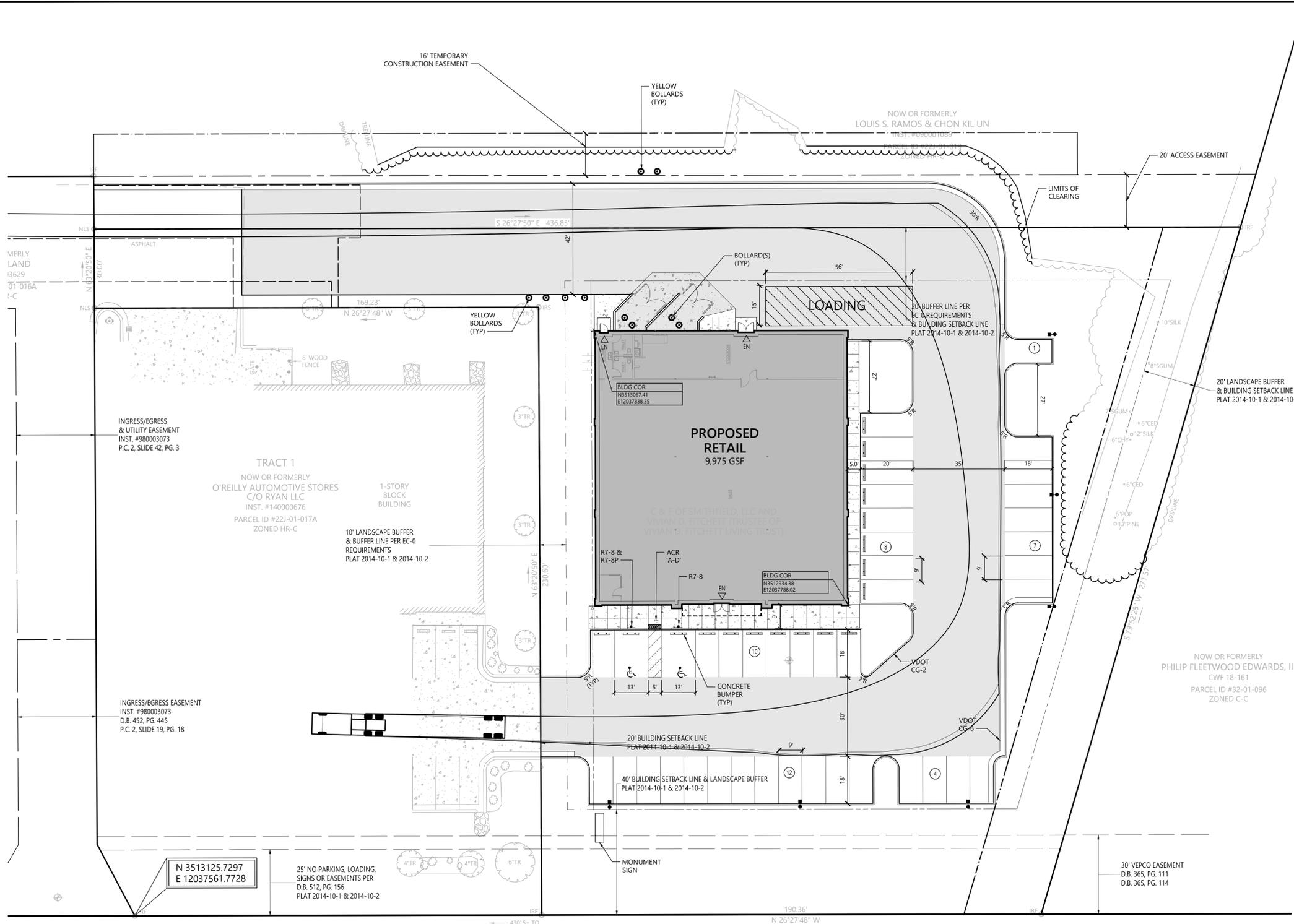
PROJECT NUMBER: 33865.11
 DRAWN BY: JME
 CHECKED BY: KER
 ISSUE DATE: 10/24/2019



SHEET TITLE:
 DEMOLITION AND EROSION
 & SEDIMENT CONTROL
 PLAN PHASE I

SHEET NUMBER:
C-1.1

J:\WORKING\10252019\5:30:07 PM\Virginia\Benns Church\Benns Church\11-Dollar Tree\Smithfield\Benns Church\11-Dollar Tree.dwg



BENNS CHURCH BOULEVARD
 VA ROUTE 10, U.S. HWY 258
 VARIABLE WIDTH PUBLIC R/W PLAT REF 2014-10-2

BENNS CHURCH BOULEVARD
 VA ROUTE 10, U.S. HWY 258
 VARIABLE WIDTH PUBLIC R/W PLAT REF 2014-10-2

Parking Summary Chart

Description	Size		Spaces	
	Required	Provided	Required	Provided
STANDARD SPACES	9 x 18	9 x 18 MIN	32	40
STANDARD ACCESSIBLE SPACES *	8 x 18	8 x 20	1	1
VAN ACCESSIBLE SPACES	8 x 18	8 x 20	1	1
TOTAL SPACES			34	42

*ADA/STATE/LOCAL REQUIREMENTS

Parking Requirements:

RETAIL 9,975 SF x 1 SPACES / 300 = 34

Zoning Summary Chart

Zoning District(S): HIGHWAY-RETAIL COMMERCIAL (HR-C)
 Overlay District(S): ENTRANCE CORRIDOR OVERLAY (ECO)

Zoning Regulation Requirements	Required	Provided
MINIMUM LOT AREA	30,000 SF	64,751 SF (1.486 acres)
FRONTAGE	150.0 Feet	190.4 Feet
FRONT YARD SETBACK	40 Feet	116 Feet
SIDE YARD SETBACK	20 Feet	20 Feet
REAR YARD SETBACK	20 Feet	20 Feet
MINIMUM LOT WIDTH	150 Feet	190 Feet
MAXIMUM BUILDING HEIGHT	35 Feet	20 Feet
MAXIMUM BUILDING COVERAGE	50.0 %	15.4%
INTERIOR PARKING LANDSCAPING	*SEE PLANTING PLAN	*SEE PLANTING PLAN

Pavement Legend

- CONCRETE SIDEWALKS***
 - 2" CLASS #4 (4,000 PSI) CONCRETE
 - 6" AGGREGATE SUBBASE (TYPE 1 SIZE 21A OR 21B)
 - GEOTEXTILE FABRIC
 - 6.0" COMPACTED SUBGRADE TO 95% DRY DENSITY
 - DUMPSTER PAD***
 - 5.0" CLASS #4 (4,000 PSI) CONCRETE
 - 4.0" AGGREGATE SUBBASE (TYPE 1 SIZE 21A OR 21B)
 - 6.0" COMPACTED SUBGRADE TO 95% DRY DENSITY
 - HEAVY DUTY PAVEMENT***
 - 1.5" ASPHALT CONCRETE SURFACE COURSE (SM-9.5)
 - 2.5" ASPHALT CONCRETE BASE COURSE (BM-25.0A)
 - 8.0" AGGREGATE SUBBASE (TYPE 1 SIZE 21A OR 21B)
 - 6.0" COMPACTED SUBGRADE TO AT LEAST 95% STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698). SUBGRADE SHALL HAVE A MINIMUM CBR OF 15.
 - LIGHT DUTY PAVEMENT***
 - 2.0" ASPHALT CONCRETE SURFACE COURSE (SM-9.5A)
 - 6.0" AGGREGATE SUBBASE COURSE (TYPE 1 SIZE 21A OR 21B)
 - 6.0" COMPACTED SUBGRADE TO AT LEAST 95% STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698).
- *PAVEMENT MATERIAL SECTIONS PER GEOTECHNICAL REPORT DATED 12/21/18, PREPARED BY FROEHLING & ROBERTSON, INC.

Sign Summary

M.U.T.C.D. Number	Specification Width	Height	Desc.
R7-8	12"	18"	RESERVED PARKING (with wheelchair icon)
R7-8P	12"	6"	VAN (with van icon)

Two Columbus Center
 4500 Main Street
 Suite 400
 Virginia Beach, VA 23462
 757.490.0132



DOLLAR TREE
 SMITHFIELD, VA.

REV.	DATE	BY	DESCRIPTION

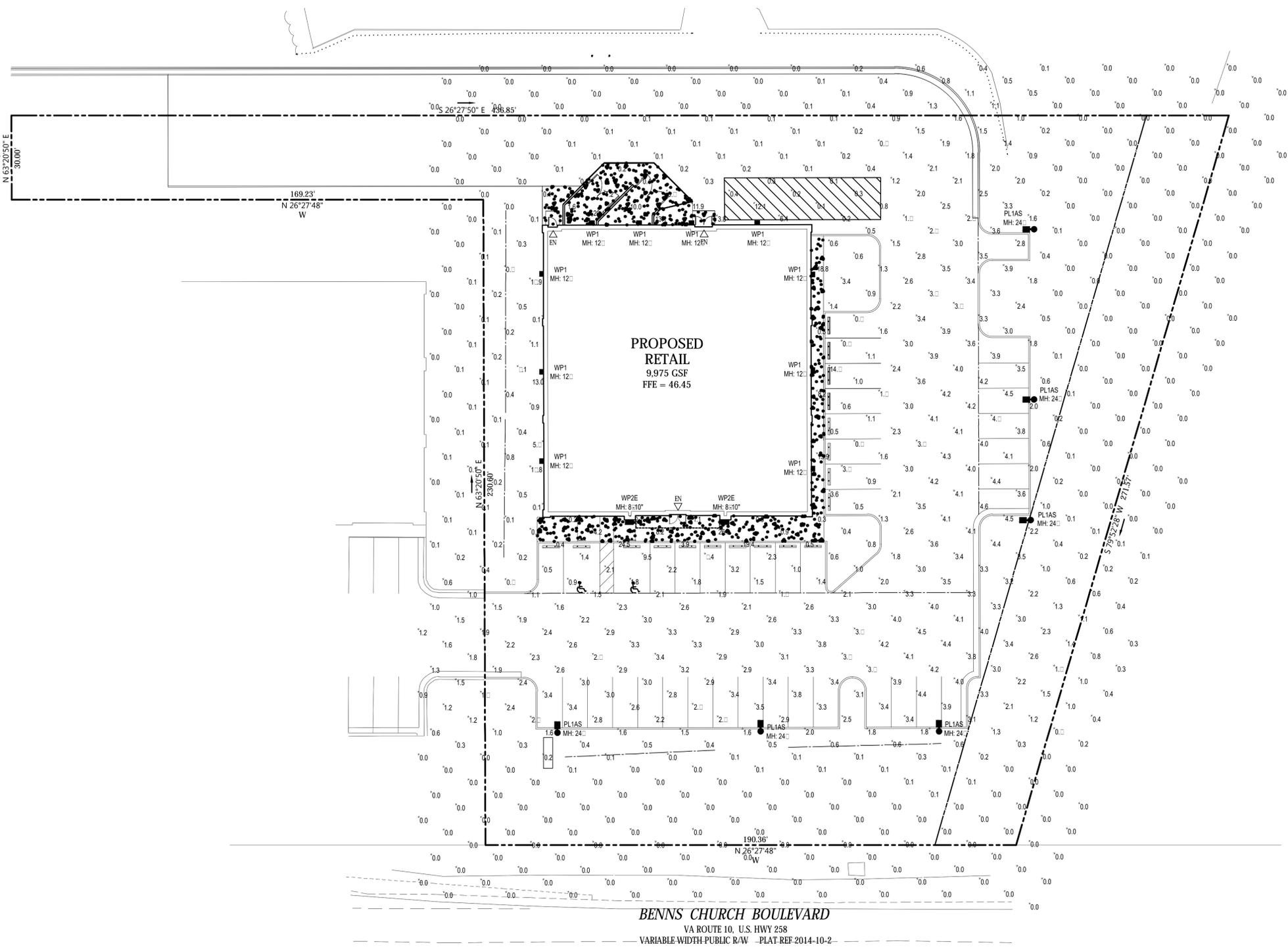
PROJECT NUMBER: 33985.11
 DRAWN BY: CFR
 CHECKED BY: KER
 ISSUE DATE: 10/24/2019
 SMITHFIELD DOLLAR TREE

SHEET TITLE:
 LAYOUT AND MATERIALS PLAN

SHEET NUMBER:
C-2.1



LSNMP 8/6/2019 3:52:12 PM W:\1000\19 Dollar Tree\01119 DTS Fee Draw\1285\1 Smithfield, VA\Mill\05.Dwg.plt to sign\Civil - Photometrics.dwg

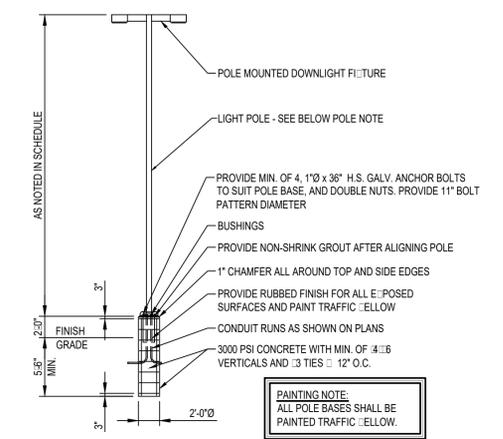


SITE LIGHTING & PHOTOMETRICS PLAN

SCALE: 1" = 20'



SCALE: 1" = 20'



1 POLE MOUNTED DOWNLIGHT FIXTURE
SCALE: 1/8" = 10'

POLE NOTE:
22" STEEL SQUARE POLE - 4" WITH BRONZE COLOR. POLE SHALL BE RATED TO 130 MPH

Calculation Summary:

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL POINTS AT GRADE PLANS	Illuminance	Fc	1.41	26.9	0.0	N.A.	N.A.
DELIVER: AREA SUMMARY	Illuminance	Fc	0.85	11.9	3.8	2.0	3.13
DUMPSTER AREA SUMMARY	Illuminance	Fc	6.61	20.4	0.2	33.05	102.00
PARKING AREA SUMMARY	Illuminance	Fc	3.03	19.4	0.4	5.8	48.50
STORE FRONT AREA SUMMARY	Illuminance	Fc	10.02	26.9	0.5	20.04	53.80

Luminaire Schedule:

Symbol	Qty	Label	Arrangement	Lum. LxMxH	LLF	Description	Arr. Watts
●	6	PL1AS	SINGLE	12044	0.950	SLM-LED-18L-SIL-FT-40-CCR-HL - 22' POLE	148.5
■	10	WP1	SINGLE	3365	0.950	N-LS-6W4140HW-W-12 - 12' MOUNTING HEIGHT	50
■	2	WP2E	SINGLE	6691	0.950	WST LED P3 40K VW-E-WHBB - 8.8' MOUNTING HEIGHT	50

GENERAL NOTE:
ALL FIXTURES & POLES ARE PROVIDED BY DOLLAR TREE FOR INSTALLATION BY CONTRACTOR AND SONOTUBES, CONDUIT, ETC. ARE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE & INSTALL. SEE LEGEND FOR MOUNTING HEIGHTS. CONTRACTOR SHALL CONTACT NATIONAL ENERGY & LIGHT AS SOON AS NOTICE TO PROCEED IS ISSUED FOR ORDERING DOLLAR TREE SUPPLIED SITE LIGHTING.

PETER COLON - PROJECT MANAGER
615-510-540
peterc@nelcompan.com

JIM SCHMIDT
603-59-5561
jschmidt@nelcompan.com

CLARK | GEER | LATHAM AND ASSOCIATES, INC.
3901 SPRING HILL AVENUE | MOBILE, AL 36608 | 251-944-7073

DOLLAR TREE
SMITHFIELD, VA.

REV.	DATE	BY	DESCRIPTION

PROJECT NUMBER: 1:05-43
DRAWN BY: RAD
CHECKED BY: TEL
ISSUE DATE: ISSUE DATE

DESCRIPTION

SHEET TITLE:
SITE LIGHTING & PHOTOMETRICS PLAN

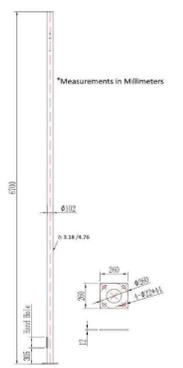
SHEET NUMBER:
ES-1.2

Pole Shaft - Pole shaft is electro-welded ASTM-A500 Grade C steel tubing with a minimum yield strength of 50,000 psi. On Tenon Mount steel poles, tenon is 2-3/8" O.D. high-strength pipe. Tenon is 4-3/4" in length. Straight poles are 4" and 5" square.

Hand Hole - Standard hand-hole location is 12" above pole base. Poles 22" and above have a 3" x 6" reinforced hand hole. Shorter poles have a 2" x 4" non-reinforced hand-hole.

Anchor Bolts - Poles are furnished with anchor bolts featuring zinc-plated double nuts and washers. Galvanized anchor bolts are optional.

Finishes - Each pole is finished with a baked on polyester-powder finishing process which electrostatically applies and fuses a polyester powder to the pole. Provides an extremely smooth and uniform finish to withstand extreme weather changes without cracking or peeling.

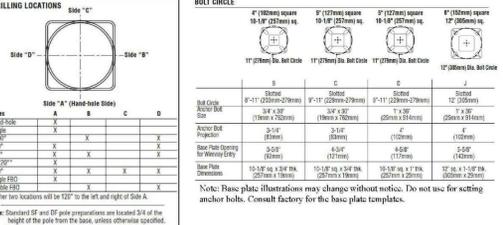


SHIPPING WEIGHTS - Steel Square Poles	
4" (102mm) sq. 11 Ga. (approx.)	7.50 lbs./ft.
4" (102mm) sq. 07 Ga. (approx.)	10.00 lbs./ft.
5" (127mm) sq. 11 Ga. (approx.)	9.00 lbs./ft.
5" (127mm) sq. 07 Ga. (approx.)	12.50 lbs./ft.
6" (152mm) sq. 07 Ga. (approx.)	15.40 lbs./ft.
Anchor Bolts (3/4" x 30" (19mm x 762mm))	15 lbs. (2kg/set)
Anchor Bolts (1" x 36" (25mm x 914mm))	30 lbs. (14kg/set)

Mounting Configuration:

- S - Single/ Parallel
- D180° - Double
- D90° - Triple
- TN120° - Triple
- Q90° - Quad
- QN90° - Quad

Height	EPA*				Outside Dimensions	Material	Bolt Circle
	70 MPH	80 MPH	90 MPH	100 MPH			
14' (4.3m)	23.3	16.7	12.2	9.0	4" (102mm)	S116	B
16' (4.9m)	18.6	13.1	9.3	6.5	4" (102mm)	S116	B
18' (5.5m)	14.4	9.7	6.5	4.2	4" (102mm)	S116	B
20' (6.1m)	10.4	6.3	3.4	1.4	4" (102mm)	S116	B
22' (6.7m)	7.2	4.0	1.5	—	4" (102mm)	S116	B
24' (7.3m)	5.0	2.1	—	—	4" (102mm)	S116	B
26' (7.9m)	3.8	1.6	—	—	4" (102mm)	S076	B
28' (8.5m)	3.2	1.4	—	—	4" (102mm)	S116	C
30' (9.1m)	2.8	1.2	—	—	4" (102mm)	S076	B
32' (9.7m)	2.5	1.1	—	—	4" (102mm)	S116	C
34' (10.3m)	2.3	1.0	—	—	4" (102mm)	S076	B
36' (10.9m)	2.1	0.9	—	—	4" (102mm)	S116	C
38' (11.5m)	1.9	0.8	—	—	4" (102mm)	S076	B
40' (12.1m)	1.8	0.7	—	—	4" (102mm)	S116	C
42' (12.7m)	1.7	0.6	—	—	4" (102mm)	S076	B
44' (13.3m)	1.6	0.5	—	—	4" (102mm)	S116	C
46' (13.9m)	1.5	0.4	—	—	4" (102mm)	S076	B
48' (14.5m)	1.4	0.3	—	—	4" (102mm)	S116	C
50' (15.1m)	1.3	0.2	—	—	4" (102mm)	S076	B
52' (15.7m)	1.2	0.1	—	—	4" (102mm)	S116	C
54' (16.3m)	1.1	0.1	—	—	4" (102mm)	S076	B
56' (16.9m)	1.0	0.0	—	—	4" (102mm)	S116	C
58' (17.5m)	0.9	0.0	—	—	4" (102mm)	S076	B
60' (18.1m)	0.8	0.0	—	—	4" (102mm)	S116	C
62' (18.7m)	0.7	0.0	—	—	4" (102mm)	S076	B
64' (19.3m)	0.6	0.0	—	—	4" (102mm)	S116	C
66' (19.9m)	0.5	0.0	—	—	4" (102mm)	S076	B
68' (20.5m)	0.4	0.0	—	—	4" (102mm)	S116	C
70' (21.1m)	0.3	0.0	—	—	4" (102mm)	S076	B



3 STEEL SQUARE POLE CUT SHEETS
ES-1.3 SCALE: NONE



WST LED Architectural Wall Sconce

Specifications
Luminaire
Height: 8.12" (207mm)
Width: 17" (430mm)
Depth: 10.3/16" (263mm)
Weight: 20 lbs (9.1kg)



Optional Back Box (PBBW)

Height: 8.49" (215mm)
Width: 17.0" (430mm)
Depth: 1.70" (43mm)



Optional Back Box (BBW)

Height: 4" (102mm)
Width: 5.12" (130mm)
Depth: 1.12" (28mm)



Capacitor Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

To learn more about A+, visit www.aaplus.com/aplus. See ordering tree for details.

A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately. Link to ROAM Link to DTL DLI.

Ordering Information

WSTLED	Performance Package	Color Temperature	Distribution	Voltage	Mounting
WSTLED	P1 120V, 1-pkg	27K 300K	VF Standard/Beam/Spot	120V 277V	Shipped/stocked (Blank) Order via 1-pkg only
	P2 300V, 1-pkg	30K 300K	VF Standard/Beam/Spot	120V 277V	Shipped/stocked
	P3 480V, 1-pkg	40K 480K	VF Standard/Beam/Spot	240V 480V	Shipped/stocked
		50K 500K		240V	Shipped/stocked

Option	Description	Part Number
OPTION 1	120V/277V/480V/500V/600V/720V/840V/960V/1080V/1200V/1320V/1440V/1560V/1680V/1800V/1920V/2040V/2160V/2280V/2400V/2520V/2640V/2760V/2880V/3000V/3120V/3240V/3360V/3480V/3600V/3720V/3840V/3960V/4080V/4200V/4320V/4440V/4560V/4680V/4800V/4920V/5040V/5160V/5280V/5400V/5520V/5640V/5760V/5880V/6000V/6120V/6240V/6360V/6480V/6600V/6720V/6840V/6960V/7080V/7200V/7320V/7440V/7560V/7680V/7800V/7920V/8040V/8160V/8280V/8400V/8520V/8640V/8760V/8880V/9000V/9120V/9240V/9360V/9480V/9600V/9720V/9840V/9960V/10080V/10200V/10320V/10440V/10560V/10680V/10800V/10920V/11040V/11160V/11280V/11400V/11520V/11640V/11760V/11880V/12000V/12120V/12240V/12360V/12480V/12600V/12720V/12840V/12960V/13080V/13200V/13320V/13440V/13560V/13680V/13800V/13920V/14040V/14160V/14280V/14400V/14520V/14640V/14760V/14880V/15000V/15120V/15240V/15360V/15480V/15600V/15720V/15840V/15960V/16080V/16200V/16320V/16440V/16560V/16680V/16800V/16920V/17040V/17160V/17280V/17400V/17520V/17640V/17760V/17880V/18000V/18120V/18240V/18360V/18480V/18600V/18720V/18840V/18960V/19080V/19200V/19320V/19440V/19560V/19680V/19800V/19920V/20040V/20160V/20280V/20400V/20520V/20640V/20760V/20880V/21000V/21120V/21240V/21360V/21480V/21600V/21720V/21840V/21960V/22080V/22200V/22320V/22440V/22560V/22680V/22800V/22920V/23040V/23160V/23280V/23400V/23520V/23640V/23760V/23880V/24000V/24120V/24240V/24360V/24480V/24600V/24720V/24840V/24960V/25080V/25200V/25320V/25440V/25560V/25680V/25800V/25920V/26040V/26160V/26280V/26400V/26520V/26640V/26760V/26880V/27000V/27120V/27240V/27360V/27480V/27600V/27720V/27840V/27960V/28080V/28200V/28320V/28440V/28560V/28680V/28800V/28920V/29040V/29160V/29280V/29400V/29520V/29640V/29760V/29880V/30000V/30120V/30240V/30360V/30480V/30600V/30720V/30840V/30960V/31080V/31200V/31320V/31440V/31560V/31680V/31800V/31920V/32040V/32160V/32280V/32400V/32520V/32640V/32760V/32880V/33000V/33120V/33240V/33360V/33480V/33600V/33720V/33840V/33960V/34080V/34200V/34320V/34440V/34560V/34680V/34800V/34920V/35040V/35160V/35280V/35400V/35520V/35640V/35760V/35880V/36000V/36120V/36240V/36360V/36480V/36600V/36720V/36840V/36960V/37080V/37200V/37320V/37440V/37560V/37680V/37800V/37920V/38040V/38160V/38280V/38400V/38520V/38640V/38760V/38880V/39000V/39120V/39240V/39360V/39480V/39600V/39720V/39840V/39960V/40080V/40200V/40320V/40440V/40560V/40680V/40800V/40920V/41040V/41160V/41280V/41400V/41520V/41640V/41760V/41880V/42000V/42120V/42240V/42360V/42480V/42600V/42720V/42840V/42960V/43080V/43200V/43320V/43440V/43560V/43680V/43800V/43920V/44040V/44160V/44280V/44400V/44520V/44640V/44760V/44880V/45000V/45120V/45240V/45360V/45480V/45600V/45720V/45840V/45960V/46080V/46200V/46320V/46440V/46560V/46680V/46800V/46920V/47040V/47160V/47280V/47400V/47520V/47640V/47760V/47880V/48000V/48120V/48240V/48360V/48480V/48600V/48720V/48840V/48960V/49080V/49200V/49320V/49440V/49560V/49680V/49800V/49920V/50040V/50160V/50280V/50400V/50520V/50640V/50760V/50880V/51000V/51120V/51240V/51360V/51480V/51600V/51720V/51840V/51960V/52080V/52200V/52320V/52440V/52560V/52680V/52800V/52920V/53040V/53160V/53280V/53400V/53520V/53640V/53760V/53880V/54000V/54120V/54240V/54360V/54480V/54600V/54720V/54840V/54960V/55080V/55200V/55320V/55440V/55560V/55680V/55800V/55920V/56040V/56160V/56280V/56400V/56520V/56640V/56760V/56880V/57000V/57120V/57240V/57360V/57480V/57600V/57720V/57840V/57960V/58080V/58200V/58320V/58440V/58560V/58680V/58800V/58920V/59040V/59160V/59280V/59400V/59520V/59640V/59760V/59880V/60000V/60120V/60240V/60360V/60480V/60600V/60720V/60840V/60960V/61080V/61200V/61320V/61440V/61560V/61680V/61800V/61920V/62040V/62160V/62280V/62400V/62520V/62640V/62760V/62880V/63000V/63120V/63240V/63360V/63480V/63600V/63720V/63840V/63960V/64080V/64200V/64320V/64440V/64560V/64680V/64800V/64920V/65040V/65160V/65280V/65400V/65520V/65640V/65760V/65880V/66000V/66120V/66240V/66360V/66480V/66600V/66720V/66840V/66960V/67080V/67200V/67320V/67440V/67560V/67680V/67800V/67920V/68040V/68160V/68280V/68400V/68520V/68640V/68760V/68880V/69000V/69120V/69240V/69360V/69480V/69600V/69720V/69840V/69960V/70080V/70200V/70320V/70440V/70560V/70680V/70800V/70920V/71040V/71160V/71280V/71400V/71520V/71640V/71760V/71880V/72000V/72120V/72240V/72360V/72480V/72600V/72720V/72840V/72960V/73080V/73200V/73320V/73440V/73560V/73680V/73800V/73920V/74040V/74160V/74280V/74400V/74520V/74640V/74760V/74880V/75000V/75120V/75240V/75360V/75480V/75600V/75720V/75840V/75960V/76080V/76200V/76320V/76440V/76560V/76680V/76800V/76920V/77040V/77160V/77280V/77400V/77520V/77640V/77760V/77880V/78000V/78120V/78240V/78360V/78480V/78600V/78720V/78840V/78960V/79080V/79200V/79320V/79440V/79560V/79680V/79800V/79920V/80040V/80160V/80280V/80400V/80520V/80640V/80760V/80880V/81000V/81120V/81240V/81360V/81480V/81600V/81720V/81840V/81960V/82080V/82200V/82320V/82440V/82560V/82680V/82800V/82920V/83040V/83160V/83280V/83400V/83520V/83640V/83760V/83880V/84000V/84120V/84240V/84360V/84480V/84600V/84720V/84840V/84960V/85080V/85200V/85320V/85440V/85560V/85680V/85800V/85920V/86040V/86160V/86280V/86400V/86520V/86640V/86760V/86880V/87000V/87120V/87240V/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SIGN A	36" Dollar Tree 42" Medallion
Type:	Individual Channel Letters
Illumination:	Internally Illuminated LED
Square Footage:	116.73 [Top Hat Sq Ft]
To Grade:	Top of Sign to Grade = 24'-10 3/4" Bottom of Sign to Grade = 13'-4 3/4"

Canopy A	Dollar Tree
Type:	Aluminum Canopy
Illumination:	Non-Illuminated
To Grade:	Bottom of Canopy to Grade = 9'-0"



Front Elevation (Southwest)
Scale: 1/8" = 1'-0"

Allowable Square Footage this Elevation:	150
Formula:	
Actual Square Footage this Elevation:	116.73



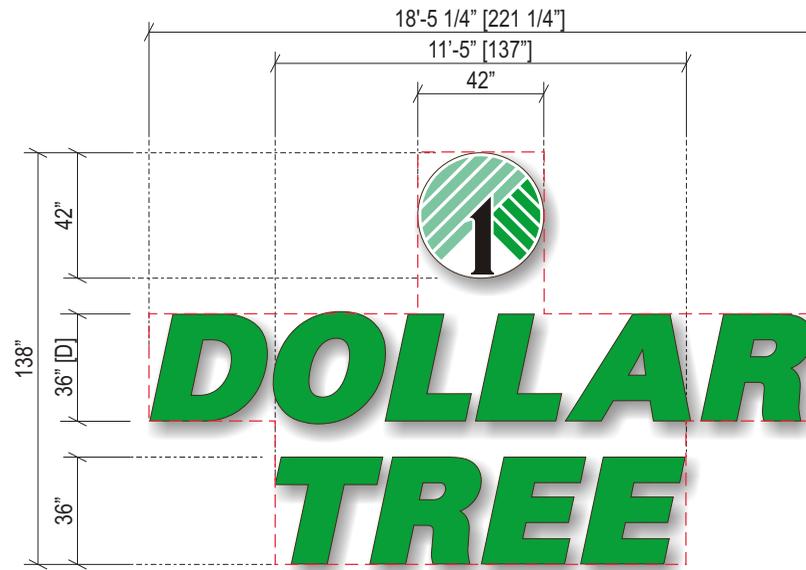
Client:	Dollar Tree
Site #:	DL-2755
Address:	1281 Benns Church Blvd Smithfield, VA 23430

REVISION INFO	DATE	DESCRIPTION	BY
	12/05/2018	Original Renderings	KD

This rendering is the property of Anchor Sign, Inc. It is for the exclusive use of Anchor Sign, Inc. and the party which requested the rendering. It is an unpublished original drawing not to be distributed, reproduced or exhibited without the consent of Anchor Sign, Inc. Please contact your account manager with questions regarding this statement.



SIGN A	36" Dollar Tree 42" Medallion
Type:	Individual Channel Letters
Illumination:	Internally Illuminated LED
Square Footage:	116.73 [Top Hat Sq Ft]
To Grade:	Top of Sign to Grade = 24'-10 3/4" Bottom of Sign to Grade = 13'-4 3/4"



Sign Layout Detail

Scale: 3/16" = 1'-0"

Electrical Detail: Logo

- P-LED White LEDs
- (1) 60w Transformers @ 1.1 amps each
Total Amps: 1.1
- (1) 20 amp 120V Circuit Req.



Electrical Detail: Dollar Tree

- P-LED Green LEDs
- (2) 60w Transformers @ 1.1 amps each
Total Amps: 2.2
- (1) 20 amp 120V Circuit Req.



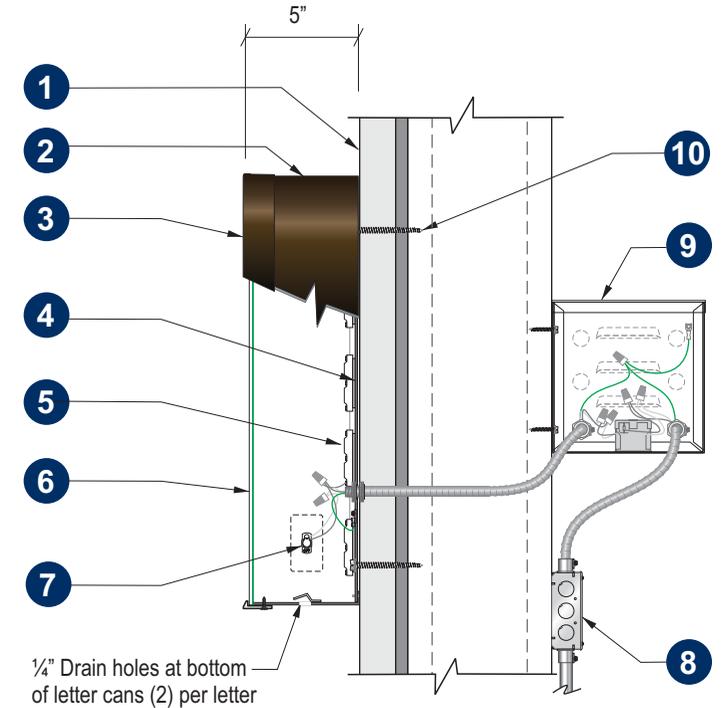
General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

- 1) Grounded and bonded per NEC 600.7/NEC 250
- 2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
- 3) Sign is to be UL listed per NEC 600.3
- 4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
*For multiple signs, a disconnect is permitted but not required for each section

Specifications: Channel Letters

1. Existing Facade: EIFS | Plywood | Metal Studs
 2. .040 Aluminum letter returns painted to match Bronze
 3. 1" Jewelite trimcap (Bronze) bonded to face and #8 pan head screws to returns
 4. 3mm Signabond Lite composite backs fastened to returns w/ 1/2" 18 gauge staples. Seal w/ VOC compliant 360 white latex caulk to prevent moisture penetration. (interior of sign can painted white for maximum illumination)
 5. White & Green LEDs
 6. 3/16" Clear lexan faces w/ second surface vinyl
- Medallion-** digital print to match:
- 3M 3630-156 Vivid Green
 - 3M 3630-146 Kelly Green
 - 3M 3650-12 Black (Opaque)
 - White (Translucent)
- Dollar Tree-**
- 3M 3630-156 Vivid Green (Translucent)
 - 3635-70 diffuser
7. Disconnect switch UL Outdoor rated toggle type w/ neoprene boot per NEC 600-6
 8. Primary electrical feed in UL conduit / customer supplied UL junction box
 9. Transformers within UL enclosure (removable lid), 1/4" x 1" min screws
 10. Mounting hardware: #12 Sheet Metal Screws



Section @ LED Channel Letter Front-Lit (Remote)

Scale: N.T.S.

DOLLAR TREE

Client: Dollar Tree
Site #: DL-2755
Address: 1281 Benns Church Blvd
Smithfield, VA 23430

REVISION INFO

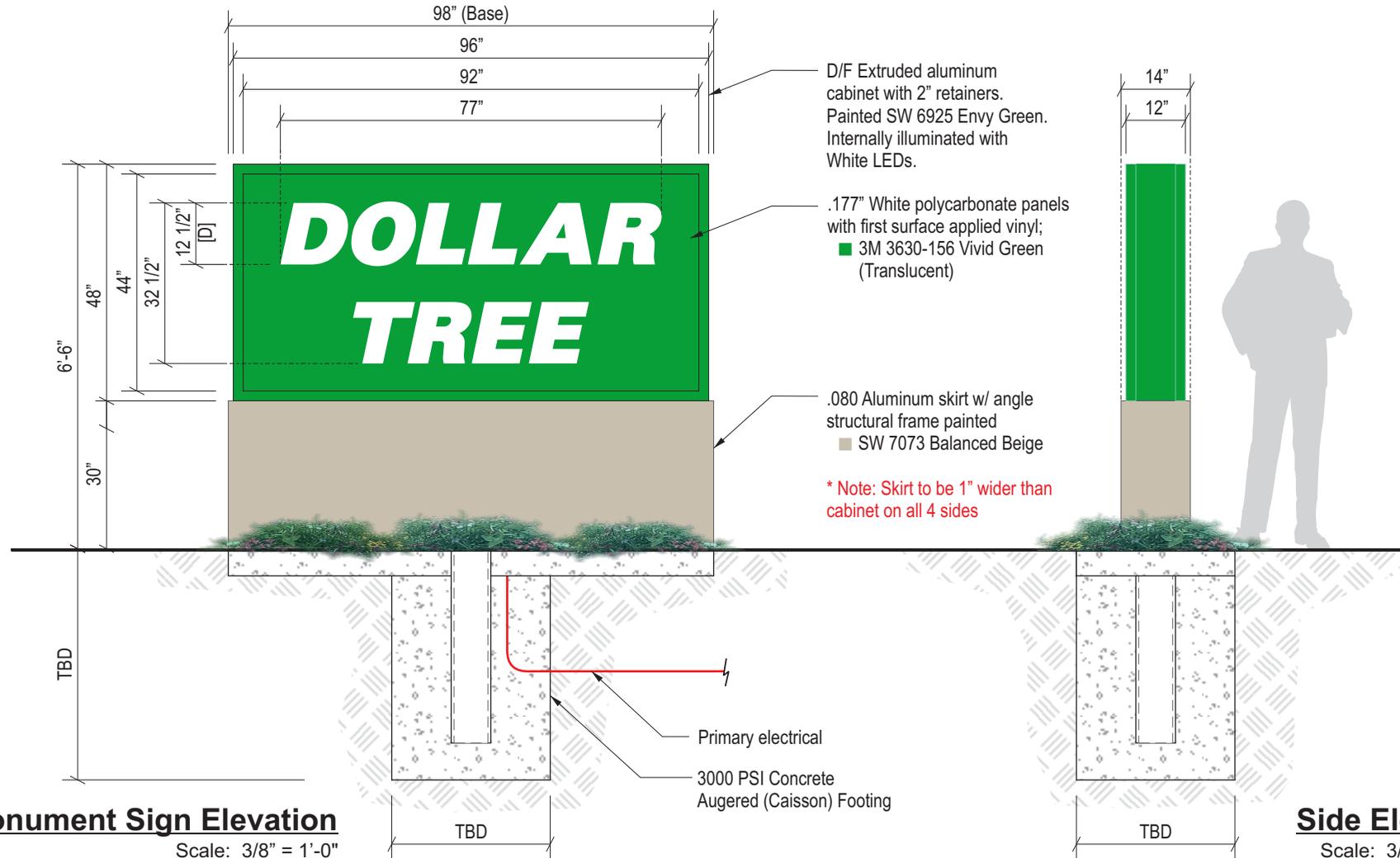
12/05/2018 Original Renderings

KD

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AnchorSign
1.800.213.3331

SIGN B	Dollar Tree
Type:	D/F Monument
Actual Size:	48" x 96"
Viewable Size:	44" x 92"
Square Footage:	32.00



Electrical Detail:	
P-LED White LEDs	
(X) 60w Transformers	
Total Amps: X.XX	
(1) 20 amp 120V Circuit Req.	

General Notes:	
This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.	
1) Grounded and bonded per NEC 600.7/NEC 250	
2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps	
3) Sign is to be UL listed per NEC 600.3	
4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*	
*For multiple signs, a disconnect is permitted but not required for each section	



Client:	Dollar Tree
Site #:	DL-2755
Address:	1281 Benns Church Blvd Smithfield, VA 23430

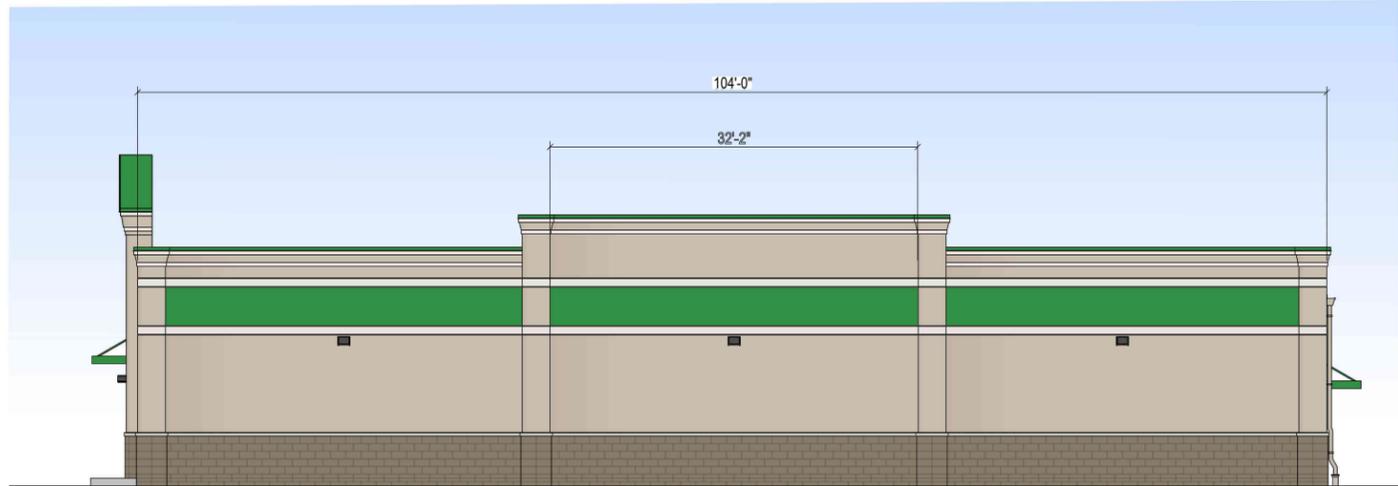
REVISION INFO	12/05/2018	Original Renderings	KD

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1.800.213.3331



SOUTH ELEVATION



EAST ELEVATION

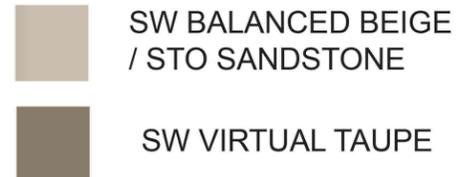
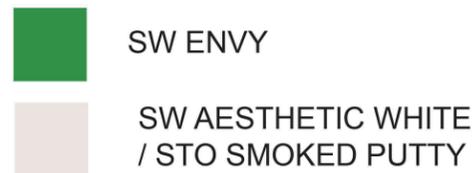


NORTH ELEVATION



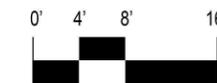
WEST ELEVATION

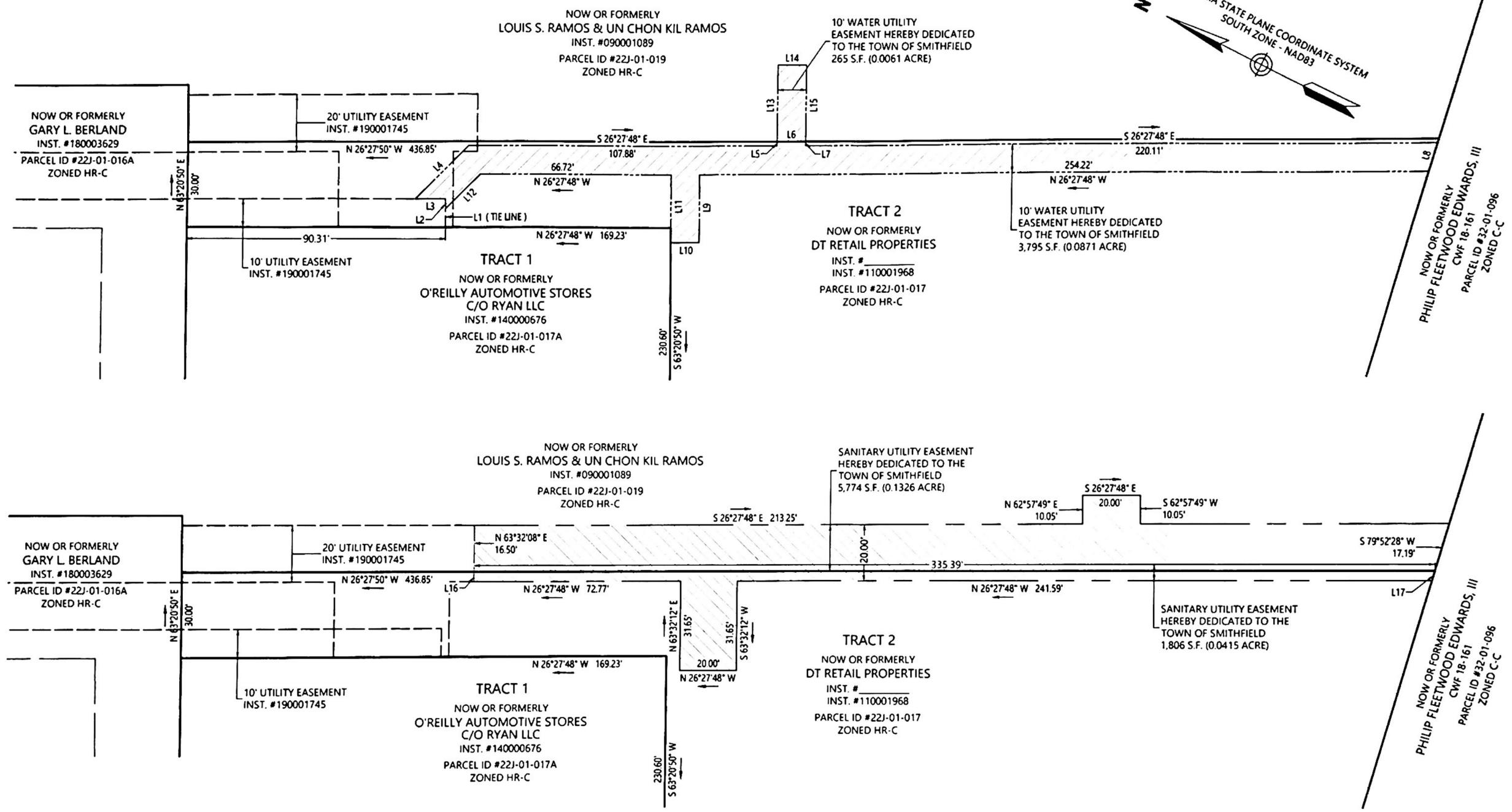
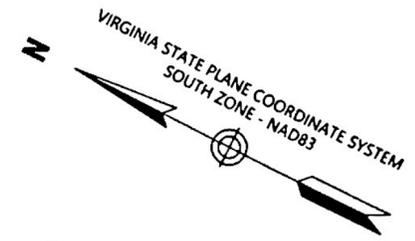
Canopy to be supplied and installed by Dollar Tree's sign vendor



SMITHFIELD , VA

Dollar Tree - Smithfield (Fee Dev)





LINE TABLE		
SEGMENT	DISTANCE	BEARING
L1	6.53'	N63°32'08"E
L2	3.47'	N63°32'08"E
L3	10.71'	N26°27'52"W
L4	26.36'	S71°10'49"E
L5	1.45'	N63°32'12"E
L6	10.00'	S26°27'50"E
L7	1.45'	S63°32'12"W
L8	10.42'	S79°52'28"W
L9	23.70'	S63°20'50"W

LINE TABLE		
SEGMENT	DISTANCE	BEARING
L10	10.00'	N26°27'48"W
L11	23.70'	N63°20'50"E
L12	17.08'	N71°10'49"W
L13	26.55'	N63°32'12"E
L14	10.00'	S26°27'48"E
L15	26.55'	S63°32'12"W
L16	3.50'	N63°32'08"E
L17	3.65'	S79°52'28"W



REVISED: 10/08/19

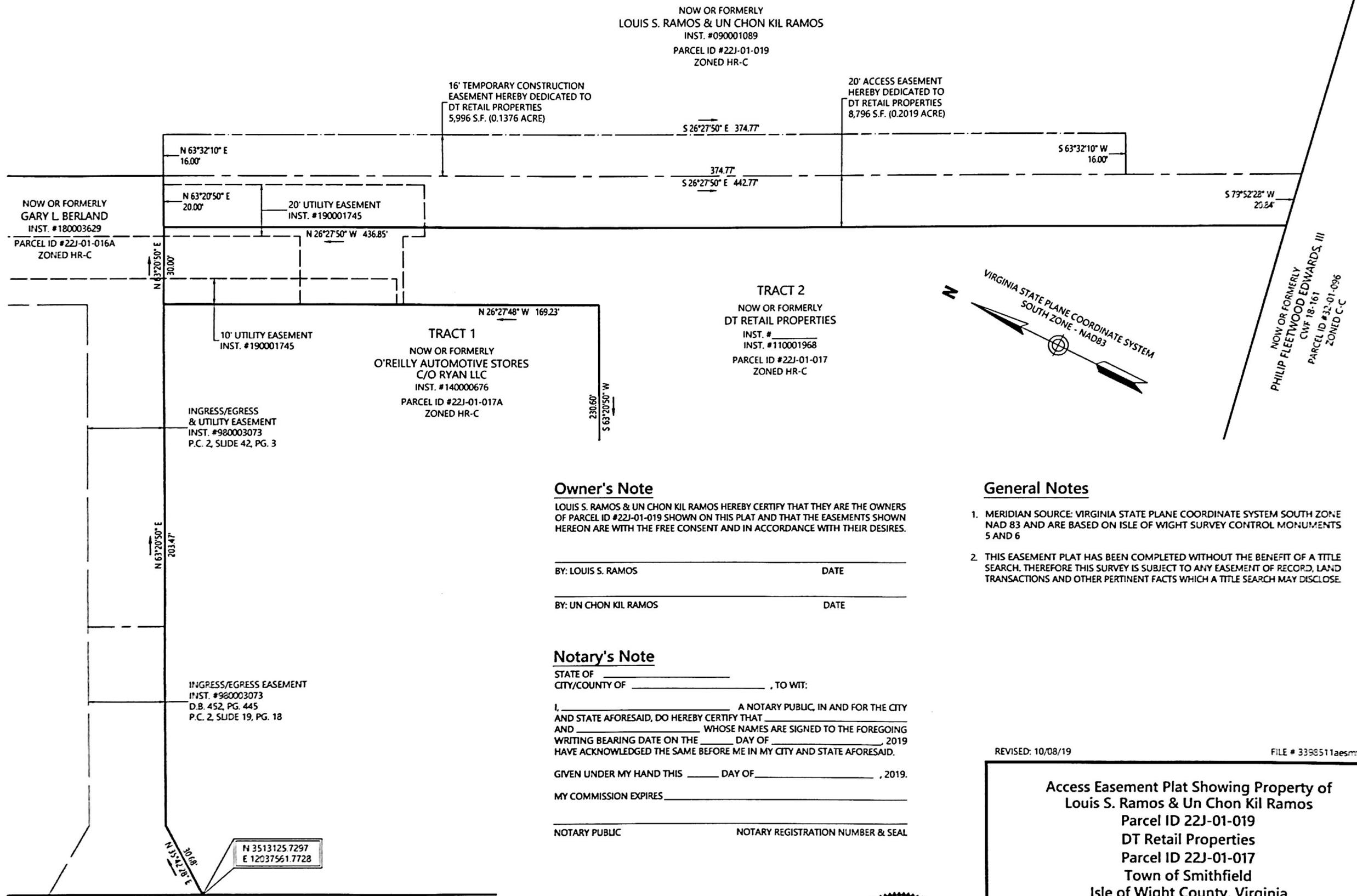
FILE # 3398511uesmt.dwg

Utility Easement Plat Showing Property of
 Louis S. Ramos & Un Chon Kil Ramos
 Parcel ID 22J-01-019
 DT Retail Properties
 Parcel ID 22J-01-017
 Town of Smithfield
 Isle of Wight County, Virginia

DATE: JUNE 19, 2019	SHEET 2 OF 2	SCALE: 1"=25'
PROJECT NO: 33985.11	DRAWN BY: DWP	CHECKED BY: DWA

vhb Transportation Land Development Environmental Services
 Two Columbus Center
 4500 Main Street, Suite 400
 Virginia Beach, Virginia 23462
 757 490 0132 • FAX 757 490 0136

REVISED: 09-25-19



Owner's Note

LOUIS S. RAMOS & UN CHON KIL RAMOS HEREBY CERTIFY THAT THEY ARE THE OWNERS OF PARCEL ID #22J-01-019 SHOWN ON THIS PLAT AND THAT THE EASEMENTS SHOWN HEREON ARE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THEIR DESIRES.

BY: LOUIS S. RAMOS _____ DATE _____

BY: UN CHON KIL RAMOS _____ DATE _____

Notary's Note

STATE OF _____, TO WIT:
CITY/COUNTY OF _____

I, _____ A NOTARY PUBLIC, IN AND FOR THE CITY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND _____ WHOSE NAMES ARE SIGNED TO THE FOREGOING WRITING BEARING DATE ON THE _____ DAY OF _____, 2019 HAVE ACKNOWLEDGED THE SAME BEFORE ME IN MY CITY AND STATE AFORESAID.

GIVEN UNDER MY HAND THIS _____ DAY OF _____, 2019.

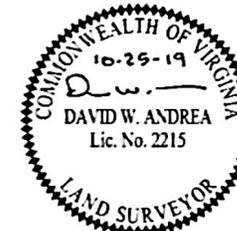
MY COMMISSION EXPIRES _____

NOTARY PUBLIC _____ NOTARY REGISTRATION NUMBER & SEAL _____

General Notes

- MERIDIAN SOURCE: VIRGINIA STATE PLANE COORDINATE SYSTEM SOUTH ZONE NAD 83 AND ARE BASED ON ISLE OF WIGHT SURVEY CONTROL MONUMENTS 5 AND 6
- THIS EASEMENT PLAT HAS BEEN COMPLETED WITHOUT THE BENEFIT OF A TITLE SEARCH. THEREFORE THIS SURVEY IS SUBJECT TO ANY EASEMENT OF RECORD, LAND TRANSACTIONS AND OTHER PERTINENT FACTS WHICH A TITLE SEARCH MAY DISCLOSE.

BENNS CHURCH BOULEVARD
VA ROUTE 10, U.S. HWY 258
VARIABLE WIDTH PUBLIC R/W PLAT REF 2014-10-2



REVISED: 10/08/19 FILE # 3398511aesmt.dwg

Access Easement Plat Showing Property of Louis S. Ramos & Un Chon Kil Ramos Parcel ID 22J-01-019 DT Retail Properties Parcel ID 22J-01-017 Town of Smithfield Isle of Wight County, Virginia		
DATE: JUNE 19, 2019	SHEET 1 OF 1	SCALE: 1"=25'
PROJECT NO: 33985.11	DRAWN BY: DWP	CHECKED BY: DWA

vhb Transportation Land Development Environmental Services
Two Columbus Center
4500 Main Street, Suite 400
Virginia Beach, Virginia 23462
757 490 0132 • FAX 757 490 0136

REVISED: 09-25-19

***PUBLIC HEARING* PLANNING COMMISSION STAFF REPORT:
SPECIAL USE PERMIT, SITE PLAN AMEND. & ECO DESIGN REVIEW APPLICATIONS**

TUESDAY, NOVEMBER 12TH, 2019, 6:30 PM

Applicant	Harvest Fellowship Baptist Mission Trustees C/O Charles Drake 19290 Battery Park Rd Smithfield, VA 23430
Owner	Ibid.
Property	19290 Battery Park Rd TPIN 22-01-022 22.64 ac S side Battery Park Rd 650' SW Battery Park Rd & Nike Park Rd
Zoning	Community Conservation (CC) & Entrance Corridor Overlay (ECO)
Adjacent Zoning	Chesapeake Bay Overlay (CBO), Floodplain Protection Overlay (FPO), Light Industrial (I1), Neighborhood Residential (NR), CC & ECO
Project Description	<p>At its Tuesday, July 12th, 2011 meeting, the Planning Commission approved a major site plan application for 19290 Battery Park Rd. The approved application included the construction of a fifty-two (52) space parking lot immediately east of the church auditorium, which was to be composed of heavy-duty asphalt travel ways, light duty asphalt parking spaces, and concrete curbs and gutters.</p> <p>Due to financial constraints, the applicants did not install the asphalt surfaces necessary to complete the job, and resorted to utilizing the crushed stone or gravel subbase for parking purposes, an action which conflicts with Smithfield Zoning Ordinance (SZO) Section 8.B.6.a, which reads:</p> <p style="text-align:center"><i>For all . . . institutional . . . uses . . . all required off street parking spaces and drives shall be constructed of an all-weather, stabilized, dust-free surface (concrete, bituminous concrete, paving blocks, or other similar material) . . .</i></p> <p>In July of this year, the applicants consulted with Town staff concerning the repair and maintenance of the subbase with additional crushed stone or gravel. Town staff informed the applicants that if their intention was to continue to utilize the unfinished parking lot for parking, an after-the-fact special use permit (SUP) application for a waiver of parking and loading requirements (pursuant to SZO Section 3.A.C.36) would be necessary.</p> <p>The applicants have insisted that they intend to install the asphalt as shown on their approved site plan, and that any approval resulting from this application would serve a temporary purpose. The applicants have also indicated that there was an urgent need to utilize the unfinished parking lot in order to accommodate elderly and disabled members of their congregation.</p>
Recommendation	<p>Town staff recommends approval of the site plan amendment and ECO design review components of this application contingent on the Town Council's approval of the SUP component thereof. Additionally, Town staff recommends a favorable report from the Planning Commission to the Town Council on the SUP component of this application under the following conditions:</p> <ol style="list-style-type: none">(1) This SUP is only applicable to the portion of the parking lot located immediately east of the church auditorium.(2) This SUP is null and void after a period of ten (10) years has passed, or upon the completion of the parking lot in accordance with the major site plan, approved on Tuesday, July 12th, 2011, and amended on Tuesday, February 11th, 2014- whichever event occurs first.(3) The applicants must purchase and install a water meter for the fire suppression system located on the premises- the Engineering & Public Works Department has informed Town staff that this was not required during any of the applicants' previous approvals over the course of the last decade or so, but that it is now required for any project in which water-based fire suppression systems are utilized. Town staff must review and inspect this work.

Please direct inquiries to John Settle at 1-(757)-365-4200 or jsettle@smithfieldva.gov.



TOWN OF SMITHFIELD

310 Institute Street, P. O. Box 246 λ Smithfield, VA 23431
(757) 365-4200 λ Fax (757) 357-9933

APPLICATION FOR:

- Special Use Permit Variance Special Yard Exception
 Special Sign Exception Other

Applicant(s) Name: HARVEST FELLOWSHIP BAPTIST CHURCH
 Address: 19290 BATTERY PARK ROAD
 City, State, Zip: SMITHFIELD, VA 23430
 Phone Number(s): (757) 365-9494

Property Owner(s) Name: SAME AS ABOVE
 Address: _____
 City, State, Zip: _____
 Phone Number(s): _____

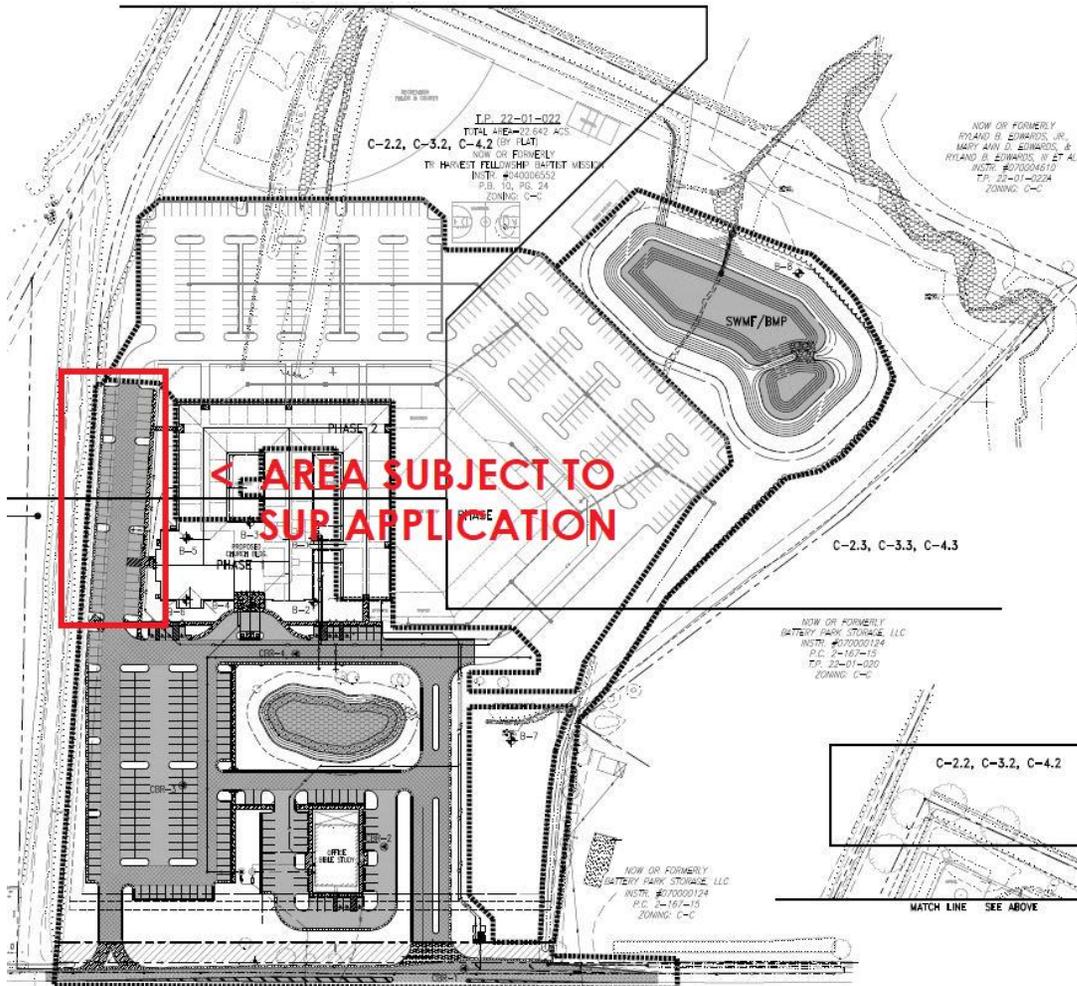
Property Address: 19290 BATTERY PARK ROAD SMITHFIELD, VA 23430
 Tax Map Number(s): 22-01-022
 Property Description: HARVEST FELLOWSHIP BAPTIST CHURCH CAMPUS

Zoning: COMMERCIAL Acreage: 23+- AC Application Fee: \$1100.00
 Legal Reference: Adjacent to M.R. Minn Deed Book#: 040006552 Page#: 040006552

Proposed Use/Exception: THIS IS AN APPLICATION FOR A SPECIAL USE PERMIT (SUP) PURSUANT TO SMITHFIELD ZONING ORDINANCE (SZO) SECTION 3.A.C.36 FOR A WAIVER OF PARKING AND LOADING REQUIREMENTS - SPECIFICALLY FOR RELIEF FROM SZO SECTION 8.B.6. WE ARE REQUESTING THIS TO ALLOW USAGE OF OUR 300' EAST END PARKING LOT (GRAVEL). THIS PARKING LOT IS PART OF OUR APPROVED SITE PLAN. WHEN FUNDS ARE AVAILABLE WE WILL ASPHALT THIS AREA TO MATCH OUR OTHER PARKING AREAS IN OUR APPROVED SITE PLAN.

Del S. Work FOR HARVEST FELLOWSHIP 10/16/19
 BAPTIST CHURCH Date

Applicant(s) Signature _____ Date _____



***PUBLIC HEARING* PLANNING COMMISSION STAFF REPORT:
SPECIAL USE PERMIT, SITE PLAN AMEND. & ECO DESIGN REVIEW APPLICATIONS**

TUESDAY, NOVEMBER 12TH, 2019, 6:30 PM

Applicant	Brown's African Methodist Episcopal (AME) Church Trustees C/O Sterling Thomas 655 W Main St Smithfield, VA 23430
Owner	Ibid.
Property	655 W Main St TPIN 21A-01-217 2 ac SE side W Main St 150' NE W Main St & Middle St
Zoning	Entrance Corridor Overlay (ECO) & Highway Retail Commercial (HRC)
Adjacent Zoning	Downtown Neighborhood Residential (DNR), Multifamily Residential (MFR), ECO & HRC
Project Description	<p>On or before Friday, June 14th, 2019, Town staff learned that the applicants had expanded the existing parking area at the property in question. The additional impervious cover exceeded the state-mandated 2,500 square foot threshold for land-disturbing and stormwater management permits, and the applicants were advised in a formal notice of violation to immediately undertake one of the following steps:</p> <ol style="list-style-type: none">(1) Remove all new unpermitted impervious cover and stabilize the resulting disturbed area.(2) Remove all new unpermitted impervious cover in excess of 2,500 square feet, stabilize the resulting disturbed area, and apply for after-the-fact permitting for the expansion of the parking area. <p>The applicants selected the second step, which entailed an after-the-fact special use permit (SUP) application for a waiver of parking and loading requirements pursuant to Smithfield Zoning Ordinance (SZO) Section 3.I.C.30. This application is necessary as the applicants chose to expand their parking area with gravel or crushed stone, which conflicts with SZO Section 8.B.6.a:</p> <p><i>For all . . . institutional . . . uses . . . all required off street parking spaces and drives shall be constructed of an all-weather, stabilized, dust-free surface (concrete, bituminous concrete, paving blocks, or other similar material) . . .</i></p> <p>The applicants propose an expansion of the existing parking area by an area of approximately 2,250 square feet- this new impervious cover is located within the front yard of the church, and accommodates a total of eight (8) new parking spaces. The applicants have indicated that there was an urgent need to expand the parking area in front of the church in order to accommodate elderly and disabled members of their congregation.</p>
Recommendation	Town staff recommends approval of the site plan amendment and ECO design review components of this application contingent on the Town Council's approval of the SUP component thereof. Additionally, Town staff recommends a favorable report from the Planning Commission to the Town Council on the SUP component of this application.

Please direct inquiries to John Settle at 1-(757)-365-4200 or jsettle@smithfieldva.gov.



TOWN OF SMITHFIELD

310 Institute Street, P. O. Box 246 Smithfield, VA 23431
(757) 365-4200 Fax (757)357-9933

ENCLOSURE 1

APPLICATION FOR:

- Special Use Permit
- Variance
- Special Yard Exception
- Special Sign Exception
- Other

Applicant(s) Name: Brown's AME Church, W.D. Stealy Thomas
 Address: 655 Main St. P.O. Box 99
 City, State, Zip: Smithfield, Va. 23431
 Phone Number(s): (757) 357-7647

Property Owner(s) Name: Brown's AME Church Trustees
 Address: 655 main st P.O. Box 99
 City, State, Zip: Smithfield, Va. 23431
 Phone Number(s): (757) 357-7647

Property Address: 655 main st. P.O. Box 99 Smithfield, Va. 23431
 Tax Map Number(s): 21A-01-217
 Property Description: Church

Zoning: HRC Acreage: 2 Application Fee: \$450.00
 Legal Reference: WM Sykes Propy Deed Book#: 153 Page#: 143

Proposed Use/Exception: Installation of gravel for use as parking lot expansion, which conflicts w/ S80 Sec. 8-B.6. Consequently, an SUP is required in accordance w/ S80 Sec. 3-I.C. 30

X Stealy Thomas
 Applicant(s) Signature

2011-10-11
 Date

 Applicant(s) Signature

 Date



PHOTO TAKE DURING 09/04/19 INSPECTION SHOWING SEEDED AND STRAWED PORTION OF PARKING LOT RESTORED TO GRASSED AREA



GRAVEL AREA RESTORED TO GRASS = 1,700± S.F.



REMAINING GRAVEL AREA = 2,250± S.F.
(ROOM FOR 8 ADDITIONAL 9'x18' PARKING SPACES)

ISLE OF WIGHT COUNTY, VIRGINIA
P.O. Box 80
17140 Monument Circle
Isle of Wight, VA 23397
(757) 365-1659
www.co.isle-of-wight.va.us



REV.	REVISIONS	
	DATE	BY

RESTORED PARKING LOT AREA
BROWN'S AFRICAN METHODIST EPISCOPAL CHURCH
DATE: 09/04/19 SCALE: 1" = 30'
ISLE OF WIGHT COUNTY VIRGINIA

Drawing Number:





Local Roots, Global Reach

ISLE OF WIGHT COUNTY, VIRGINIA

PUBLIC UTILITIES DIVISION

October 2, 2019

Dear Sterling Thomas,

The attached exhibit prepared by Isle of Wight County and dated September 4, 2019 entitled "Exhibit Showing Restored Parking Lot Area" shows the existing condition of the front parking area serving Brown's African Methodist Episcopal Church, in particular the limits of recent new work are reflected therein.

The area had previously been expanded to provide more than 2,500 square feet (SF) of impervious area, which would have triggered a County permit and required an assessment to determine if stormwater controls were needed. County staff have coordinated a reduction in the impervious area with the Town of Smithfield and Church officials to ensure the new impervious area created remains below the 2,500 SF threshold.

This letter serves to accompany the Special Use Permit associated with this activity and to certify that the net additional impervious area shown in the exhibit falls below the threshold where County Stormwater permits would be necessary.

If you have any questions, please feel free to call 365-1655 or contact me by email at djennings@iwus.net.

Sincerely,

Donald N. Jennings, PE
Director of Utility Services

PLANNING COMMISSION STAFF REPORT:
***DISCUSSION ITEM* TEXT AMENDMENT APPLICATION (AFTER-THE-FACT)**

TUESDAY, NOVEMBER 12TH, 2019, 6:30 PM

Applicant SB Cox Ready Mix, Inc.
C/O Gordon Holloway
865 W Main St
Smithfield, VA 23430

Owner Ibid.

Property 865 W Main St
TPIN 21-01-071
8.48 ac SE W Main St
150' SW W Main St & Hearn Dr

Zoning Heavy Industrial (I2) & Entrance Corridor Overlay (ECO)

Adjacent Zoning Community Conservation (CC), Highway Retail Commercial (HRC),
Light Industrial (I1), Mobile Home Park (MHP), ECO & I2

Project Description On or before Monday, August 12th, 2019, the applicants installed a private well on the premises. Because the property is located within the Heavy Industrial (I2) zoning district and is occupied by non-residential uses, this action conflicted with Smithfield Town Code (STC) Section 82-45, which reads:

Where a public water supply is available in the Town, it shall be unlawful to connect a . . . commercial structure to a private well or other water supply, except as may be approved by the Town Manager on a temporary basis, or by approval of a Special Use Permit (SUP) in accordance with the provisions of the . . . [Smithfield] Zoning Ordinance (SZO).

At no point has the Town Manager approved the use of the well on a temporary basis, nor are private wells permissible in the I2 zoning district, pursuant to SZO Article 3.L. Consequently, the applicants are applying for a text amendment to allow for the addition of Section 3.L.C.34 to the SZO, which will read:

Private wells for the purpose of batching and mixing concrete.

If approved, the applicants would then have to apply for an SUP in order to keep and use the well.

Recommendation Town staff encourages discussion among the members of the Planning Commission before proceeding to a public hearing and decision at a later meeting.

Please direct inquiries to John Settle at 1-(757)-365-4200 or jsettle@smithfieldva.gov.



TOWN OF SMITHFIELD

310 Institute Street, P. O. Box 246 Smithfield, VA 23431
(757) 365-4200 Fax (757) 357-9933

APPLICATION FOR:

- Special Use Permit
- Variance
- Special Yard Exception
- Special Sign Exception
- Other

Applicant(s) Name: Farmer's Service Co Gordon Holloway
 Address: 865 W Main St
 City, State, Zip: Smithfield VA 23430
 Phone Number(s): 757-357-4367

Property Owner(s) Name: S.B. Cox READY MIX INC. MORGAN NELSON
 Address: P.O. Box 5363
 City, State, Zip: Glen Allen VA 23058
 Phone Number(s): (804) 364-0500

Property Address: 865 W Main St, Smithfield, VA 23430
 Tax Map Number(s): 21-02-074
 Property Description: 100' SW of W Main St to Henry St. Approx. 0.48 acres
 Zoning: I-2 Acreage: 0.48 Application Fee: \$570.00
 Legal Reference: Adj. Hires. Estmt Decd Book#: 13650 2960 Page#: 13606 2960

Proposed Use/Exception: A text amendment for the allowing of private wells for SUP in the Industrial (I-2) zoning district.

Gordon Holloway
Applicant(s) Signature

10/10/19
Date

Morgan Nelson
Applicant(s) Signature

10/10/19
Date

JOHN SETTLE

October 24, 2019

Community Development & Planning Director
Town of Smithfield, Virginia
310 Institute St, Smithfield, VA 23430

Dear John,

Please see the below language changes proposed regarding the well at Farmers Service Company.

Smithfield Zoning Ordinance-2, C. "Uses Permitted by Special Use Permit"

Proposed language; addition.

"Well for the purpose of concrete mixing and batch production"

Smithfield Town Code (STC) Sec. 82-45. - Use of public water system mandatory.

Where a public water supply is available in the town it shall be unlawful to connect a residential or commercial structure to a private well or other water supply except as may be approved by the town manager on a temporary basis or by approval of a special use permit in accordance with the provisions of the town's zoning ordinance.

(Ord. of 8-2-2011(2), § 1)

No language revision proposed to the Smithfield Town Code as addition to the Zoning Ordinance would allow for a special use application.

Thank You,

R. Gordon Holloway

Farmers Service Co

865 W. Main St

Smithfield, Virginia 23430

C. Uses Permitted by Special Use Permit:

1. Heavy public utility uses, to include:
 - a. electrical generating plants.
 - b. sewerage treatment plants.
2. Animal slaughterhouses.
3. Bus and railroad terminals.
4. Concrete mixing and batching production.
5. Coal, wood or wood distillation facilities.
6. Private garbage incineration.
7. Metal foundries, smelting, processing, fabrication and storage.
8. Stockyards.
9. Establishments for biological and chemical scientific research, development and training.
10. Tanning and curing of skins.
11. Extraction of mineral resources.
12. A residential dwelling appurtenant to and contained within a commercial or industrial building for the specific use of a watchman or caretaker.
13. Drive-in theaters.
14. Automobile auction facility.
15. Heliports and helipads.
16. Veterinary hospitals, inclusive of boarding kennels.
17. Private landfills.
18. Hotels and motels, with or without eating establishments.
19. Airports.
20. Asphalt mixing plant.
21. Bulk storage of flammable materials.
22. Fertilizer, lime or cement manufacturing.
23. All uses permitted by special permit in the HR-C and I-1 Districts.
24. Public utilities and facilities (to be constructed by developer for public acceptance).
25. Adult entertainment establishments.
26. Waterfront business activities (including wholesale and retail uses), including marine enterprises such as boat docks and piers, boat service facilities, storage and shipment of waterborne commerce, packing and shipping plants, and recreational activities related to the waterfront.
27. Yacht clubs and marinas.
28. Communication towers.
29. Payday lending establishments, check-cashing establishments and pawn shops.
30. Waiver of district size when in conformance with the Comprehensive Plan.
31. Waiver of floor area ratio.
32. Waiver of building height.

- 33. Waiver of Parking and Loading Requirements.
(Ord. of 9-2-2008, 4-5-2011)

34. Private wells for the purpose of batching and mixing concrete.

(Ord. of 2020-??-??)

D. Prohibited Uses:

The specific uses which follow shall not be permitted in the I-2 District.

- 1. Ammonia and chlorine manufacturing.
- 2. Blast furnace.
- 3. Boiler works.
- 4. Fireworks or explosives manufacturing.
- 5. Automobile salvage yard and other salvage yards.
- 6. Soap manufacture.
- 7. Acid manufacture.
- 8. Petroleum, asphalt or related product refining.
- 9. Pesticide manufacturing.
- 10. Herbicide manufacturing.
- 11. Insecticide manufacturing.
- 12. Any other similar use which in the opinion of the Town Council might be injurious or noxious by reason of odor, fumes, dust, smoke, vibration, noise or other cause which may be deemed as hazardous to the health, welfare and safety of the Town.
- 13. New residential uses.
- 14. All nonconforming uses shall not be allowed to expand facilities.

E. Maximum Density:

Regulated by floor area ratio.

F. Lot Size Requirements:

- 1. Minimum district size: 5 acres
- 2. Minimum lot area: 40,000 square feet

***PUBLIC HEARING* PLANNING COMMISSION STAFF REPORT:
COMPREHENSIVE PLAN AMENDMENT, REZONING & SUP APPLICATIONS**

TUESDAY, NOVEMBER 12TH, 2019, 6:30 PM

Applicant	Waterford at Battery Park, LLC C/O John Mamoudis 3704 Pacific Ave #200 Virginia Beach, VA 23451
Owner	KLS Battery Park Development Group, LLC C/O Warren Sachs 125 86 th St Virginia Beach, VA 23451
Proposed Project	15 Multifamily Buildings, 10 Condominiums/Building (150 Units, 11.9 du/ac)
Property	Lot 511, S Church St TPIN 21A-01-511 22.205 ac NE side S Church St S Church St & Battery Park Rd
Rezoning Acreage	18.3 ac
Development Acreage	Ibid.
Site Access	2 Entrances Battery Park Rd (Existing), 1 Entrance S Church St (Existing), Frontage on Colonial Ave (No Entrance Proposed) & Frontage on Unimproved ROW Extending from E Corner of Lot to Smithfield Blvd & Willow Wood Ave (Entrance Not Feasible)
Zoning	Entrance Corridor Overlay (ECO) & Highway Retail Commercial (HRC)
Adjacent Zoning	Light Industrial (I1), Multifamily Residential (MFR), Neighborhood Residential (NR), Residential Office (RO), Suburban Residential (SR), ECO & HRC
Proposed Zoning	ECO, HRC & MFR
Future Land Use (FLU)	Retail Commercial
Adjacent FLU	Retail Commercial, Multifamily/Retirement & Low-Density Residential
Proposed FLU	Multifamily/Retirement
Project Description	<p>The applicant proposes to construct fifteen (15) two-and-one-half (2.5) story multifamily buildings, each containing ten (10) condominium units. Each building will contain six (6) three (3) bedroom units, two (2) two (2) bedroom units and two (2) one (1) bedroom units. The proposed community will not be age-restricted, and will be privately-regulated and maintained by a condominium association. Amenities include onsite parking, pedestrian paths, private travel ways, pet stations, a clubhouse, a swimming pool, bicycle lockers, a pump station, stormwater retention, landscaping, and approximately five and one-half (5.5) acres of common open space. The proposed development would be accessed via two (2) existing entrances on Battery Park Rd, and one (1) on S Church St.</p> <p>The desired uses for the property would be classified as “multiple family residential dwellings (with no more than three (3) unrelated occupants per dwelling unit)” and “private community facilities, recreation areas, parking lots for recreational vehicles, and other common area improvements normally associated with multiple family residential developments (other than those requiring special use permits).” The only zoning district in which both of these uses are permissible is the Multifamily Residential (MFR) district, pursuant to Smithfield Zoning Ordinance (SZO) Sections 3.F.B.1 & 3.F.B.5. Because the</p>

property is currently zoned Highway Retail Commercial (HRC), it became apparent that an application to amend the Town's Official Zoning Map (OZM) would be necessary (this is often referred to as a "rezoning").

The most essential Town publication to consult during the rezoning process is the Town's Comprehensive Plan, specifically the Future Land Use Map (FLUM). The entirety of the property in question on the FLUM is designated as remaining "retail commercial" in the future, which accommodates the current zoning as HRC. Consequently, the proposed rezoning is in conflict with the FLUM, and a Comprehensive Plan Amendment is necessary.

In acknowledgement of the importance of maintaining a commercial frontage on S Church St, the applicants have proposed amending the OZM and FLUM in such a manner as to preserve the current zoning and future land use (FLU) fronting on this right-of-way (ROW). This means that an approximately 3.9 acre commercial outparcel will be excluded from the rezoning and FLUM amendment and later subdivided from the remainder of the property.

The proposed general development plan submitted for the rezoning of the property features no recreational vehicle (RV) parking pursuant to Smithfield Zoning Ordinance (SZO) Section 3.F.I.2.B, which states:

Separate parking spaces shall be allocated and reserved for recreational vehicle parking on the basis of one (1) RV parking space per six (6) dwelling units. No recreational vehicle parking space shall front on a public street.

The applicants have chosen not to accommodate this standard in order to achieve the appropriate net developable acreage to necessitate 150 dwelling units. This means is that the applicants will have to apply for a Special Use Permit (SUP) for a waiver of parking and loading requirements.

Several components of this application can be viewed in the pages immediately succeeding this staff report.

At its Tuesday October 8th, 2019 meeting, the Planning Commission's discussion on this application resulted in the generation of the following list of items that the Planning Commission wanted to see in a revised application:

- (a) Traffic count data collected from the intersection of Villa Dr and Battery Park Rd to be included in the traffic impact assessment (TIA).
- (b) Information from Isle of Wight County concerning how school buses might interact with this development, to include bus stop locations in or near the development.
- (c) The locations of dumpsters and other solid waste receptacles, including other information indicating how solid waste generated from this development will be managed.
- (d) Photographs and addresses of other developments executed by the developer, including ones using the new vinyl siding product that was shown to the Planning Commission on Tuesday night.
- (e) Information on how this proposed development may react with a road widening project on either Battery Park Rd or S Church St, and how such projects and other similar transportation projects may impact this development's accessibility in the future.
- (f) An alteration of the exterior design of the buildings proposed so that there is clarity as to which façade of the building is the primary façade.
- (g) Clarification on pedestrian travel from the parking lot to the buildings.
- (h) An action plan or explanation concerning procedure for if or when a firetruck or other large vehicle blocks one of the development's entrances or travel ways.
- (i) More information concerning the proposed access improvements on Battery Park Rd.
- (j) Confirmation from Isle of Wight County Schools that their response to the application took other and future developments elsewhere in the County into consideration.

- (k) Illustrations and positioning of signage which may be used to identify the development, particularly the main entrance of the development.
- (l) Information concerning how the bike trail will interact with the proposed development.
- (m) Illustrations and positioning of all proposed fencing in the development, and whether or not the applicants intend to offer any RV parking at all (i.e. would they consider a waiver of part of, if not all, of the RV parking).
- (n) Indication from the applicants as to whether or not they would consider an additional means of access to and from the development and resulting commercial outparcels from S Church St, lining up with Mercer St.
- (o) A presentation on the data gathered from the applicants' traffic count of the intersection of the drive located in between Dollar General and Royal Farms with the intersection of S Church St & Williams St- specifically how this data factors into the comments generated by the Virginia Department of Transportation (VDOT).
- (p) Any effort by the applicants to lessen this application's potential burden on Battery Park Rd traffic would be essential in the Planning Commission's consideration.

The applicant has provided responses to all of the points on this list, with attachments (see 2019-11-01 Amendments). Additionally, this application has resulted in requests for comments from several agencies and entities outside of the Smithfield Community Development & Planning Department. Responses that have been included or updated since the previous Planning Commission meeting have been marked with an “*”:

Draper Aden Associates, Inc.	Enclosure 1
Isle of Wight County Planning & Zoning	Enclosure 2
*Isle of Wight County Schools (IWCS)	Enclosure 3
*Virginia Department of Historic Resources (DHR)	Enclosure 4
VDOT	Enclosure 5
Isle of Wight County Stormwater Division	Enclosure 6
Smithfield Volunteer Fire Department (SVFD)	Enclosure 7
Smithfield Police Department (SPD)	Enclosure 8
*Isle of Wight County Emergency Services	Enclosure 9
*The Villas at Smithfield	Enclosure 10

Pursuant to SZO Section 4.E.4, the Planning Commission has until Saturday, January 16th, 2019 to decide on this application before it is automatically forwarded to the Town Council with a recommendation for approval.

TOWN OF SMITHFIELD

310 Institute Street, P. O. Box 246, Smithfield, VA 23431
(757) 365-4200 - Fax (757) 357-9933

REZONING APPLICATION

Aug. 1, 2019
Date of Application

I (We), the undersigned, do hereby respectfully make applications and petition the Governing Body to amend the Zoning Ordinance and to change the Zoning Map of the Town of Smithfield as hereinafter requested and in support of this application, the following facts are shown:

1. The property sought to be rezoned is located at BATTERY PARK ROAD, SMITHFIELD between Battery Park Rd and South Church Street on the East side of the street and known as lot(s) Number 21A-01-511. It has a frontage of 740' feet, and a depth of +/-800 feet and is +/-22 acres.
2. The property sought to be rezoned is owned by: KLS BATTERY PARK DEVELOPMENT GROUP LLC as evidenced by deed from _____ recorded in Book _____, Page _____, Registry of Town of Smithfield (Isle of Wight Co.). Instrument #: 160001266
3. It is desired and requested that the foregoing property be rezoned +/-18.3 acres:
4. From: HR-C To: MF-R
5. It is proposed that the property will be put to the following use(s):
A multifamily condominium residential community
6. It is proposed that the following buildings will be constructed: Fifteen 10-plex buildings and an associated clubhouse and pool
7. It is proposed that the following setbacks and off-street parking provisions will be made:
Front yard: 30', Side yard: 15', Rear yard: 30'
Parking at 2 per unit + 1 visitor space per 3 units
Entrance Corridor Overlay: Front/Corner yard: 40', Side yard: 10', Rear yard: 20'
8. Attached is a copy of the Vicinity Map.

ADDITIONAL INFORMATION

I (We) John Mamoudis and Warren Sachs have familiarized myself (ourselves) with the rules and regulations, which are required with respect to preparing and filling this application.

Applicants Signature: [Signature]

Telephone # 757-449-3925

Printed Name: Mr. John Mamoudis

Fax # _____

Address: 1072 Laskin Rd. Suite 203

Virginia Beach, VA 23451

Owners Signature: [Signature]

Telephone # 757-428-9033

Printed Name: WARREN E. SACHS

Fax # 757-428-9044

Address: 125 86th ST

Virginia Beach VA 23451



TOWN OF SMITHFIELD

310 Institute Street, P. O. Box 246 Smithfield, VA 23431
(757) 465-4200 Fax (757) 351-9933

APPLICATION FOR:

- Special Use Permit
- Variance
- Special Yard Exception
- Special Sign Exception
- Other

Applicant's Name: Waterford at Battery Park, LLC, c/o John Mamandis
 Address: 1072 Larkin Rd #203
 City, State, Zip: Virginia Beach, VA 23451
 Phone Number(s): 1-(757)-449-3125

Property Owner's Name: W.S. Battery Park Development Group, LLC, c/o Wm. Saly
 Address: 125 86th St
 City, State, Zip: Virginia Beach, VA 23451
 Phone Number(s): 1-(757)-428-9033

Property Address: Lot 511 S Church St
 Tax Map Number(s): TPIN 21A-01-511
 Property Description: 22.13 acres Battery Park Rd & S Church St

Zoning: HRC Acreage: 22.13 Application Fee: ~~100~~ 1050.00
 Legal Reference: Adj. Tompkins Ordinance #: 160001266 Page #: 160001266

Proposed Use/Exception: Future Land Use Map (FLUM)
Amend to the Comprehensive Plan, changing the
planned designation of the property fronting on Battery
Park Rd from future retail commercial to future
multifamily residential/recreation. S Church St
frontage to remain future retail commercial.

Applicant's Signature

10-31-19
 Date

 Applicant's Signature

 Date



TOWN OF SMITHFIELD

310 Institute Street, P. O. Box 246 Smithfield, VA 23431
(757) 365-4200 Fax (757) 357-9933

APPLICATION FOR:

- Special Use Permit
- Variance
- Special Yard Exception
- Special Sign Exception
- Other

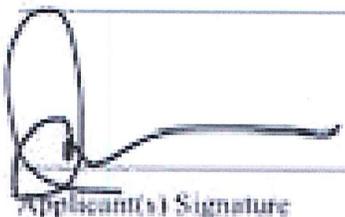
Applicant(s) Name: Waterford at Battery Park, LLC, C/O John Mamandis
 Address: 1072 Larkin Rd #203
 City, State, Zip: Virginia Beach, VA 23451
 Phone Number(s): 1-(757)-449-3925

Property Owner(s) Name: KS Battery Park Development Group, LLC, C/O Wom. Sales
 Address: 125 86th St
 City, State, Zip: Virginia Beach, VA 23451
 Phone Number(s): 1-(757)-428-9033

Property Address: Lot 511 S Church St
 Tax Map Number(s): TPIN 21A-01-511
 Property Description: 22.13 acres Battery Park Rd & S Church St

Zoning: HRC Acreage: 22.13 Application Fee: \$400.00
 Legal Reference: Adj. Tomford Deed Book# 160001266 Page# 160001266

Proposed Use/Exception: Special use permit for a waiver of parking and loading requirements pursuant to Smithfield Zoning Ordinance (570) Sections 3.F.C.23 or 3.F.C.30, for a waiver from 570 Section 3.F.I.2.B, essentially to eliminate the requirements of recreational vehicle parking.


 Applicant(s) Signature

10-31-19
 Date

 Applicant(s) Signature

 Date

PROPOSED PROFFERED CONDITIONS FOR THE PARK @ BATTERY CONDOMINIUM DEVELOPMENT

August 1, 2019

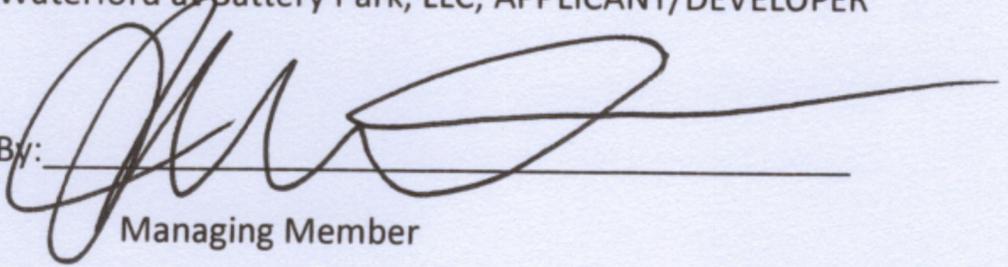
The undersigned applicant, Waterford at Battery Park, LLC, a Virginia limited liability company (hereinafter called "Applicant/Developer"), states that the following conditions are voluntarily proffered for the reclassification of property identified as The Park @ Battery. The Applicant/Developer hereby voluntarily proffers that the development of the property proposed for zoning reclassification under this application shall be in accordance with the conditions set forth below. The Applicant/Developer grants consent to the following proffers as evidenced by their signatures hereto. Where exhibits are referenced in this proffer they are on file with the Town of Smithfield.

1. The Park @ Battery shall be constructed in general conformance to the general development plan entitled "The Park @ Battery General Development Plan", drafted by Land Planning Solutions, dated March 12, 2019, revised August 1, 2019, which is occasionally referred to hereafter as "the General Development Plan". Substantial deviation, as determined by the Zoning Administrator of the Town of Smithfield, from the general design and layout as submitted or amended herein shall require resubmission and approval by Planning Commission in accordance with all applicable provisions as established by Town of Smithfield Zoning Ordinance.
2. Condominium Buildings within The Park @ Battery also referred to as "The Seasons" shall be constructed in general conformance to the color architectural renderings submitted as a part of this application. The applicant reserves the right to make changes in the building design based upon market conditions.
3. The maximum number of units to be developed shall not exceed 150.
4. Applicant/Developer shall form a condominium association in accordance with Virginia law which will own (or control through easements granted to association) and be responsible for the maintenance of the following:
 - a. All common areas owned by the condominium association and all improvements thereon; and
 - b. Storm water management areas, including the existing joint stormwater management system located partially on the property owned by the Villas of Smithfield and down-

stream, and of which 66.2% is designed and constructed to serve Royal Farms, Dollar General, the proposed condominium development and the remaining commercial.

5. The Applicant/Developer shall be required to establish and record an updated stormwater management agreement in the Isle of Wight County Clerk of the Circuit Court's Office by and between the Villas of Smithfield, Royal Farms and Dollar General for the joint use and maintenance responsibility of the existing joint stormwater management system as stated in item 4.b above. The agreement shall be modified as necessary to ensure use, maintenance responsibility and cost attributed to the condominium development, the commercial user(s) and the Villas of Smithfield as originally intended for the existing stormwater management system as stated in item 4.b above, and based upon final site design for the condominium development. The agreement shall require a monthly contribution be paid by the condominium association to establish adequate financial capacity for anticipated maintenance responsibility, and any shortfalls that may be incurred.

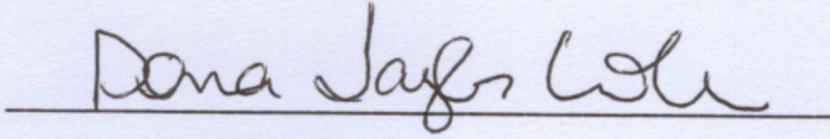
Waterford at Battery Park, LLC, APPLICANT/DEVELOPER

By: 
Managing Member

STATE OF VIRGINIA

COUNTY OF ISLE OF WIGHT, to wit:

The foregoing instrument was acknowledged before me this 6 day of August, 2019 by John Mamoudis, Managing Member, of behalf of Waterford at Battery Park, LLC.


Notary Public

My commission expires: 5/31/2021
My commission ID No.: 7714539



DEVELOPMENT NARRATIVE

**THE PARK @ BATTERY
CONDOMINIUMS**

APPLICANT: Waterford at Battery Park, LLC
1072 Laskin Rd. Suite 203
Virginia Beach, VA 23451

OWNER: KLS Battery Park Development Group LLC
125 86th Street
Virginia Beach VA 23451

TAX PARCEL #: 21A-01-511

LEGAL DESCRIPTION: Adjacent Tom Powell, Plat Cabinet 2, Slide123, Page 5, Plat# 2012-87-1 & 2, Parcel A

STATEMENT OF PURPOSE:

The purpose of this application is to seek approval for a condominium development being referred to as The Park @ Battery. The proposed location is on the south side of Battery Park Road (Rt. 704), seven hundred fifty (750) feet from its intersection with South Church Street, in the Battery Park South Planning Area. The subject parcel contains approximately 22.2 acres and is identified as Tax Parcel 21A-01-511.

The subject property is currently designated Retail Commercial by the Town's Comprehensive Plan and will require a change in land use designation for approximately 18.3 acres to Multifamily/Retirement to accomplish the proposed condominium development.

A corresponding zoning amendment will also be required from Highway Retail-Commercial (HR-C) to Multifamily-Residential (MF-R) for condominium development.

The remaining 3.9 acres fronting South Church Street will maintain its Retail Commercial land use and HR-C zoning designations and will be retained by the owner.

The development is also located within the boundaries of the Entrance Corridor Overlay (ECO) District as designated by the Town of Smithfield Zoning Ordinance. The applicant has contracted with Coastal Design, an architectural firm to design the proposed buildings in accordance with the ECO district requirements to be visually harmonious with the overall appearance, history, and cultural heritage of the Town of Smithfield. In creating the building design, the architect toured historic Smithfield to view and gain insights into its architectural history and has incorporated elements within the building design and developed a floor plan unique only to this development. All buildings will be consistent with exteriors to include a mix of classic colonial colors, including creamy yellow, muted green, taupe, reddish brown, almond and Williamsburg blue, with varying roof pitches and angles, window treatments, and recesses and projections in the façade to break up the building on each of the front, side and rear elevations, giving the appearance of individual attached dwelling units.

A color building rendering is included, along with typical front, side and rear elevations and building floor plans. The development name was originally proposed as The Park @ Battery; however, the applicant is in the process of considering a name change to “The Seasons”. Currently, the new name has only been included on

the proposed rendering and floor plans. All other documents contain the original name, which will remain until the application is acted upon by the Town Council, following a recommendation by the Planning Commission.

The proposal includes a total of one hundred and fifty (150) units contained within fifteen (15) 2½-story buildings, each consisting of ten (10) condominium units. The proposed unit mix within each building include six (6) three-bedroom units, two (2) two-bedroom units, and two (2) one-bedroom units. The ground level will consist of two (2) three-bedroom units, two (2) two-bedroom units, and a one (1) one-bedroom unit. With the exception of a one-bedroom unit on the upper floor, all units will contain four (4) 1½ -story units with three (3) bedrooms to include a second master bedroom, a loft and attic space allowing for additional storage/closet space. In addition, the upper floor units are designed with the option of converting the additional bedroom to a study or bonus room depending upon the desired effect.

The average unit price point is proposed to be in the mid to low \$200,000 range, and is deemed to be comparable to and competitive with other similar type condominium and townhouse developments under construction within the Smithfield and Isle of Wight market. This price point is also considered workforce affordable to teachers, police officers, firemen, nurses, medical technicians, local government workers, and other vital modest wage earners, and will satisfy an important housing component of providing home ownership opportunities as opposed to rental, as encouraged in the Comprehensive Plan. Additionally, the one-bedroom units are proposed to target singles and/or active adult couples, with no children.

An important aesthetic feature of the development is the proposed central green providing active and passive open and recreational space for all residents and guests.

A clubhouse and pool amenity proposed on the front portion of the green will be visible from the Battery Park Road main entrance. The central green and clubhouse will offer vibrant lifestyle choices to active singles and families of all ages, such as an exercise room, a media room, a business center/meeting space for residents who work from home, and an indoor gathering space for resident activities and entertainment, and private party functions for birthdays, baby and bridal showers, etc. Units will be designed with balconies and/or patios to offer an outdoor element and to provide a sense of place for its residents with some views directly onto the green.

The development will be phased over a period of three (3) years as shown on the attached Phasing Plan. The first sixty (60) units are proposed to be constructed in 2020 beginning with Phases 1A, 1B and 2. In 2021, another fifty (50) units are proposed in Phases 3 and 4, ending with forty (40) units in Phase 5 to be constructed in 2022. All associated roadway, parking, stormwater and utility improvements will be constructed and/or extended as a part of each phase as necessary for development.

LOCATION AND COMPREHENSIVE PLAN DESIGNATION:

The property is a vacant undeveloped parcel that borders active uses, Royal Farms on its eastern border and the Villas of Smithfield bordering west. The parcel fronts Battery Park Road. A number of other business are located directly across from and along Battery Park. There are also residential neighborhoods located within close proximity.

The parcel is located in Sub-Area 1 of the Battery Park South Planning Area, which is designated as a mixed-use area incorporating a wide range of residential uses bordered by a mix of corridor-based commercial, light industrial and service uses

interspersed.

The subject parcel maintains good accessibility to both South Church Street and Battery Park Road with existing shared vehicular entrances pre-designed and constructed during the construction of Royal Farms. The proposed development will enhance visual quality and improve the functional connectivity of the proposed residential and commercial uses at the corner of Battery Park Road and South Church Street.

It is also important to note that the requested Comprehensive Plan amendment for the Multifamily/Retirement land use designation is consistent with the recommendation by the Planning Commission and staff “to-date” as they undertake the current comprehensive plan revision. This application will provide the Planning Commission an opportunity for a more specific, high-level review for development of the subject parcel under the recommended designation “to-date”. In contrast, this specific level of detail is not afforded under the more generalized review scenario under the current comprehensive plan review process.

Furthermore, it is believed that the proposed residential land use will provide another layer of transition, adjacent to the existing Villas of Smithfield and the adjacent Wellington Estates, from the more intense commercial uses located at the South Church Street and Battery Park intersection.

PROPOSED ZONING DESIGNATION:

The proposed development has been designed in accordance with the requirements of the Multifamily-Residential (MF-R) zoning district designation being sought by this application. The development proposal includes a total of one hundred and fifty

(150) units contained within fifteen (15) 2½-story buildings, each consisting of ten (10) condominium units. Density is proposed at twelve (12) dwelling units per net developable acre as provided for under the district regulations. A copy of the general development plan is attached showing the proposed layout, minimum setbacks, building separation, parking and open space, etc.

The applicant requests a waiver from Section 3F(I)(2) of the Multifamily Residential (MF-R) district regulations of the Zoning Ordinance to provide relief from the requirement for allocated and reserved recreational vehicle (RV) parking at a ratio of 1 space per 6 dwelling units. This would require twenty-five (25) designated RV parking spaces, which are not considered to be compatible to the lifestyle offered within this unique residential condominium development, designed to promote the elements of smart growth, or its targeted demographic. The smart growth concept is intended to foster car-free and car-light lifestyles. In contrast, designated RV parking does not only add more vehicles and parking, but also has the potential to encourage the storage of larger and bulkier vehicles that could eventually become a nuisance and/or an eyesore. To ensure that no RV's or other commercial vehicle types are stored or parked overnight in the neighborhood, a stipulation will be included in the governing documents of the condominium association prohibiting them.

The subject property is also located within the Entrance Corridor Overlay (ECO) District as designated by the Zoning Ordinance. This district aims to protect the aesthetic and visual character of land in the Town of Smithfield adjacent to major existing and proposed highway corridors. The ECO regulations supplement the underlying MF-R zoning regulations.

The ECO requires a minimum 40' continuous visual (landscaped) buffer along Battery Park Road, which has been provided and is demarcated on the development plan. All proposed structures, parking areas, and roadways parallel to Battery Park Road have been sited behind the buffer. As proposed approximately half of the development's frontage has also been dedicated to green space and/or a proposed rain garden which will further enhance the natural aesthetic effect of the 40' (landscaped) buffer.

If approved, the development will meet all requirements of the ECO district with regard to screening, roadway and parking area pavement, curb and gutter, etc. as required by ordinance and will be reviewed specifically for conformance during construction plan review.

ADEQUACY OF EXISTING AND PROPOSED PUBLIC FACILITIES AND SERVICES:

A. Water and Sewer Facilities

A Public Facilities Report was prepared by Land Planning Solutions. The report notes an existing 12-inch sanitary force main in Battery Park Road and an existing gravity main within the right-of-way of South Church Street. Because the existing gravity main is not deep enough to serve the proposed residential portion of the development, a private pump station is proposed for connection to the 12-inch main on Battery Park Road. The details and design of the pump station and force main will be further explored during final site design.

Public waterlines also exist in South Church Street and Battery Park Road. Fire hydrants exist along both streets which will provide fire protection for the site. Domestic and fire supply demands for the proposed development will be met with

public water with a proposed connection to the existing water main in Battery Park Road.

Based upon this information, there are no off-site water and sewer improvements deemed necessary to serve the development at this time.

Additional survey information and supporting calculations will be provided during final site plan development to ensure the capacity of both of these systems. The size of water and sewer lines interior to the development will also be determined as part of the final site plan and engineering approval.

A complete copy of the Preliminary Facilities Report is submitted with this application.

B. Drainage Facilities and Environmental Considerations

A Phase I Environmental Site Assessment (ESA) was completed by Bay Environmental, LLC. There were no findings of hazardous materials, environmental or historic significance, etc. on the property. A copy of this document is submitted with this application.

A Drainage and Stormwater Management Report was prepared by Land Planning Solutions and is also submitted with this application. The site will be designed to comply with all applicable state and local stormwater regulations during the development of the site and after final stabilization has been achieved.

As currently proposed, the site will be accommodated by an existing pre-designed best management practice (BMP) designed to serve the proposed development and the existing Villas of Smithfield. The development plan also shows a second

BMP should it be necessary.

C. School Facilities

The following table shows Isle of Wight County (IoW) Schools current capacity and enrollment numbers with the addition of projected students from The Park at Battery. Based upon guidelines outlined in the County’s 2014 Cash Proffer Study, the projected number of students to be generated from the proposed development is forty-two (42). The development is currently zoned for Hardy and Westside Elementary, Smithfield Middle and Smithfield High Schools. The estimated distribution of these new students is shown in the table below.

School	Current Capacity	Current Enrollment (as of 9/30/18)	Remaining Capacity	Projected Student Generation from The Park at Battery	Remaining Capacity after The Park at Battery
Hardy ES	657	537	120	13	107
Westside ES	849	750	99	14	85
Smithfield MS	634	575	59	8	51
Smithfield HS	1588	1250	338	7	331
Total Students Projected from The Park at Battery				42	

Source: Isle of Wight County Schools for capacity and enrollment numbers.

Per the information provided by IoW schools, capacities shown in the table above are the result of a recent analysis of each school based upon Virginia Department of Education (VDOE) recommendations. IoW schools also took recent measures to implement action steps to accommodate for capacity challenges experienced in recent years and anticipated growth levels by restructuring grade levels at Hardy Elementary by keeping 4th grade at Hardy, increasing capacity at Westside. Capacity was also increased at Smithfield High since opening a renovated building on that property which is now home to several career and technology

education classes.

Also, for the purpose of analyzing the impact of the proposed development on the impacted IoW schools, the Code of Virginia Section 15.2-2303.4 specifies that the impact of new residential development be based upon school impact that is attributable to the proposed new residential development at the time of application (i.e. current enrollment).

Therefore, given the updated capacity and enrollment numbers provided by IoW Schools, the Code of Virginia Section 15.2-2303.4, and assuming that all forty-two (42) students from the proposed new residential units will be generated within the first year, there is sufficient capacity to accommodate the new students that are projected to be generated by this development.

There are also a number of private schools located within a 10- to 20-mile radius that provide alternative educational choices to existing and future residents.

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. The proposed development is located within Sub-Area 1 of the Battery Park South Planning Area where emergency response stations can provide quick response times due to close proximity.

These include:

- a. Smithfield Volunteer Fire Department .6 mile

- b. Isle of Wight Volunteer Rescue Squad 3.4 miles
- c. Smithfield Police Department .5 mile

E. Transportation Facilities

A Traffic Impact Analysis was completed by McPherson Consulting, LLC to evaluate existing and future traffic conditions as a result of the proposed residential development and development of the remaining commercial acreage. The traffic study area includes roadways and intersections in the immediate vicinity of the proposed development. The assumption methodology regarding the study area, traffic generation, trip distribution, and traffic control were discussed and agreed upon with the Town of Smithfield and VDOT, and included a 1% background growth rate applied to the 2019 traffic volumes over the five-year (2024) and an additional six-year (2030) horizon. These assumptions included a study of the following intersections:

- South Church Street / Battery Park Road (signalized)
- South Church Street / Williams Street (unsignalized)
- S. Church Street / Mercer Street (unsignalized)
- Battery Park Road / Right-in/Right-out Driveway
- Battery Park Road / Full Access Driveway

Current development plans include three (3) existing access points. There is an existing access point off South Church Street, aligned with Williams Street currently serving Royal Farms and Dollar General that extends and connects to the two (2) existing entrances off Battery Park Road designed to serve the proposed development. One (1) is an existing right-in/right-out directly adjacent to Royal Farms and aligns with John Rolfe Drive across Battery Park Road. The other is an existing full-movement entrance approximately two hundred and sixty

(260) feet east and will serve as the primary access point to the development from Battery Park Road.

The residential development scenario moderately increases the volume of traffic on roadways and at intersections in the immediate vicinity of the proposed development adding 60 and 84 trips during the AM and PM peak hours, respectively. The development is anticipated to distribute 1,098 daily trips to the surrounding roadway network.

To accommodate the added volumes, the following summarizes the recommendations for the study area intersections.

- 1) South Church Street / Battery Park Road
 - Maintain existing laneage
 - Provide Optimized signal timings
- 2) South Church Street / Williams Street
 - Maintain existing laneage
- 3) Driveway 1 / Battery Park Road (right-in/right-out)
 - Maintain existing laneage
- 4) Driveway 2 / Battery Park Road (full movement)
 - Maintain existing laneage

If the proposed development is approved, these recommendations will be included on the development construction plans and subdivision plat as deemed appropriate by the Town.

As designed, the existing accesses provide the desired vehicular and pedestrian

connectivity to and from the site, as well as offers a street network sufficient to accommodate local vehicular trips that bypass the South Church Street and Battery Park Road signalized intersection, maintaining level of service and capacity at this important intersection.

At the request of the Virginia Department of Transportation, a fourth access was also analyzed for access to the remaining commercial from South Church Street, to align with Mercer Street. The analysis indicates that the proposed commercial development will generate approximately 28 and 114 trips during the AM and PM peaks respectively, and distribute another 1,133 daily trips to the surrounding roadway network. The TIA further recommends the following improvements upon development of the future outparcel:

1) S. Church Street / Mercer Street

- Construct the westbound leg of intersection to one inbound and one outbound lane
- Construct a northbound right-turn taper proposed access

This proposed connection will be further explored during the future development of the commercial portion of the subject property, and the required improvements will ultimately be determined based upon the needs of the commercial end user.

A copy of the full TIA is submitted with this application.

CONCLUSION:

This request for Comprehensive Plan and Zoning Amendments for The Park @ Battery was prepared in accordance with the Town's Comprehensive Plan's

Planning Objectivities for future development. It was designed in mind with the Town's objectives to promote a development opportunity which respects, preserves and protects ambiance and historic architectural elements, and to emphasize adherence to thoughtful and coordinated urban design programs, including coordinated public infrastructure improvements. It also offers a compatible style to the adjacent Villas of Smithfield.

The proposed condominium development further provides an infill opportunity for a vacant underutilized parcel and implements the Town's guidance for high quality design, incorporating additional housing lifestyles that complement surrounding choices. This infill opportunity also promotes elements of smart growth as encouraged by the Town's Comprehensive Plan by concentrating growth within close proximity to recreational opportunities utilizing the Nike Park Trail for walking and biking, and offers a five-minute walk to shopping, restaurants, etc. Through its proposed architectural design, it will achieve a unique sense of community and place and serves to promote the economic sustainability of adjacent and surrounding businesses and within the Town as a whole.

Additionally, compact development reflective of this proposed development has emerged as the new trend since the housing crash for a number of reasons and is more attributable to a buyer's market choice. High land prices and cautious business practices following the recession have made developing large lots less feasible with buyers showing a preference for denser, more walkable communities where front yard space is sacrificed for more parks and common areas.

Finally, The Park @ Battery will have an overall positive fiscal impact on the Town of Smithfield with an approximate forty million (\$40,000,000) investment that will

generate significant tax revenue, including real and personal property, business license and other fees, and will create an additional customer base for the Town's public water system.

Villas of Smithfield Community Meeting

April 23, 2019

Comments/Concerns

1. What is the proposed separation distance between the pond and the proposed building units?

Response: The plan has been revised to show an increase in the distance between the proposed condo buildings from the edge of the pond. We've increased the distance to the pond edge from 16' to 38'; and 72' from the property boundary. The adjacent buildings in the Villas are 34' from the edge of the pond; and 40' from the property boundary.

2. Will there be a berm/fencing/landscaping or a combination to provide more visual separation between the proposed condos and the Villas?

Response: Robust landscaping is currently proposed. Additionally, the revised plan increasing the distance of the proposed condo buildings adjacent to the adjoining property boundary with the Villas will also provide sufficient space to accommodate a 3' berm if desired.

3. Where will the onsite BMP drain?

Response: The existing pond shared by the Villas and the subject property was sized for development of this parcel as well as the adj. existing commercial it currently serves. The proposed pond we are showing on site will connect to the existing outfall and swale, the purpose of the proposed pond is to store and release water at a slower rate from the existing commercial properties. The developer will be required to engage engineers to evaluate the existing joint pond and redesign the proposed pond to provide added storage. The Town/County stormwater regulations will also govern as the site is being engineered and constructed and will require compliance with the existing joint pond design and will prohibit any future runoff from overwhelming its current design and function.

4. What is the starting price?

Response: Approximately \$190,000

5. Will there be garages, i.e. garages reduce the number of parking spaces, if proposed?

Responses: No garages are proposed with this product.

6. Suggest moving the RV parking to the commercial side or remove altogether.

Response: Although RV parking may be a good selling point for the proposed development, the developer is not opposed to eliminating it should the Town permit. On the other hand, if it were moved, it would have to be replaced with another condo building. The goal of the current plan proposal has been to lessen the impact of the adjacent condo buildings on the existing Villas by minimizing the number of buildings and providing more green space between the proposed buildings by applying a greater building separation distance of 50' between each building, rather than the minimum 30' required by the Town zoning ordinance. The impact of residential parking areas is also minimized as result.

7. Not opposed to residential zoning because the belief is that commercial cannot be supported there; however, concerned with value of the construction. The six (6) units in the Villas adjacent to the stormwater pond are valued at \$1.3 mil and the Villas as a whole is valued at \$30 mil. The Villas contain 19 buildings with a total of 77 units on 17 acres.

Response: The projected cost of construction is \$40 mil. There will be 15 buildings with a total of 150 units on 16.8 acres. The 3-bdrm units are projected to contain approximately 1,440 square feet. The construction footprint of each building is anticipated to be comparable to the construction footprint of the building units in the Villas.

8. The 2-story structures will block views from the adjacent 1-story units within the Villas and what will the backs of the buildings look like and how will they be accessed?

Response: The current proposal lessens the impact on the existing Villas by minimizing the number of buildings to be constructed along the adjoining boundary. It also provides more green space between the proposed buildings by applying a greater building separation distance of 50' between each building, rather than the minimum 30' required by the Town zoning ordinance. A landscape buffer area and small berm will also create an attractive feature between the pond and proposed buildings. All sides of the proposed building will look similar, giving the appearance of approximately 3 (2-story) attached units on all sides with separate entrances to each. The units will be accessed by sidewalks around the building leading to and from the parking areas interior to the site.

9. Recommend extending the street behind the commercial to serve the rear of the development.

Response: Extension of the street will be a function of the needs of the end user on the remaining commercial piece. As currently designed, it is believed that the condos have an adequate internal traffic circulation pattern and will be required to meet Town standards with regard to providing for vehicular access for residential and emergency vehicular traffic. Street widths and on-street parking will also be required to be designed to Town requirements for two-way vs. one-way traffic.

10. BMP Agreement needs to be updated to include monthly contributions from the condos to cover. Currently 66% is designated to this portion of the site including the remaining commercial, Royal Farms and Dollar General???? Concern that the development pays everything upfront and has to wait on reimbursement from others, and Royal Farms and Dollar General are not on any scheduled payment plan.

Response: Language has been added to the proposed proffered conditions that will accompany this application recognizing the required 66.2% contribution as a result of this development and the remaining commercial parcel that will also contribute to the use of the existing joint pond. This language will require an updated agreement be recorded in the Isle of Wight County Clerk of the Circuit Court's Office, modified as necessary to establish use, maintenance responsibility and cost attributed to the condo development and the commercial user(s) as originally intended and based upon final site design. The agreement shall also require monthly contributions be paid by the condo association to establish adequate financial capacity for anticipated maintenance responsibility, and any shortfalls that may be incurred.

11. Will the residential have totally separate amenities?

Response: Yes, this development will be completely separate from the Villas at Smithfield, including any amenities. The only shared improvement is the BMP, which will require an updated maintenance agreement outlining the condo association's use of and financial responsibility of the BMP.

12. There is a BMP east of the Villas that is already showing signs of problems, possibly blockage to or from. Will the new BMP, proposed to be contained entirely within the proposed Park @ Battery condos, flow into that pond and/or the shared pond before it gets to the natural outfall?

Response: The joint stormwater pond was sized to accommodate development of the condo parcel. Since the onsite pond is already connected to the outfall, all runoff will most likely have to pass through the joint pond and the pond east of the Villas. The developer will be required to engage engineers to evaluate the existing ponds and redesign as necessary if not functioning properly. The proposed pond onsite of the condo parcel will provide added storage and release water to the existing ponds at a slower rate than what currently exists for the commercial parcels. Further, this development will be required to adhere to more strict Storm Water Management regulations.

13. The traffic conditions at the Villas are continually deteriorating because of the increased traffic on Battery Park Road and the time it takes to make a left out of the entrance. How will this development impact that condition?

Response: Based on the location of this new development and the projected trip generation distribution included in the Traffic Impact Analysis (TIA) prepared for the development, it is

anticipated that the majority of traffic will be headed toward South Church Street away from the Villas. Very little to no additional traffic is anticipated to travel along Battery Park Road.

14. There is currently a significant flow of traffic exiting from John Rolfe. Will the traffic movement change to allow those vehicles to come straight across to the existing shared Royal Farms/condo entrance?

Response: There is no proposed change to the existing right-in/right-out entrance to Royal Farms and the proposed condo development. This will remain a restricted movement that prohibits a through movement from John Rolfe.

15. There is a proposal to 4-lane Battery Park from Nike Park to South Church Street?

Response: This may be an accurate statement; however, this is out of the control of this development as there are no current planned improvements along Battery Park Road outlined in the VDOT Six-Year Improvement Plan (SYIP). If future improvements are planned and programmed, VDOT and the Town will be required to consider all existing and approved development in the planning process, the impacts and appropriate improvements at that time. Please note that the proposed residential condo development will generate less trips and traffic than a fully developed commercial site.

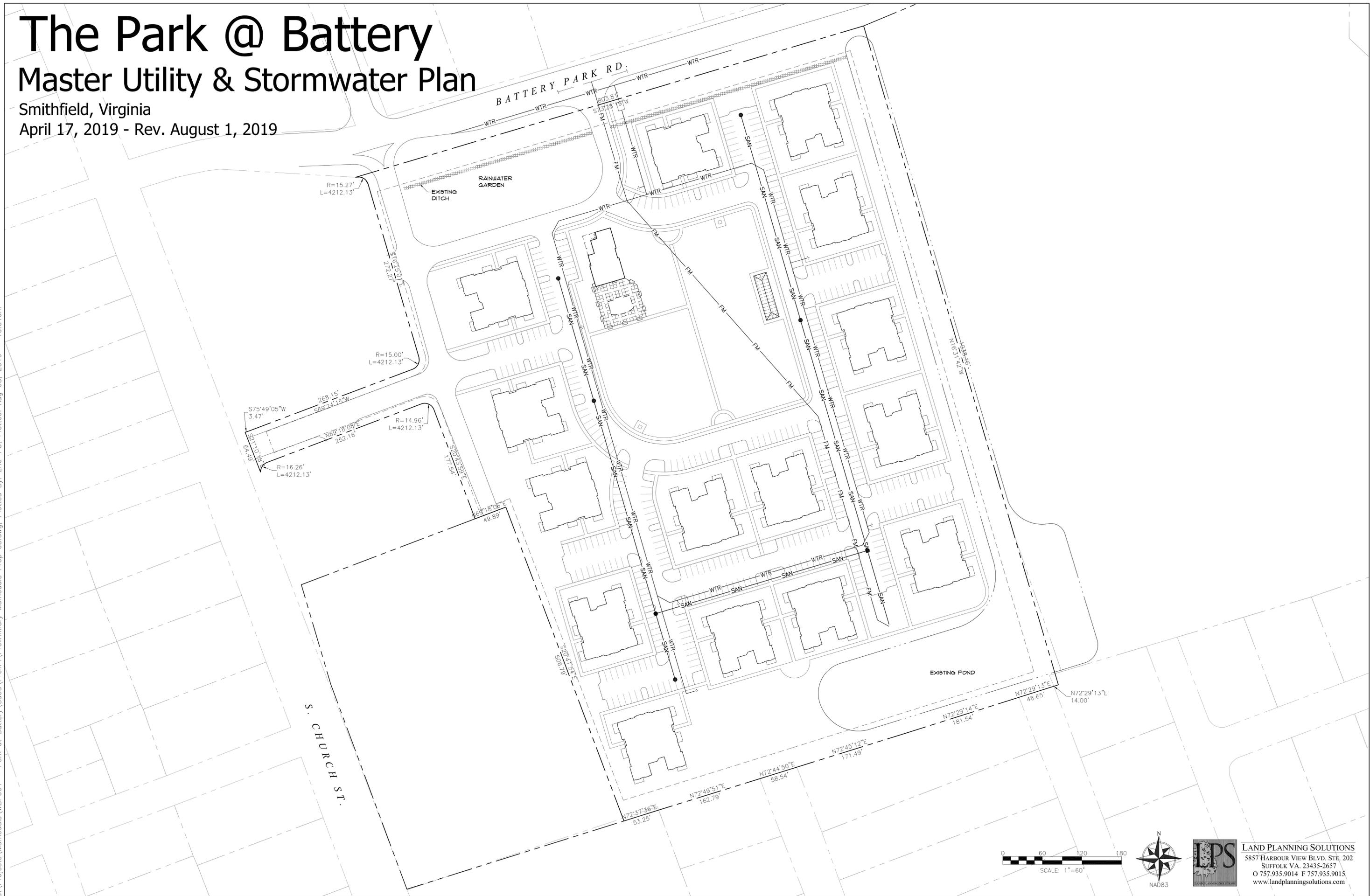
The Park @ Battery

Master Utility & Stormwater Plan

Smithfield, Virginia

April 17, 2019 - Rev. August 1, 2019

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LPS
LAND PLANNING SOLUTIONS
5857 HARBOUR VIEW BLVD, STE. 202
SUFFOLK VA. 23435-2657
O 757.935.9014 F 757.935.9015
www.landplanningsolutions.com

The Park @ Battery

Rezoning Exhibit

Smithfield, Virginia

March 12, 2019 - July 31, 2019

SITE DATA:

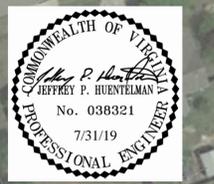
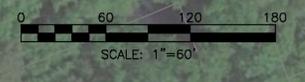
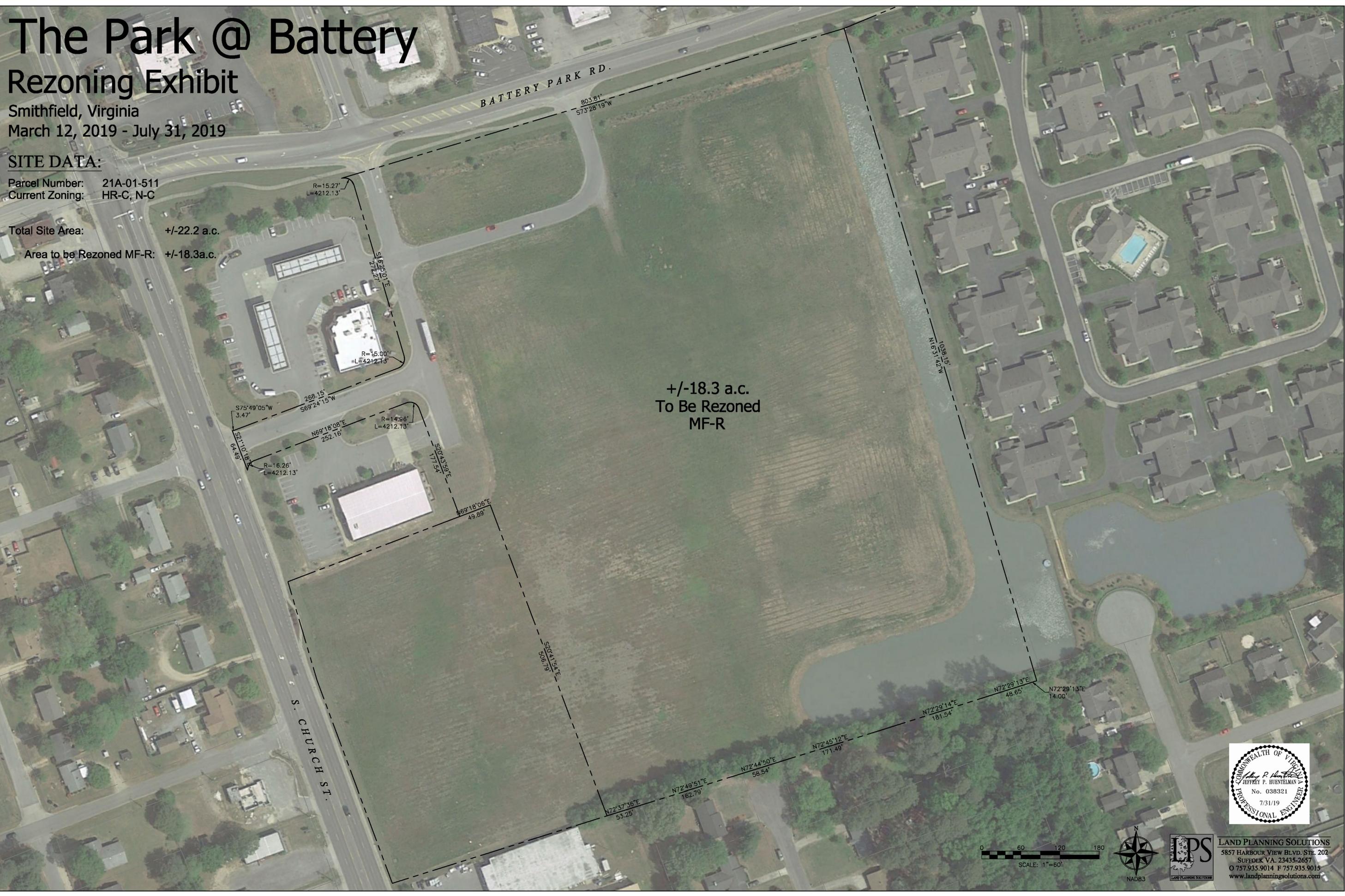
Parcel Number: 21A-01-511
Current Zoning: HR-C, N-C

Total Site Area: +/-22.2 a.c.

Area to be Rezoned MF-R: +/-18.3a.c.

+/-18.3 a.c.
To Be Rezoned
MF-R

C:\Projects\Mamoudis\WBP001 - Park at Battery\Cadd\Prelim\Mamoudis Prop. 07.dwg, Plotted By: Eric-PC, Plotted: Jul 31, 2019 - 1:34pm



LAND PLANNING SOLUTIONS
5857 HARBOUR VIEW BLVD, STE. 202
SUFFOLK VA. 23435-2657
O 757.935.9014 F 757.935.9015
www.landplanningsolutions.com

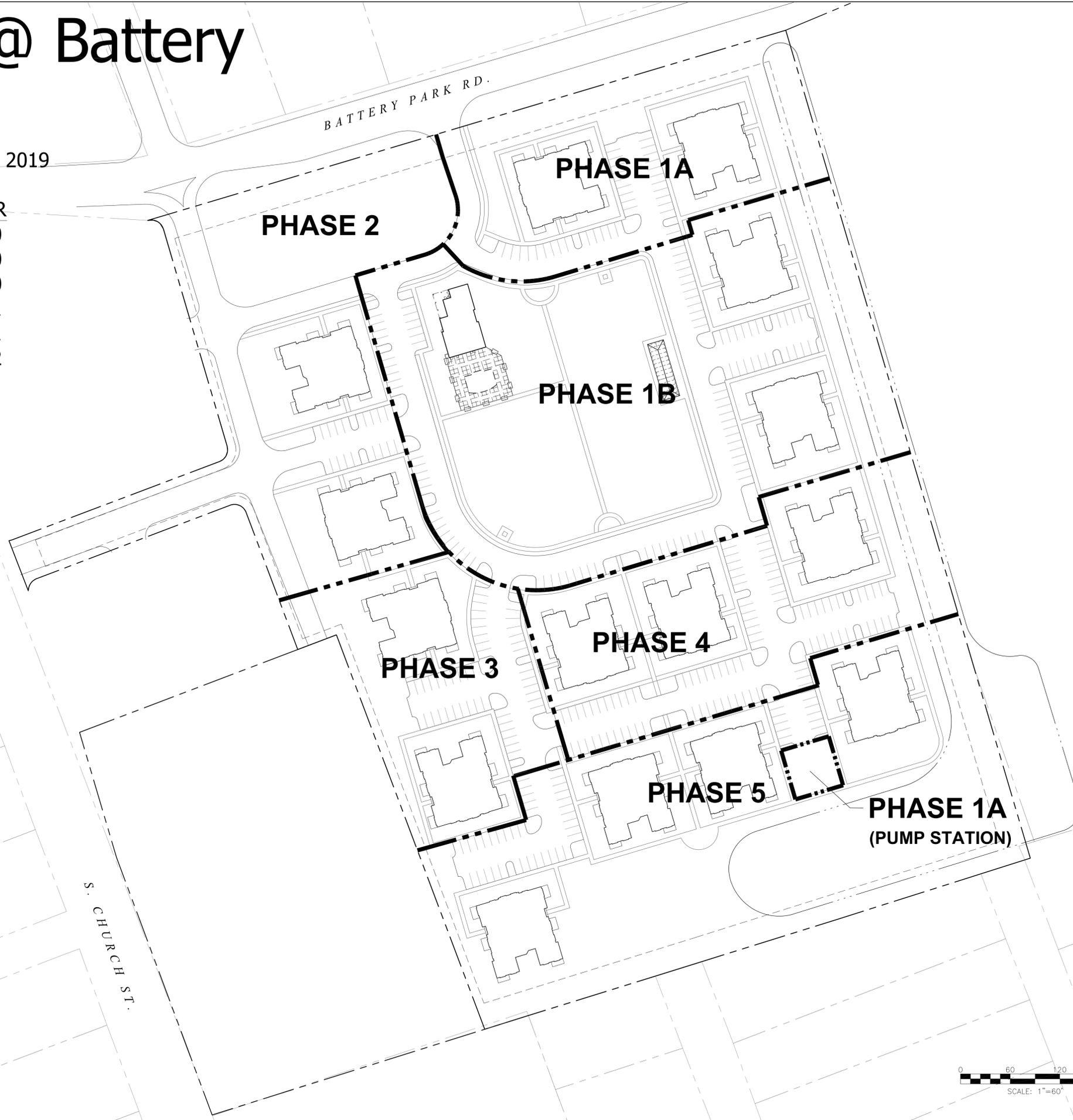
The Park @ Battery

Phasing Plan

Smithfield, Virginia

April 17, 2019 - Rev. August 1, 2019

PHASE	UNITS	YEAR
Phase 1A	20	2020
PHASE 1B	20	2020
PHASE 2	20	2020
PHASE 3	20	2021
PHASE 4	30	2021
PHASE 5	40	2022



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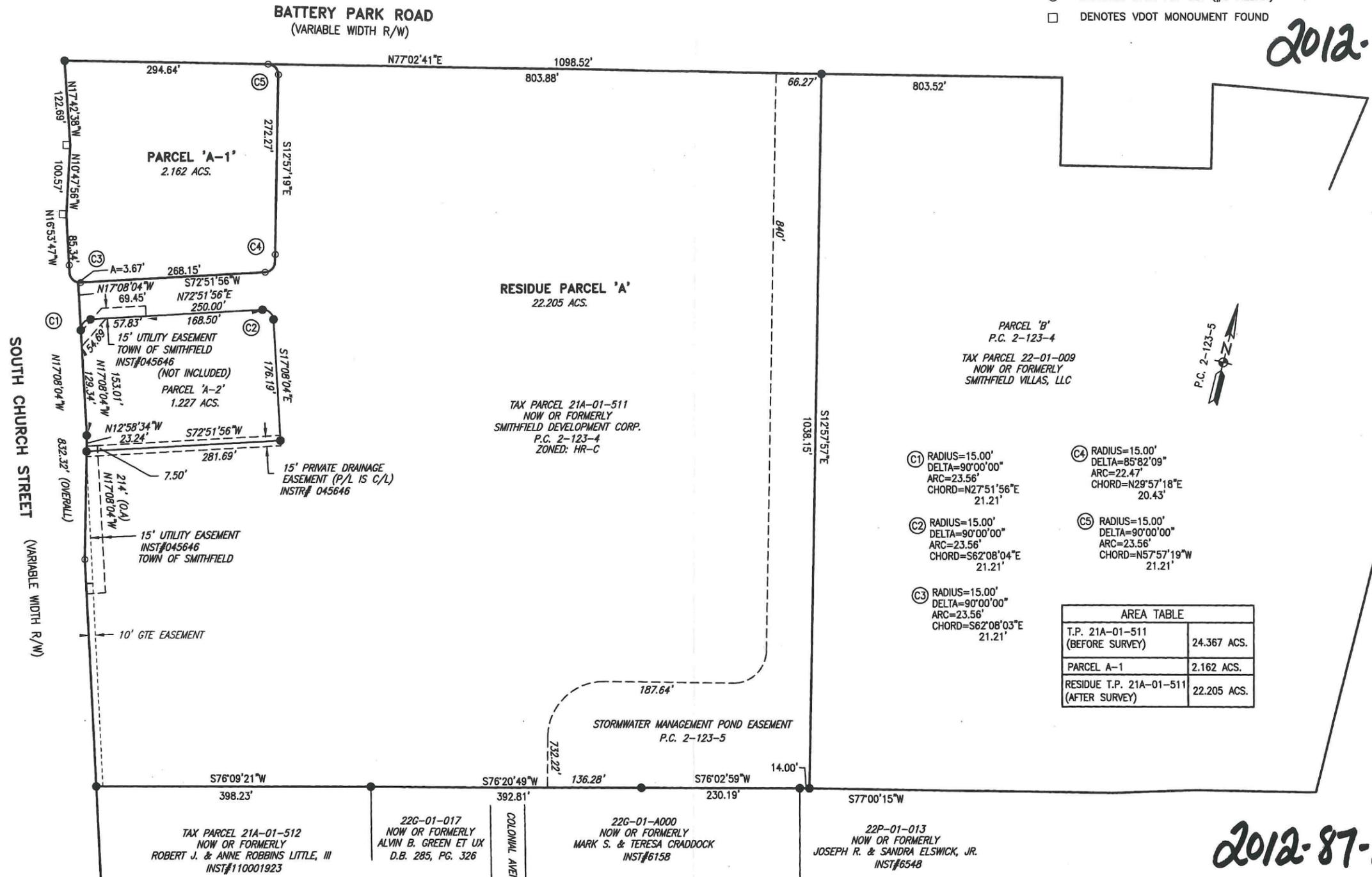
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2012-87-2

2012-87-2

MONUMENT LEGEND

- DENOTES IRON PIN FOUND (UNLESS NOTED OTHERWISE)
- DENOTES IRON PIN SET (#5 REBAR)
- DENOTES VDOT MONUMENT FOUND



AREA TABLE

T.P. 21A-01-511 (BEFORE SURVEY)	24.367 ACS.
PARCEL A-1	2.162 ACS.
RESIDUE T.P. 21A-01-511 (AFTER SURVEY)	22.205 ACS.

TOWN APPROVAL

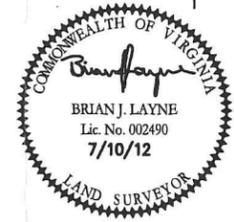
THIS PLAT IS HEREBY APPROVED BY THE UNDERSIGNED AND MAY BE ADMITTED TO RECORD.

10/3/2012
DATE

[Signature]
AGENT, TOWN OF SMITHFIELD, VA

STATE OF VIRGINIA, ISLE OF WIGHT COUNTY
IN THE CLERK'S OFFICE OF THE CIRCUIT COURT
ON November 26 2012 AT
3:57 O'CLOCK PM, THIS PLAT WAS RECEIVED AND WITH
CERTIFICATES ANNEXED THERETO ADMITTED TO RECORD.

BY: *[Signature]* for Sharon N. Jones, Clerk of Circuit Court
DEPUTY CLERK



2012-87-2



MINOR SUBDIVISION PLAT
OF PARCEL 'A' SUBDIVISION PLAT
OF THE PROPERTY OF
JAMES P. POWELL & EDNA S. POWELL
AS RECORDED IN P.C. 2-123-5
T.P. 21A-01-511
TOWN OF SMITHFIELD, VIRGINIA

DRAWN: EMH DATE: 4/15/12 REVISION:

COMP: BJL SCALE: 1"=100'

CHECKED: BJL

PARRISH LAYNE
DESIGN GROUP
Engineers • Surveyors • Planners
P.O. Box 9164, Chesapeake, VA 23321
Phone: 757.686.3345 Fax: 757.686.3348

REF: SHEET NO. **2**

INST#045646 SHEET: 2 of 2

2012-87-2

3064.0-11 smithfield properties sub plat\VIKOR-SUB DWG

The Park @ Battery

General Development Plan

Smithfield, Virginia

March 12, 2019 Rev. August 1, 2019

SITE DATA:

Parcel Number: 21A-01-511
 Current Zoning: HR-C

Total Site Area: +/-22.2 a.c.
 Remaining Commercial Parcel & Road: +/-3.9 a.c.
 Remaining Site Area: +/-18.3 a.c.

	Acres X Capacity Rating	Net Developable Area of Unit
Slopes (>10%):	12.56 a.c. X 100%	12.56 acres
Slopes (10%-20%):	0 a.c. X 75%	0.0 acres
Slopes (21%-30%):	0.1 a.c. X 50%	0.5 acres
Slopes (31%+):	0 a.c. X 10%	0.0 acres
Shrink Swell Soils:	0 a.c. X 75%	0.0 acres
Wetlands:	0 a.c. X 0%	0.0 acres
Ponds:	1.7 a.c. X 0%	0.0 acres
Public ROW:	0 a.c. X 0%	0.0 acres
Private Streets & Parking:	3.94 a.c. X 0%	0.0 acres
NET DEVELOPABLE AREA:		12.61 acres

Total Units Provided: 150 Condominium units
 Density: 11.9 du/ac

Proposed Zoning: MF-R
 Front Yard: 30'
 Side Yard: 15'
 Rear Yard: 30'
 Building Separation: 30'
 Setback from Parking: 20'

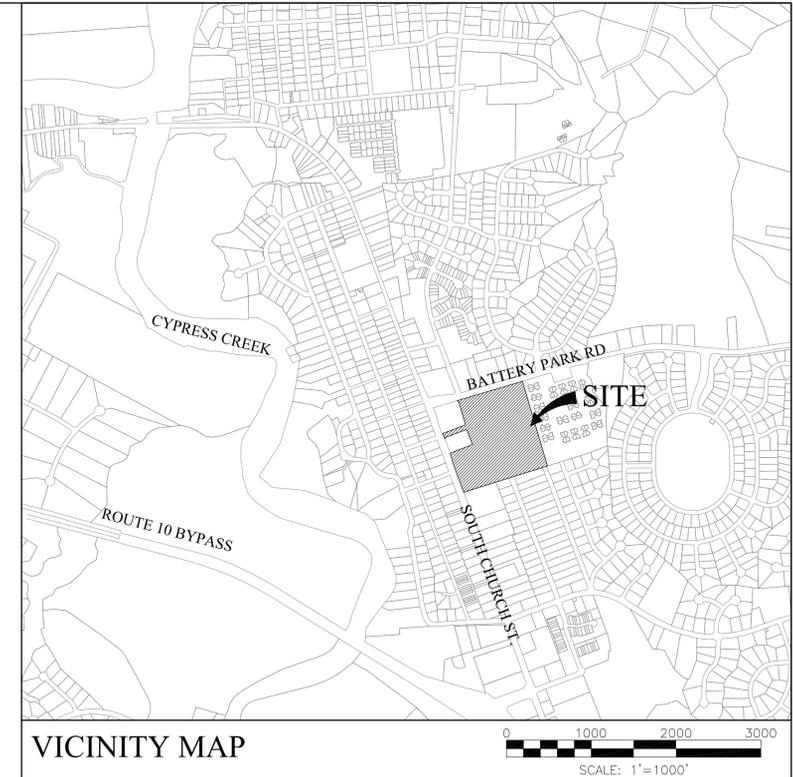
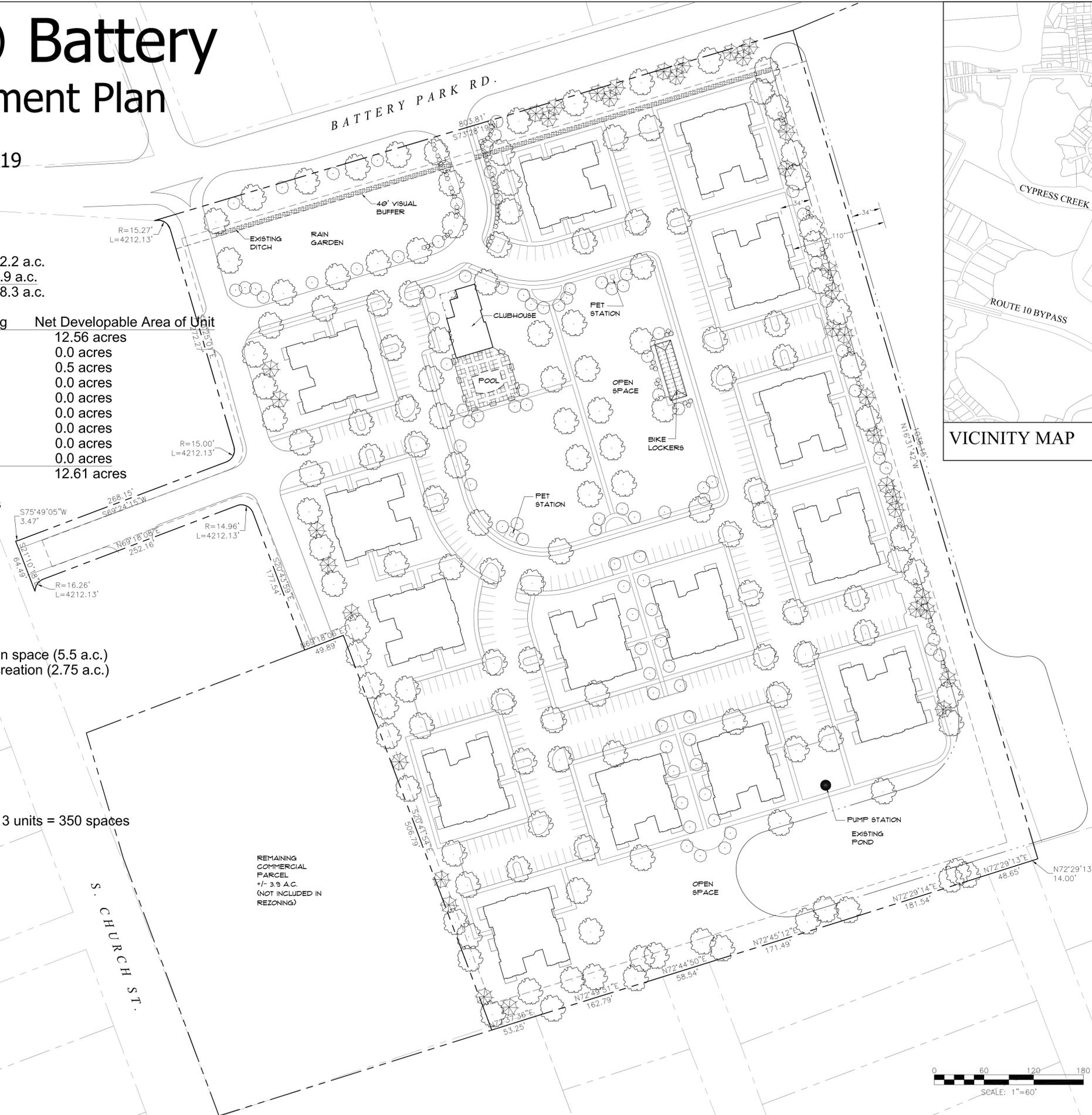
Open Space:
 -30% gross site area shall be common open space (5.5 a.c.)
 -50% common open space to be active recreation (2.75 a.c.)

Building Height: Not to Exceed 40'
 Max Density: 12 du/ac

Entrance Corridor Overlay District:

Front Yard Setback: 40'
 Corner Yard Setback: 40'
 Side Yard: 10'
 Rear Yard: 20'

Parking Required: 2 per unit +1 visitor per 3 units = 350 spaces
 Parking Provided: +/-360 spaces



VICINITY MAP

REMAINING COMMERCIAL PARCEL +/- 3.9 A.C. (NOT INCLUDED IN REZONING)





Typical Rear Elevation



Typical Side Elevation

www.coastaldesign.info

COASTAL DESIGN GROUP

COASTAL DESIGN GROUP
ARCHITECTURE
208 E PLUM STREET SUITE 10
MONTICELLO ARCADE, NORFOLK, VA 23518
TEL: 201.741.7530
JFWELLS@COASTALDESIGNGROUP.ORG

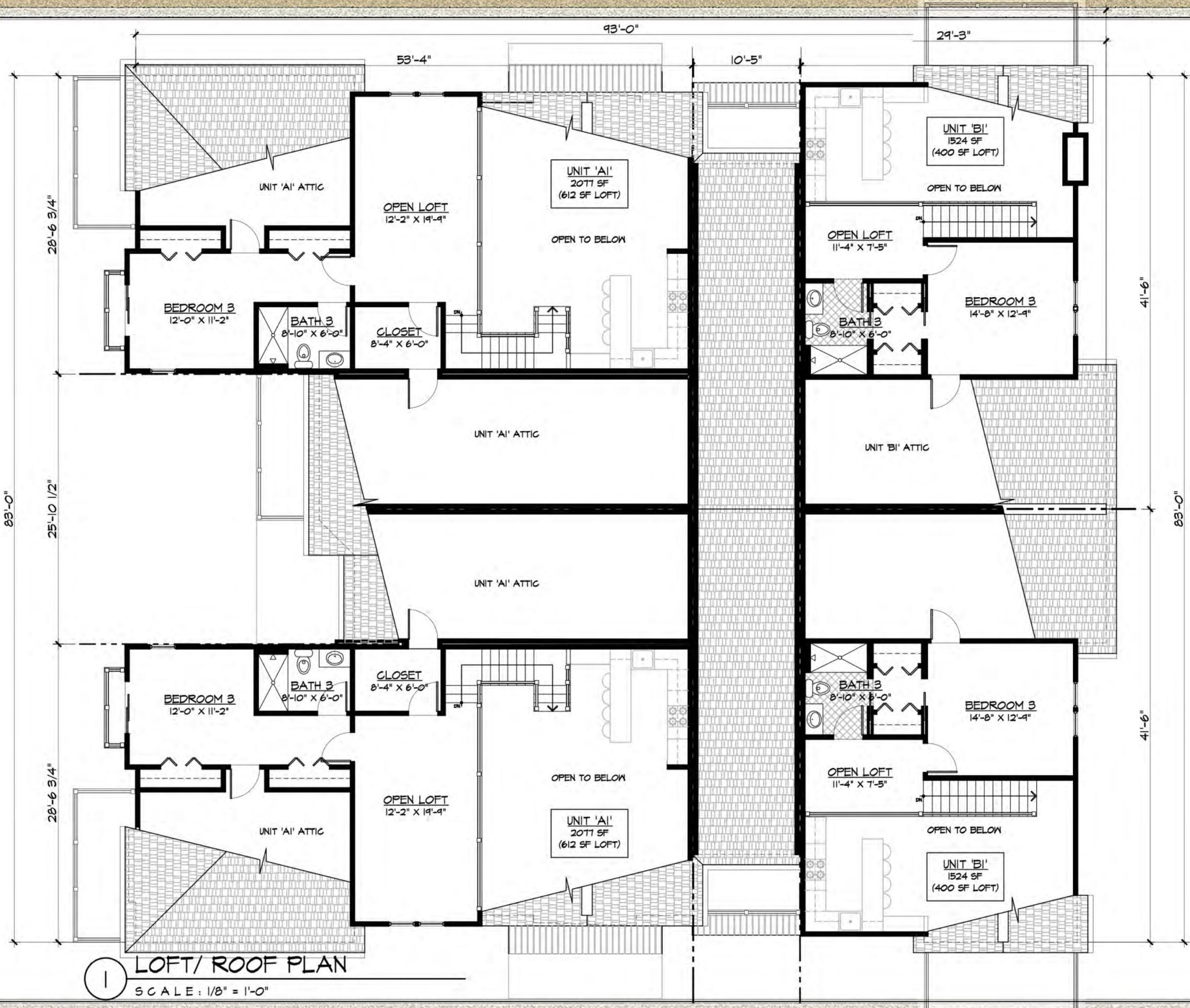


ENGINEERING

ISSUE SCHEDULE		
REV	DATE	COMMENTS

PROJECT:
The Seasons
Smithfield VA

JOB NUMBER:
ISSUE DATE:
DRAWN BY:
SCALE:
DWG. NO. **A-3**



1 LOFT/ ROOF PLAN
SCALE: 1/8" = 1'-0"

COASTAL DESIGN GROUP
www.coastaldesign.info

COASTAL DESIGN GROUP
ARCHITECTURE
208 E PLUM STREET SUITE 10
MONTICELLO ARCADE, NORFOLK, VA 23518
TEL: 201.741.7530
JFWELLS@COASTALDESIGNGROUP.COM



JEFFREY F. WELLS AIA

ENGINEERING

ISSUE SCHEDULE		
REV	DATE	COMMENTS

PROJECT:
The Seasons
Smithfield VA

JOB NUMBER:
ISSUE DATE:
DRAWN BY:
SCALE:
DWG. NO:
A-6

2019-10-02 AMENDMENTS

October 2, 2019

John Settle
Planning & Zoning Administrator
310 Institute Street
P. O. Box 246
Smithfield, Virginia 23431

RE: Future land use map amendment, official zoning map amendment, and general development plan for Lot 511, S Church St (TPIN 21A-01-511)

Dear Mr. Settle:

This letter is in response to the thirty (30) day review comments received on the above-referenced application. Below are agency comments warranting a response. Revised documents are also attached, addressing all comments as noted.

(a) Enclosure 2 – Amy Ring, IOW County P&Z

1. The applicant reserves the right to change the architectural design proffer (item 2) based on “market conditions.” I would eliminate this “escape clause” allowing the developer to freely alter the proffered architecture/building design based on self-designated market conditions or add the phrase, “upon approval by the Town Council” to the end of item 2.

Response: The following phrase has been added, “and upon approved by the Town as deemed appropriate by the Zoning Administrator.”

2. There is nothing in the proffer statement which lists what types of amenities will be provided by the developer and when they will be provided.

Response: A proffer statement has been added to state as follows: “Amenities shall include a clubhouse and pool facility, and bicycle racks.”

3. School children generation rates should utilize those in the most recent student yield analysis contained in the school division’s Isle of Wight County Schools Student Yield and Subdivision Analysis,” April 2018. The average student generation rate for apartments (multifamily) is .388 students/household resulting in a total of 58 students rather than 42. Using the February 2019, school capacity report, there is adequate capacity for these students at Hardy, Westside, and Smithfield High Schools.

Response: Comment acknowledged and the appropriate student yield generator has been applied. There remains adequate capacity in all schools as shown in the updated Development Narrative, revised September 22, 2019.

4. Since the development is marketed as “car light,” there should be corresponding features to accommodate increased levels of pedestrian/biking activity. I noticed the Nike Park Trail is not shown on the development plan as well as the lack of pedestrian facilities at all entrances connecting the residential development to adjacent sidewalks and commercial uses. I have a concern about pedestrian safety while crossing the intersection. Parking spaces are in excess of the requirement.

Response: Nike Park Trail is now shown on the development plan and sidewalks have been extended along all entrances to both the access road for ease of pedestrian access. Crosswalks and final details for accessibility will be worked out at final site plan. The parking count has been modified to reflect the required amount.

5. It is the County’s experience that approximately 60% of AM peak traffic heads to the east and the north to the JRB. This is contradictory to the assertion of the TIA that there will be little to no AM peak impacts to Battery Park Road from the site (page 14).

Response: Traffic response forthcoming by Traffic Engineer and will be presented at the Planning Commission.

(b) Enclosure 4 – Marc Wagner, DHR

1. It’s interesting that my colleague Elizabeth Lipford surveyed the farm when it was still a residence with outbuildings in June 1988. We have four good photos. It was a 3-Bay c. 1850’s farmhouse with a poultry shed and smokehouse. Those were the buildings that Elizabeth could photograph from the public right of way. If you want, I can scan those and send them to you. Mike is recommending a Phase 1 survey over the area where the farmhouse stood. This would be laying a grid of shovel tests. There is some chance that there could have been an older house on this site. Is this area covered by your local ordinance? You may want to suggest this approach to the developer as due diligence. If you find a potentially eligible site, then you have the option of doing a more complete study and possible recovery of more artifacts and possibly designing the project around the site, if there is an eligible of the registers site. The larger parcel may also have field quarter sites where enslaved farm workers lived, but those are hard to locate without historic mapping or incidental discovery of artifacts.

Response: Per John Settle, the Town of Smithfield does not address this by ordinance.

(c) Enclosure 5 – Joshua Norris, VDOT

1. The study indicates a significant delay and queue at the Williams Street westbound approach to South Church Street in the PM Peak conditions. Delays of 127 seconds

are predicted, with queue lengths of 213 ft. This will block the Royal Farms and Dollar General entrances, which are approximately 140' from South Church Street. Consideration should be given to widening the entrance to allow for a through left and dedicated right egress to reduce queue length and delays.

Response: Traffic response forthcoming by Traffic Engineer and will be presented at the Planning Commission.

2. Queue lengths were not provided for the signalized intersection of South Church Street and Battery Park Road. We request projected queue lengths be provided to verify that the existing storage is sufficient and that the existing Farmer's Bank entrance and John Rolfe Dr. are not blocked.

Response: Traffic response forthcoming by Traffic Engineer and will be presented at the Planning Commission.

(d) Enclosure 7 – Nick Savage, Smithfield VFD

1. How many taps to the hydrant system are there going to be? Enough water for fire flow for one unit and it's exposures? At a minimal need to come in off of South Church and Battery Park and even then we need to do some fire flow studies, including hose lays and parking lot issues.

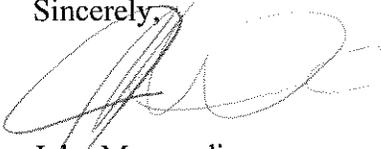
Response: During the final construction plan process, the site will be modeled for domestic water as well as fire flow. An adequate water distribution system will be designed to accommodate both domestic and fire demand. It is possible that two taps will be required.

2. Parking density appears to be a concern also when we look at apparatus positioning. In peak times, I'm concerned about being able to get enough apparatus into the corners and rear of the complex to address the fire flow needed and most importantly our aerial apparatus. If we cannot reach the elevated areas of these buildings and tight parking areas, I cannot personally and professionally vet this based off of life safety aspect. Measurements and setbacks of drawings may be needed to do so.

Response: Auto turn for a ladder truck was run for the site. The site has been revised to accommodate a ladder truck accessing each of the buildings/parking areas. See the attached AutoTurn models.

I believe all comments have been adequately addressed and look forward to going before the Planning Commission on October 8, 2019. Should you have any questions or require anything further, please contact Beverly Walkup whom I have asked to assist me in making this application. Ms. Walkup can be reached for questions and/or additional information with regard to this request at (757) 651-4843.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Mamoudis', written over a horizontal line.

John Mamoudis
Applicant

PROPOSED PROFFERED CONDITIONS FOR THE PARK @ BATTERY CONDOMINIUM DEVELOPMENT

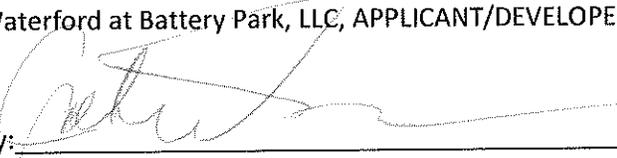
October 2, 2019

The undersigned applicant, Waterford at Battery Park, LLC, a Virginia limited liability company (hereinafter called "Applicant/Developer"), states that the following conditions are voluntarily proffered for the reclassification of property identified as The Park @ Battery. The Applicant/Developer hereby voluntarily proffers that the development of the property proposed for zoning reclassification under this application shall be in accordance with the conditions set forth below. The Applicant/Developer grants consent to the following proffers as evidenced by their signatures hereto. Where exhibits are referenced in this proffer they are on file with the Town of Smithfield.

1. The Park @ Battery shall be constructed in general conformance to the general development plan entitled "The Park @ Battery General Development Plan", drafted by Land Planning Solutions, dated March 12, 2019, revised August 1, 2019, which is occasionally referred to hereafter as "the General Development Plan". Substantial deviation, as determined by the Zoning Administrator of the Town of Smithfield, from the general design and layout as submitted or amended herein shall require resubmission and approval by Planning Commission in accordance with all applicable provisions as established by Town of Smithfield Zoning Ordinance.
2. Condominium Buildings within The Park @ Battery also referred to as "The Seasons" shall be constructed in general conformance to the color architectural renderings submitted as a part of this application. The applicant reserves the right to make changes in the building design based upon market conditions and upon approval by the Town as deemed appropriate by the Zoning Administrator.
3. The maximum number of units to be developed shall not exceed 150.
4. Amenities shall include a clubhouse and pool facility, and bicycle racks.
5. Applicant/Developer and/or Declarant shall form a condominium association in accordance with Virginia law which will own (or control through easements granted to association) and be responsible for the maintenance of the following:

- a. All common areas owned by the condominium association and all improvements thereon;
and
- b. Storm water management areas, including the existing joint stormwater management system located partially on the property owned by the Villas of Smithfield and downstream, and of which 66.2% is designed and constructed to serve Royal Farms, Dollar General, the proposed condominium development and the remaining commercial. The condominium association shall only be responsible for the developer/declarant's agreed upon percentage and associated cost based upon final site design for the condominium development, not to exceed 66.2%.

Waterford at Battery Park, LLC, APPLICANT/DEVELOPER

By: 

Managing Member

STATE OF VIRGINIA

COUNTY OF ISLE OF WIGHT, to wit:

The foregoing instrument was acknowledged before me this 2 day of October, 2019 by John Mamoudis, Managing Member, of behalf of Waterford at Battery Park, LLC.


Notary Public

My commission expires: 8/31/20

My commission ID No.: 344505



Development Narrative

The Park @ Battery

Condominiums

April 25, 2019 (revised September 22, 2019)

BEVERLY WALKUP
PLANNING CONSULTANT



DEVELOPMENT NARRATIVE

**THE PARK @ BATTERY
CONDOMINIUMS**

APPLICANT: Waterford at Battery Park, LLC
1072 Laskin Rd. Suite 203
Virginia Beach, VA 23451

OWNER: KLS Battery Park Development Group LLC
125 86th Street
Virginia Beach VA 23451

TAX PARCEL #: 21A-01-511

LEGAL DESCRIPTION: Adjacent Tom Powell, Plat Cabinet 2, Slide123, Page 5, Plat# 2012-87-1 & 2, Parcel A

STATEMENT OF PURPOSE:

The purpose of this application is to seek approval for a condominium development being referred to as The Park @ Battery. The proposed location is on the south side of Battery Park Road (Rt. 704), seven hundred fifty (750) feet from its intersection with South Church Street, in the Battery Park South Planning Area. The subject parcel contains approximately 22.2 acres and is identified as Tax Parcel 21A-01-511.

The subject property is currently designated Retail Commercial by the Town's Comprehensive Plan and will require a change in land use designation for approximately 18.3 acres to Multifamily/Retirement to accomplish the proposed condominium development.

A corresponding zoning amendment will also be required from Highway Retail-Commercial (HR-C) to Multifamily-Residential (MF-R) for condominium development.

The remaining 3.9 acres fronting South Church Street will maintain its Retail Commercial land use and HR-C zoning designations and will be retained by the owner.

The development is also located within the boundaries of the Entrance Corridor Overlay (ECO) District as designated by the Town of Smithfield Zoning Ordinance. The applicant has contracted with Coastal Design, an architectural firm to design the proposed buildings in accordance with the ECO district requirements to be visually harmonious with the overall appearance, history, and cultural heritage of the Town of Smithfield. In creating the building design, the architect toured historic Smithfield to view and gain insights into its architectural history and has incorporated elements within the building design and developed a floor plan unique only to this development. All buildings will be consistent with exteriors to include a mix of classic colonial colors, including creamy yellow, muted green, taupe, reddish brown, almond and Williamsburg blue, with varying roof pitches and angles, window treatments, and recesses and projections in the façade to break up the building on each of the front, side and rear elevations, giving the appearance of individual attached dwelling units.

A color building rendering is included, along with typical front, side and rear elevations and building floor plans. The development name was originally proposed as The Park @ Battery; however, the applicant is in the process of considering a name change to “The Seasons”. Currently, the new name has only been included on

the proposed rendering and floor plans. All other documents contain the original name, which will remain until the application is acted upon by the Town Council, following a recommendation by the Planning Commission.

The proposal includes a total of one hundred and fifty (150) units contained within fifteen (15) 2½-story buildings, each consisting of ten (10) condominium units. The proposed unit mix within each building include six (6) three-bedroom units, two (2) two-bedroom units, and two (2) one-bedroom units. The ground level will consist of two (2) three-bedroom units, two (2) two-bedroom units, and a one (1) one-bedroom unit. With the exception of a one-bedroom unit on the upper floor, all units will contain four (4) 1½ -story units with three (3) bedrooms to include a second master bedroom, a loft and attic space allowing for additional storage/closet space. In addition, the upper floor units are designed with the option of converting the additional bedroom to a study or bonus room depending upon the desired effect.

The average unit price point is proposed to be in the mid to low \$200,000 range, and is deemed to be comparable to and competitive with other similar type condominium and townhouse developments under construction within the Smithfield and Isle of Wight market. This price point is also considered workforce affordable to teachers, police officers, firemen, nurses, medical technicians, local government workers, and other vital modest wage earners, and will satisfy an important housing component of providing home ownership opportunities as opposed to rental, as encouraged in the Comprehensive Plan. Additionally, the one-bedroom units are proposed to target singles and/or active adult couples, with no children.

An important aesthetic feature of the development is the proposed central green providing active and passive open and recreational space for all residents and guests.

A clubhouse and pool amenity proposed on the front portion of the green will be visible from the Battery Park Road main entrance. The central green and clubhouse will offer vibrant lifestyle choices to active singles and families of all ages, such as an exercise room, a media room, a business center/meeting space for residents who work from home, and an indoor gathering space for resident activities and entertainment, and private party functions for birthdays, baby and bridal showers, etc. Units will be designed with balconies and/or patios to offer an outdoor element and to provide a sense of place for its residents with some views directly onto the green.

The development will be phased over a period of three (3) years as shown on the attached Phasing Plan. The first sixty (60) units are proposed to be constructed in 2020 beginning with Phases 1A, 1B and 2. In 2021, another fifty (50) units are proposed in Phases 3 and 4, ending with forty (40) units in Phase 5 to be constructed in 2022. All associated roadway, parking, stormwater and utility improvements will be constructed and/or extended as a part of each phase as necessary for development.

LOCATION AND COMPREHENSIVE PLAN DESIGNATION:

The property is a vacant undeveloped parcel that borders active uses, Royal Farms on its eastern border and the Villas of Smithfield bordering west. The parcel fronts Battery Park Road. A number of other business are located directly across from and along Battery Park. There are also residential neighborhoods located within close proximity.

The parcel is located in Sub-Area 1 of the Battery Park South Planning Area, which is designated as a mixed-use area incorporating a wide range of residential uses bordered by a mix of corridor-based commercial, light industrial and service uses

interspersed.

The subject parcel maintains good accessibility to both South Church Street and Battery Park Road with existing shared vehicular entrances pre-designed and constructed during the construction of Royal Farms. The proposed development will enhance visual quality and improve the functional connectivity of the proposed residential and commercial uses at the corner of Battery Park Road and South Church Street.

It is also important to note that the requested Comprehensive Plan amendment for the Multifamily/Retirement land use designation is consistent with the recommendation by the Planning Commission and staff “to-date” as they undertake the current comprehensive plan revision. This application will provide the Planning Commission an opportunity for a more specific, high-level review for development of the subject parcel under the recommended designation “to-date”. In contrast, this specific level of detail is not afforded under the more generalized review scenario under the current comprehensive plan review process.

Furthermore, it is believed that the proposed residential land use will provide another layer of transition, adjacent to the existing Villas of Smithfield and the adjacent Wellington Estates, from the more intense commercial uses located at the South Church Street and Battery Park intersection.

PROPOSED ZONING DESIGNATION:

The proposed development has been designed in accordance with the requirements of the Multifamily-Residential (MF-R) zoning district designation being sought by this application. The development proposal includes a total of one hundred and fifty

(150) units contained within fifteen (15) 2½-story buildings, each consisting of ten (10) condominium units. Density is proposed at twelve (12) dwelling units per net developable acre as provided for under the district regulations. A copy of the general development plan is attached showing the proposed layout, minimum setbacks, building separation, parking and open space, etc.

The applicant requests a waiver from Section 3F(I)(2) of the Multifamily Residential (MF-R) district regulations of the Zoning Ordinance to provide relief from the requirement for allocated and reserved recreational vehicle (RV) parking at a ratio of 1 space per 6 dwelling units. This would require twenty-five (25) designated RV parking spaces, which are not considered to be compatible to the lifestyle offered within this unique residential condominium development, designed to promote the elements of smart growth, or its targeted demographic. The smart growth concept is intended to foster car-free and car-light lifestyles. In contrast, designated RV parking does not only add more vehicles and parking, but also has the potential to encourage the storage of larger and bulkier vehicles that could eventually become a nuisance and/or an eyesore. To ensure that no RV's or other commercial vehicle types are stored or parked overnight in the neighborhood, a stipulation will be included in the governing documents of the condominium association prohibiting them.

The subject property is also located within the Entrance Corridor Overlay (ECO) District as designated by the Zoning Ordinance. This district aims to protect the aesthetic and visual character of land in the Town of Smithfield adjacent to major existing and proposed highway corridors. The ECO regulations supplement the underlying MF-R zoning regulations.

The ECO requires a minimum 40' continuous visual (landscaped) buffer along Battery Park Road, which has been provided and is demarcated on the development plan. All proposed structures, parking areas, and roadways parallel to Battery Park Road have been sited behind the buffer. As proposed approximately half of the development's frontage has also been dedicated to green space and/or a proposed rain garden which will further enhance the natural aesthetic effect of the 40' (landscaped) buffer.

If approved, the development will meet all requirements of the ECO district with regard to screening, roadway and parking area pavement, curb and gutter, etc. as required by ordinance and will be reviewed specifically for conformance during construction plan review.

ADEQUACY OF EXISTING AND PROPOSED PUBLIC FACILITIES AND SERVICES:

A. Water and Sewer Facilities

A Public Facilities Report was prepared by Land Planning Solutions. The report notes an existing 12-inch sanitary force main in Battery Park Road and an existing gravity main within the right-of-way of South Church Street. Because the existing gravity main is not deep enough to serve the proposed residential portion of the development, a private pump station is proposed for connection to the 12-inch main on Battery Park Road. The details and design of the pump station and force main will be further explored during final site design.

Public waterlines also exist in South Church Street and Battery Park Road. Fire hydrants exist along both streets which will provide fire protection for the site. Domestic and fire supply demands for the proposed development will be met with

public water with a proposed connection to the existing water main in Battery Park Road.

Based upon this information, there are no off-site water and sewer improvements deemed necessary to serve the development at this time.

Additional survey information and supporting calculations will be provided during final site plan development to ensure the capacity of both of these systems. The size of water and sewer lines interior to the development will also be determined as part of the final site plan and engineering approval.

A complete copy of the Preliminary Facilities Report is submitted with this application.

B. Drainage Facilities and Environmental Considerations

A Phase I Environmental Site Assessment (ESA) was completed by Bay Environmental, LLC. There were no findings of hazardous materials, environmental or historic significance, etc. on the property. A copy of this document is submitted with this application.

A Drainage and Stormwater Management Report was prepared by Land Planning Solutions and is also submitted with this application. The site will be designed to comply with all applicable state and local stormwater regulations during the development of the site and after final stabilization has been achieved.

As currently proposed, the site will be accommodated by an existing pre-designed best management practice (BMP) designed to serve the proposed development and the existing Villas of Smithfield. The development plan also shows a second

BMP should it be necessary.

C. School Facilities

The following table shows Isle of Wight County (IoW) Schools current capacity and enrollment numbers with the addition of projected students from The Park at Battery. Based upon the Isle of Wight County Schools Student Yield and Subdivision Analysis, dated April 2018, prepared Cooperative Strategies, the projected number of students to be generated from the proposed development is fifty-eight (58). The development is currently zoned for Hardy and Westside Elementary, Smithfield Middle and Smithfield High Schools. The estimated distribution of these new students is shown in the table below.

School	Current Capacity	Current Enrollment (as of 9/30/18)	Remaining Capacity	Projected Student Generation from The Park at Battery	Remaining Capacity after The Park at Battery
Hardy ES	657	537	120	23	97
Westside ES	849	750	99	13	86
Smithfield MS	634	575	59	6	53
Smithfield HS	1588	1250	338	16	322
Total Students Projected from The Park at Battery				58	

Source: Isle of Wight County Schools for capacity and enrollment numbers.

Per the information provided by IoW schools, capacities shown in the table above are the result of a recent analysis of each school based upon Virginia Department of Education (VDOE) recommendations. IoW schools also took recent measures to implement action steps to accommodate for capacity challenges experienced in recent years and anticipated growth levels by restructuring grade levels at Hardy Elementary by keeping 4th grade at Hardy, increasing capacity at Westside. Capacity was also increased at Smithfield High since opening a renovated

building on that property which is now home to several career and technology education classes.

Also, for the purpose of analyzing the impact of the proposed development on the impacted IoW schools, the Code of Virginia Section 15.2-2303.4 specifies that the impact of new residential development be based upon school impact that is attributable to the proposed new residential development at the time of application (i.e. current enrollment).

Therefore, given the updated capacity and enrollment numbers provided by IoW Schools, the Code of Virginia Section 15.2-2303.4, and assuming that all fifty-eight (58) students from the proposed new residential units will be generated within the first year, there is sufficient capacity to accommodate the new students that are projected to be generated by this development.

There are also a number of private schools located within a 10- to 20-mile radius that provide alternative educational choices to existing and future residents.

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. The proposed development is located within Sub-Area 1 of the Battery Park South Planning Area where emergency response stations can provide quick response times due to close proximity.

These include:

- a. Smithfield Volunteer Fire Department .6 mile
- b. Isle of Wight Volunteer Rescue Squad 3.4 miles
- c. Smithfield Police Department .5 mile

E. Transportation Facilities

A Traffic Impact Analysis was completed by McPherson Consulting, LLC to evaluate existing and future traffic conditions as a result of the proposed residential development and development of the remaining commercial acreage. The traffic study area includes roadways and intersections in the immediate vicinity of the proposed development. The assumption methodology regarding the study area, traffic generation, trip distribution, and traffic control were discussed and agreed upon with the Town of Smithfield and VDOT, and included a 1% background growth rate applied to the 2019 traffic volumes over the five-year (2024) and an additional six-year (2030) horizon. These assumptions included a study of the following intersections:

- South Church Street / Battery Park Road (signalized)
- South Church Street / Williams Street (unsignalized)
- S. Church Street / Mercer Street (unsignalized)
- Battery Park Road / Right-in/Right-out Driveway
- Battery Park Road / Full Access Driveway

Current development plans include three (3) existing access points. There is an existing access point off South Church Street, aligned with Williams Street currently serving Royal Farms and Dollar General that extends and connects to the two (2) existing entrances off Battery Park Road designed to serve the proposed development. One (1) is an existing right-in/right-out directly adjacent

to Royal Farms and aligns with John Rolfe Drive across Battery Park Road. The other is an existing full-movement entrance approximately two hundred and sixty (260) feet east and will serve as the primary access point to the development from Battery Park Road.

The residential development scenario moderately increases the volume of traffic on roadways and at intersections in the immediate vicinity of the proposed development adding 60 and 84 trips during the AM and PM peak hours, respectively. The development is anticipated to distribute 1,098 daily trips to the surrounding roadway network.

To accommodate the added volumes, the following summarizes the recommendations for the study area intersections.

- 1) South Church Street / Battery Park Road
 - Maintain existing laneage
 - Provide Optimized signal timings
- 2) South Church Street / Williams Street
 - Maintain existing laneage
- 3) Driveway 1 / Battery Park Road (right-in/right-out)
 - Maintain existing laneage
- 4) Driveway 2 / Battery Park Road (full movement)
 - Maintain existing laneage

If the proposed development is approved, these recommendations will be included on the development construction plans and subdivision plat as deemed appropriate by the Town.

As designed, the existing accesses provide the desired vehicular and pedestrian connectivity to and from the site, as well as offers a street network sufficient to accommodate local vehicular trips that bypass the South Church Street and Battery Park Road signalized intersection, maintaining level of service and capacity at this important intersection.

At the request of the Virginia Department of Transportation, a fourth access was also analyzed for access to the remaining commercial from South Church Street, to align with Mercer Street. The analysis indicates that the proposed commercial development will generate approximately 28 and 114 trips during the AM and PM peaks respectively, and distribute another 1,133 daily trips to the surrounding roadway network. The TIA further recommends the following improvements upon development of the future outparcel:

1) S. Church Street / Mercer Street

- Construct the westbound leg of intersection to one inbound and one outbound lane
- Construct a northbound right-turn taper proposed access

This proposed connection will be further explored during the future development of the commercial portion of the subject property, and the required improvements will ultimately be determined based upon the needs of the commercial end user.

A copy of the full TIA is submitted with this application.

CONCLUSION:

This request for Comprehensive Plan and Zoning Amendments for The Park @ Battery was prepared in accordance with the Town's Comprehensive Plan's Planning Objectivities for future development. It was designed in mind with the Town's objectives to promote a development opportunity which respects, preserves and protects ambiance and historic architectural elements, and to emphasize adherence to thoughtful and coordinated urban design programs, including coordinated public infrastructure improvements. It also offers a compatible style to the adjacent Villas of Smithfield.

The proposed condominium development further provides an infill opportunity for a vacant underutilized parcel and implements the Town's guidance for high quality design, incorporating additional housing lifestyles that complement surrounding choices. This infill opportunity also promotes elements of smart growth as encouraged by the Town's Comprehensive Plan by concentrating growth within close proximity to recreational opportunities utilizing the Nike Park Trail for walking and biking, and offers a five-minute walk to shopping, restaurants, etc. Through its proposed architectural design, it will achieve a unique sense of community and place and serves to promote the economic sustainability of adjacent and surrounding businesses and within the Town as a whole.

Additionally, compact development reflective of this proposed development has emerged as the new trend since the housing crash for a number of reasons and is more attributable to a buyer's market choice. High land prices and cautious business practices following the recession have made developing large lots less feasible with buyers showing a preference for denser, more walkable communities where front yard space is sacrificed for more parks and common areas.

Finally, The Park @ Battery will have an overall positive fiscal impact on the Town of Smithfield with an approximate forty million (\$40,000,000) investment that will generate significant tax revenue, including real and personal property, business license and other fees, and will create an additional customer base for the Town's public water system.

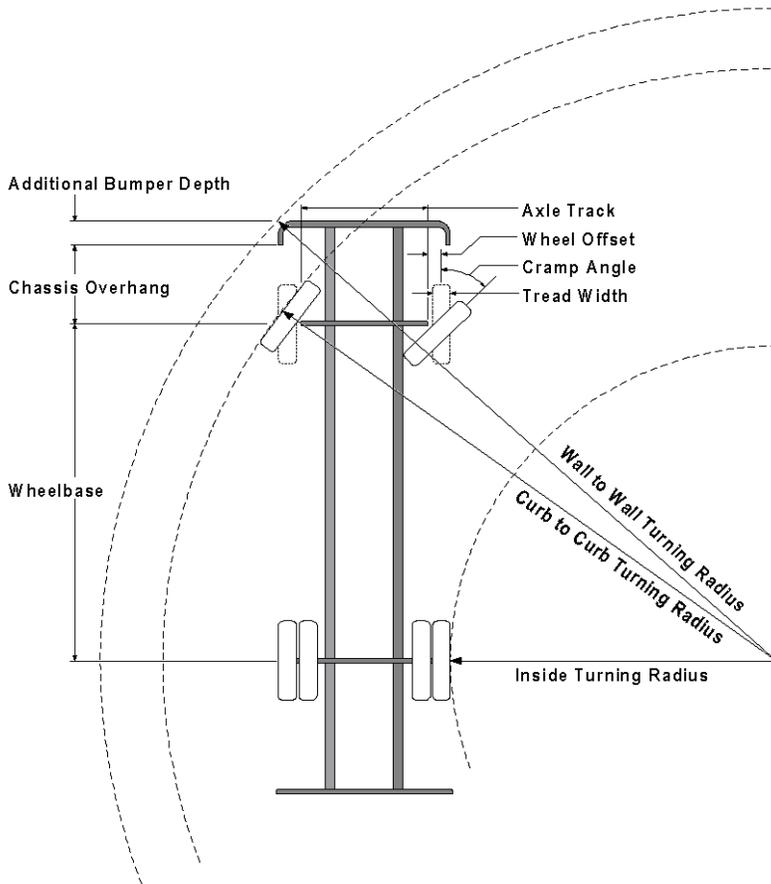


Turning Performance Analysis

5/10/2011

Bid Number: 203(24134)
Department: Suffolk, City of, Virginia

Chassis: Velocity Chassis, PAP, PUC (Big Block), 2010
Body: Aerial, Platform 100', PUC, Alum Body



Parameters:

Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	17.8 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	26 in.
Front Overhang:	138.6 in.
Wheelbase:	205 in.

Calculated Turning Radii:

Inside Turn:	25 ft. 2 in.
Curb to curb:	41 ft. 1 in.
Wall to wall:	48 ft. 1 in.

Comments:

Suffolk Platform Turning Radius

CategoryID	Category Description	OptionCode	OptionDescription
6	Axle, Front, Custom	0508846	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Velocity
30	Wheels, Front	0019618	Wheels, Front, Alcoa, 22.50" x 13.00", Aluminum, Hub Pilot
31	Tires, Front	0078245	Tires, Front, Michelin, XZY3 (wb), 445/65R22.50, 20 ply, 24,000 TAK 4
38	Bumpers	0123627	Bumper, 26" extended, Imp/Vel
437	Aerial Devices	0592931	Aerial, 100' Pierce Platform

Notes:

Actual Inside Cramp Angle may be less due to highly specialized options.

Curb to Curb turning radius calculated for a 9.00 inch curb.



Turning Performance Analysis

5/10/2011

Bid Number: 203(24134)
Department: Suffolk, City of, Virginia

Chassis: Velocity Chassis, PAP, PUC (Big Block), 2010
Body: Aerial, Platform 100', PUC, Alum Body

Definitions:

Inside Cramp Angle	Maximum turning angle of the front inside tire.
Axle Track	King-pin to King-pin distance of the front axle.
Wheel Offset	Offset from the center-line of the wheel to the king-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center-line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Depth	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicle's front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle inside of which the vehicle's tires can turn. This measurement assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle inside of which the entire vehicle can turn. This measurement takes into account any front overhang due to chassis, bumper extensions and/or aerial devices.

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No.	DATE	REVISION

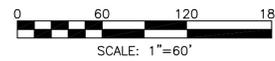
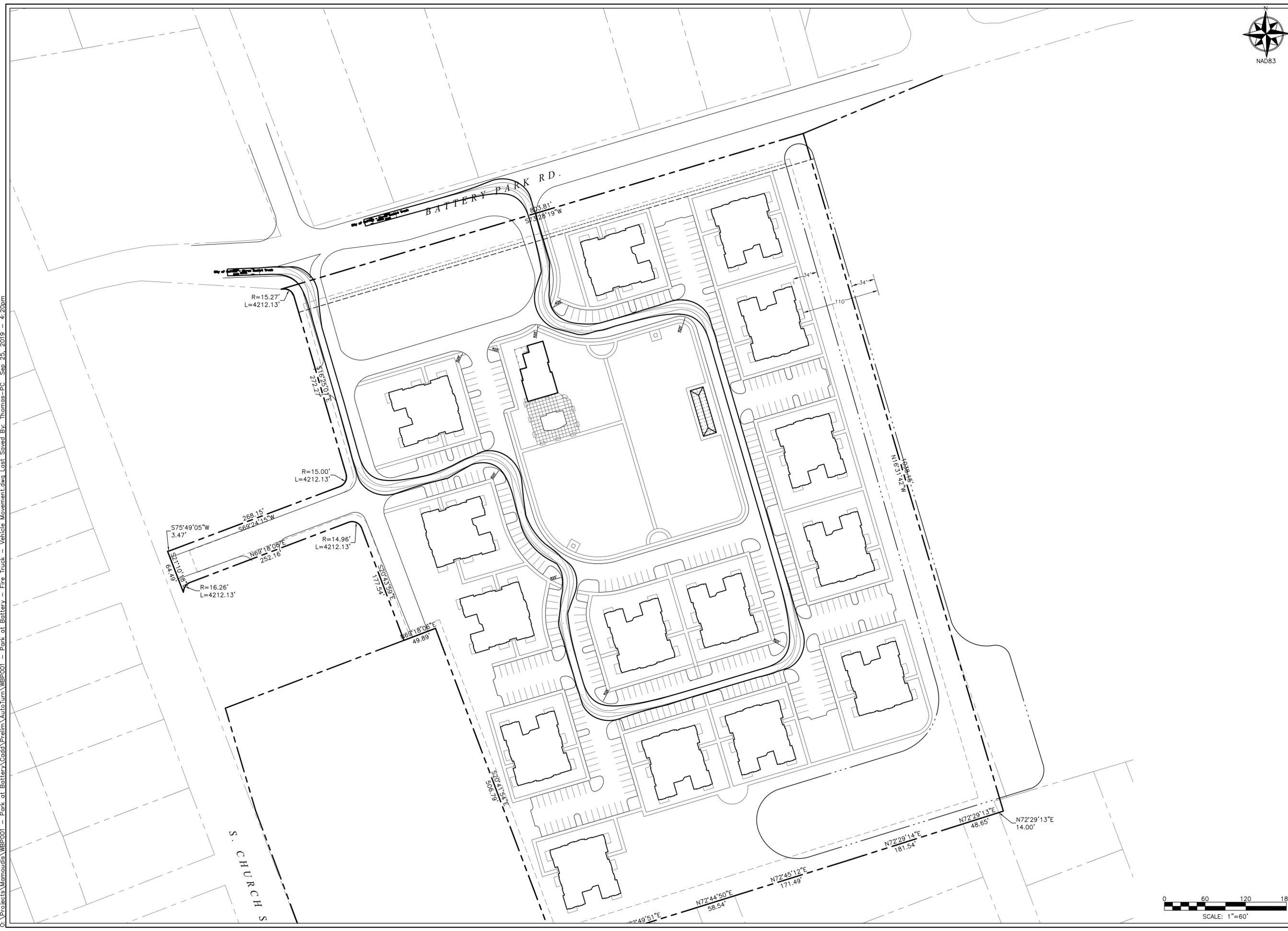
PROJECT No:	
DATE	
DES.	NMD
DR.	RLR
CKD.	JPH

- PLAN
- BOROUGH
- VIRGINIA

AUTOTURN EXHIBIT

**NOT FOR
CONSTRUCTION**

SHEET NO.
TURN



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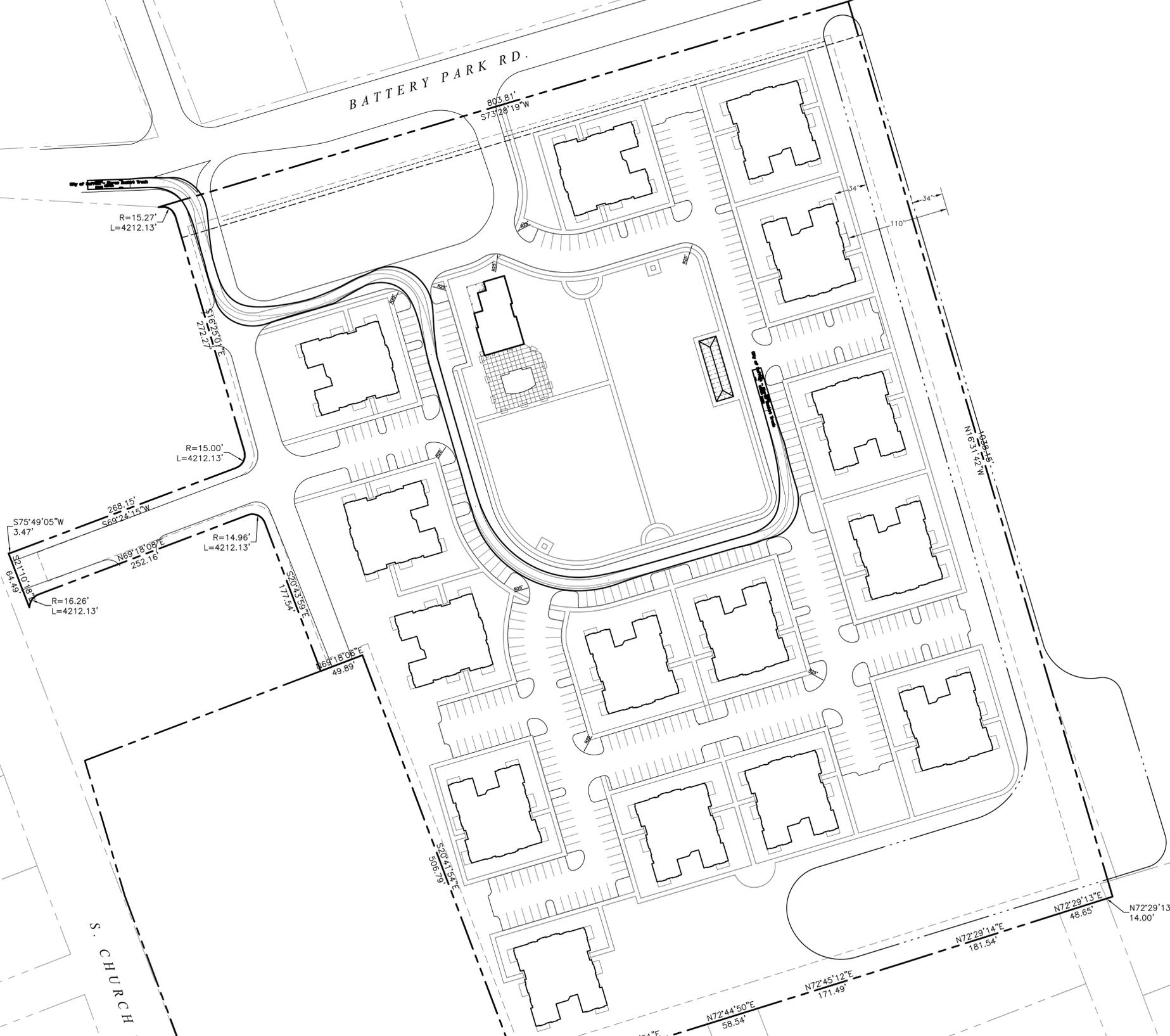


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BATTERY PARK RD.

S. CHURCH S



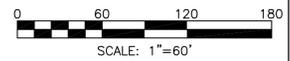
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DATE	
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DR.	RLR
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- PLAN
- BOROUGH
- VIRGINIA
AUTOTURN EXHIBIT

NOT FOR CONSTRUCTION

SHEET NO.
TURN



The Park @ Battery

General Development Plan

Smithfield, Virginia

March 12, 2019 Rev. September 27, 2019

SITE DATA:

Parcel Number: 21A-01-511
Current Zoning: HR-C

Total Site Area: +/-22.2 a.c.
Remaining Commercial Parcel & Road: +/-3.9 a.c.
Remaining Site Area: +/-18.3 a.c.

	Acres X Capacity Rating	Net Developable Area of Unit
Slopes (>10%):	12.56 a.c. X 100%	12.56 acres
Slopes (10%-20%):	0 a.c. X 75%	0.0 acres
Slopes (21%-30%):	0.1 a.c. X 50%	0.5 acres
Slopes (31%+):	0 a.c. X 10%	0.0 acres
Shrink Swell Soils:	0 a.c. X 75%	0.0 acres
Wetlands:	0 a.c. X 0%	0.0 acres
Ponds:	1.7 a.c. X 0%	0.0 acres
Public ROW:	0 a.c. X 0%	0.0 acres
Private Streets & Parking:	3.94 a.c. X 0%	0.0 acres
NET DEVELOPABLE AREA:		12.61 acres

Total Units Provided: 150 Condominium units
Density: 11.9 du/ac

Proposed Zoning: MF-R
Front Yard: 30'
Side Yard: 15'
Rear Yard: 30'
Building Separation: 30'
Setback from Parking: 20'
Open Space:

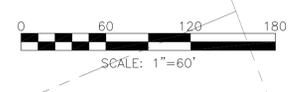
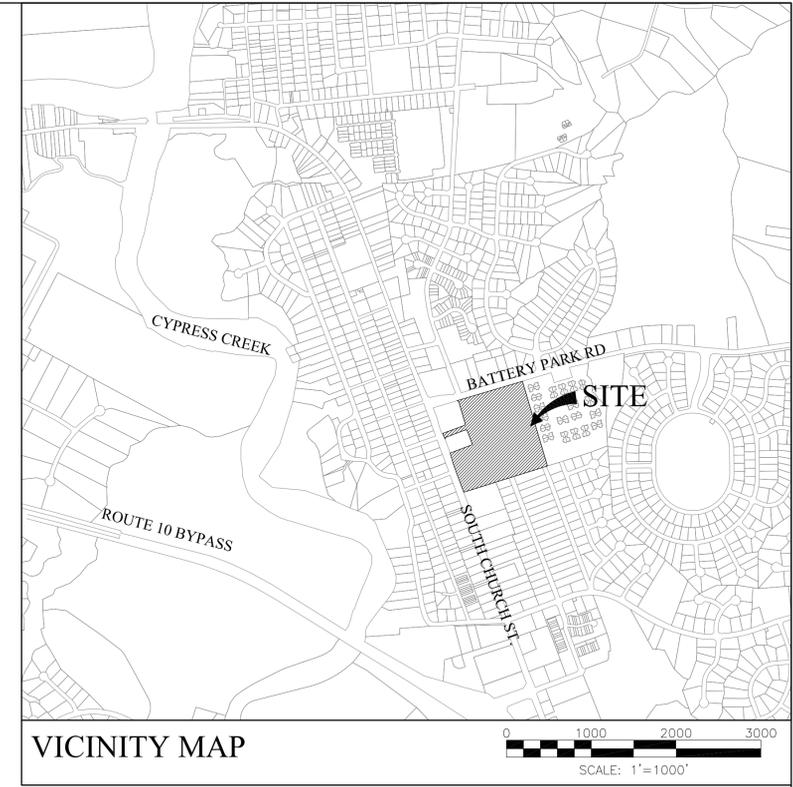
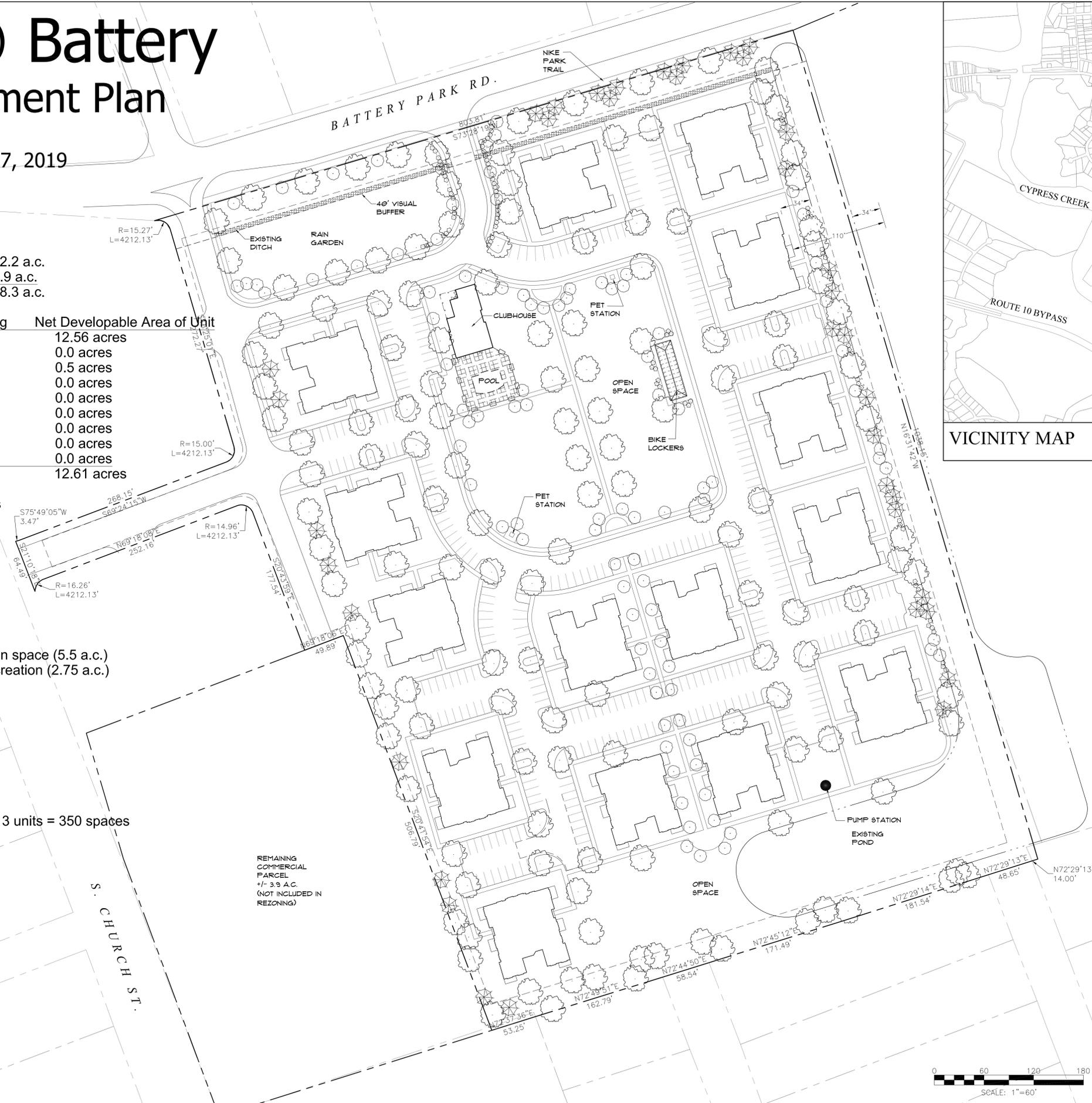
- 30% gross site area shall be common open space (5.5 a.c.)
- 50% common open space to be active recreation (2.75 a.c.)

Building Height: Not to Exceed 40'
Max Density: 12 du/ac

Entrance Corridor Overlay District:

Front Yard Setback: 40'
Corner Yard Setback: 40'
Side Yard: 10'
Rear Yard: 20'

Parking Required: 2 per unit +1 visitor per 3 units = 350 spaces
Parking Provided: 350 spaces



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2019-11-01 AMENDMENTS

From: [Beverly Walkup](#)
To: [John Settle](#)
Cc: [john mamoudis](#); [JF Wells](#); [Melissa Venable](#); [Karen McPherson](#); [Eric Galvin](#); [warren sachs](#); [William H. Riddick, III](#)
Subject: The Park @ Battery - Additional Items
Date: Friday, November 1, 2019 12:06:29 PM
Attachments: [PC comments.responses.10.31.19.docx](#)
[Illustrative gdp.Oct.2019.pdf](#)
[Schools followup response.10.24.19.pdf](#)

Dear John:

Attached are additional items to address the comments from the Planning Commission. They are as follows:

- 1) List of PC Comments and Responses
- 2) Revised Illustrative General Development Plan
- 3) IOW Schools Followup Response

We are still awaiting comments from VDOT on the additional count data collected at the Williams St. intersection with the Royal Farms/Dollar General entrance, and will forward as soon as received.

Also, Mr. Mamoudis is preparing background information to share with the Planning Commission on his past projects and experience.

Let me know if you or the Commission have any additional questions, and thanks for all of your help!!

Sincerely,
Beverly

**Responses to Planning Commission Meeting Comments
October 8, 2019**

(a) Traffic count data collected from the intersection of Villa Dr and Battery Park Rd to be included in the traffic impact assessment (TIA).

Response: This intersection was not identified as part of the initial study area by VDOT. While we recognize that this is a residential community, with anticipated similar trip generation and distribution patterns, the methodology used to generate traffic for the proposed development used industry standard practices acceptable by VDOT.

(b) Information from Isle of Wight County concerning how school buses might interact with this development, to include bus stop locations in or near the development. As requested by the Planning Commission, I will follow up with the County similarly.

Response: See attached correspondence from IOW Schools.

(c) The locations of dumpsters and other solid waste receptacles, including other information indicating how solid waste generated from this development will be managed.

Response: The general development plan has been updated to show proposed dumpster locations. It will be the responsibility of each resident to dispose of trash from the respective unit at the designated dumpster locations. The condo association will be responsible for enforcing trash collection. Rules will be included that prohibit trash to be placed outside of unit doorways/buildings, unless the association decides to utilize concierge trash collection services.

(d) Photographs and addresses of other developments executed by the developer, including ones using the new vinyl siding product that was shown to the Planning Commission on Tuesday night.

Response: Following is a list of Hampton Roads properties that have used the Everlast siding with colors specified for each.

- 1) 211 24th St, VB 23451 = Cabernet
- 2) 960 Upper Hastings Way, VB 23452 = Linen
- 3) 329 E. Gilpin Ave, Norfolk, 23503 = Cabernet
- 4) 404 Moor Dale Court, Chesapeake 23322 = Linen
- 5) 3089 Hungarian Road, VB 23457 = White (with BnB, coming soon)

Background information on the applicant/developer is being prepared for the Planning Commission and will be forwarded under separate cover.

(e) Information on how this proposed development may react with a road widening project on either Battery Park Rd or S Church St, and how such projects and other similar transportation projects may impact this development's accessibility in the future.

Response: Per John Settle, it is the applicant's information that the purpose of the required enhanced corridor setback, shown on the general development plan along Battery Park Road, is to accommodate future road widening projects and is required by ordinance.

(f) An alteration of the exterior design of the buildings proposed so that there is clarity as to which façade of the building is the primary façade.

Response: The proposed buildings have been designed to meet the Enhanced Corridor Overlay (ECO) district requirements, having a positive visual appearance from all sides. For the purpose of directing pedestrians, sidewalks will be constructed leading to and from the points of entry to each of the buildings as shown on the general development plan.

(g) Clarification on pedestrian travel from the parking lot to the buildings.

Response: Pedestrian walkways are shown on the general development indicating parking area access to all building entrances.

(h) An action plan or explanation concerning procedure for if or when a firetruck or other large vehicle blocks one of the development's entrances or travel ways.

Response: The proposed street layout includes multiple ways to gain access to all areas of the development from either of the existing entrances in a situation where one or the other may be blocked by a fire truck or other large vehicle. The development is also designed with two-way lane access on all streets. In addition, a turning performance analysis has been provided and will be more carefully reviewed for compliance at the time of site plan review by the Town.

(i) More information concerning the proposed access improvements on Battery Park Rd.

Response: The location of a proposed entry feature at the primary entrance off of Battery Park Road has been shown on the general development plan. More detailed information will be provided at the time of site plan review by the Town.

(j) Confirmation from Isle of Wight County Schools that their response to the application took other and future developments elsewhere in the County into consideration. As requested by the Planning Commission, I will follow up with the County similarly.

Response: See attached correspondence from IOW Schools.

(k) Illustrations and positioning of signage which may be used to identify the development, particularly the main entrance of the development.

Response: See the response to item (i) above.

(l) Information concerning how the bike trail will interact with the proposed development.

Response: The proposed Nike Park Trail is shown on the general development plan, along with a proposed sidewalk connection to the trail from the development.

(m) Illustrations and positioning of all proposed fencing in the development, and whether or not the applicants intend to offer any recreational vehicle (RV) parking at all (i.e. would they consider a waiver of part of, if not all, of the RV parking).

Response: The applicant proposes to install a fence between the proposed condominium buildings and the existing adjacent stormwater pond, bordering the Villas and which extends along the rear property line. The fencing is proposed to be similar to that which exists in the adjacent Villas development. In addition, the applicant has included a request for waiver to provide relief from the ordinance requirement which will allow the applicant to eliminate all required RV parking. Accordingly, the prescribed application form has been submitted to the Town for appropriate action by the Planning Commission and Town Council.

(n) Indication from the applicants as to whether or not they would consider an additional means of access to and from the development and resulting commercial outparcels from S Church St, lining up with Mercer St.

Response: Access through the remaining commercial parcel to the proposed condo development will largely depend on the commercial parcel's end user. From a professional planning and engineering standpoint, it would seem more beneficial to evaluate the feasibility and safety of this connection and potential improvement during site plan review at which time more information will be available with regard to the operation of the commercial end user. Site plan review will trigger a more time sensitive analysis of existing and projected traffic patterns, distribution, counts and other more current data available at that time. Discussions between VDOT, staff, the traffic engineer, the owner(s) and applicant have taken place in this regard and it is the applicant's understanding that all are in concurrence.

(o) A presentation on the data gathered from the applicants' traffic count of the intersection of the drive located in between Dollar General and Royal Farms with the intersection of S Church St & Williams St- specifically how this data factors into the comments generated by the Virginia Department of Transportation (VDOT).

Response: Additional traffic count data has been collected and is under VDOT review. An updated response to this comment will be forwarded upon receipt of VDOT's review comments.

(p) Any effort by the applicants to lessen this application's potential burden on Battery Park Rd traffic would be essential in the Planning Commission's consideration.

Response: The driveways located along the southern side of Battery Park Road were located to be compatible with the VDOT Access Management regulations which are designed to reduce conflicts and provide adequate intersection spacing. The proposed development is utilizing the existing driveway which provides only a right-in/right-out access at its most western driveway.

Furthermore, with the connection at Williams Street, this development will have multiple points of access that should minimize delays at any given point or roadway. The most significant benefit from the proposed rezoning is that the overall demand generated by the proposed rezoning is significantly less than the by-right zoning, and is more compatible with the surrounding land uses.

The Park @ Battery

General Development Plan

Smithfield, Virginia

March 12, 2019 Rev. September 27, 2019

SITE DATA:

Parcel Number: 21A-01-511
Current Zoning: HR-C

Total Site Area: +/-22.2 a.c.
Remaining Commercial Parcel & Road: +/-3.9 a.c.
Remaining Site Area: +/-18.3 a.c.

	Acres X Capacity Rating	Net Developable Area of Unit
Slopes (>10%):	12.56 a.c. X 100%	12.56 acres
Slopes (10%-20%):	0 a.c. X 75%	0.0 acres
Slopes (21%-30%):	0.1 a.c. X 50%	0.5 acres
Slopes (31%+):	0 a.c. X 10%	0.0 acres
Shrink Swell Soils:	0 a.c. X 75%	0.0 acres
Wetlands:	0 a.c. X 0%	0.0 acres
Ponds:	1.7 a.c. X 0%	0.0 acres
Public ROW:	0 a.c. X 0%	0.0 acres
Private Streets & Parking:	3.94 a.c. X 0%	0.0 acres
NET DEVELOPABLE AREA:		12.61 acres

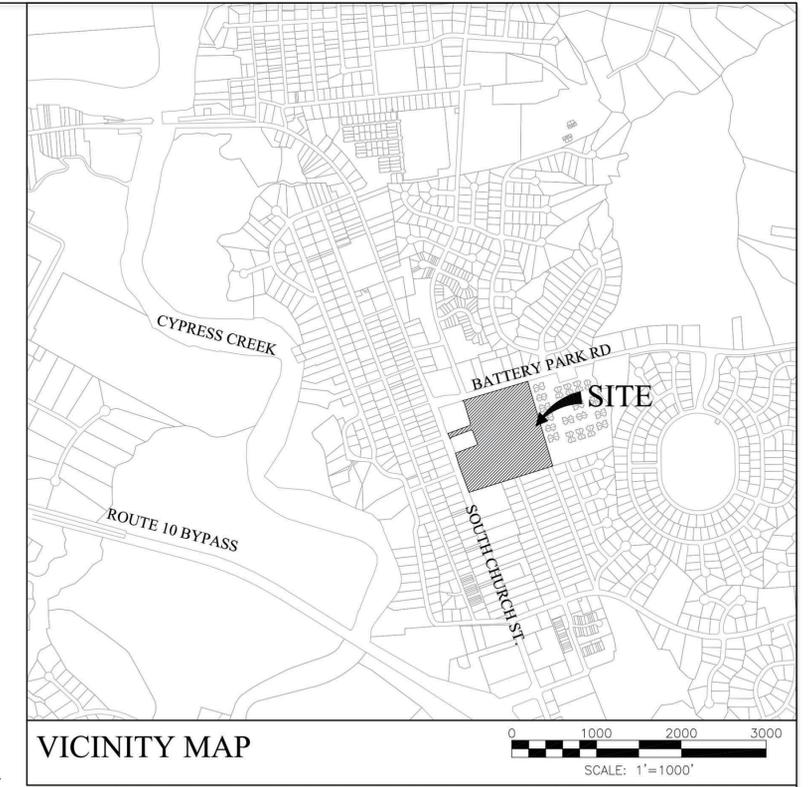
Total Units Provided: 150 Condominium units
Density: 11.9 du/ac

Proposed Zoning: MF-R
Front Yard: 30'
Side Yard: 15'
Rear Yard: 30'
Building Separation: 30'
Setback from Parking: 20'

Open Space:
-30% gross site area shall be common open space (5.5 a.c.)
-50% common open space to be active recreation (2.75 a.c.)
Building Height: Not to Exceed 40'
Max Density: 12 du/ac

Entrance Corridor Overlay District:
Front Yard Setback: 40'
Corner Yard Setback: 40'
Side Yard: 10'
Rear Yard: 20'

Parking Required: 2 per unit +1 visitor per 3 units = 350 spaces
Parking Provided: 350 spaces



VICINITY MAP

SCALE: 1"=1000'

SCALE: 1"=60'

NAD83

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C:\Projects\Mamoudis\WB001 - Park at Battery\Cadd\Preim\Preliminary Mamoudis Prop 10.dwg, Plotted By: Spare-PC, Plotted: Oct 29, 2019 - 11:26am

From: [Lynn Briggs](#)
To: [John Settle](#)
Subject: Re: Lot 511, S Church St
Date: Thursday, October 24, 2019 3:55:38 PM

John,

I apologize for taking a little longer to get back with you.

I did get feedback from our Transportation Department about the development. After looking at the planned development, and existing roadways, he believes we can follow the already public right of way with the buses and put a stop directly behind Royal Farms. He said from the map drawing, it looks like the streets in the development will be hard to maneuver with a big bus, and appears as if the streets will remain private. Therefore, sticking with IWCS policy (we don't usually send a bus down a private road), would need to keep all general ed buses on the public right of way. If there is a child in the development that receives special education services and their services require transportation, then we would send a special needs bus to the student's house. There would be at least 3 buses/stops for the development: one for Hardy Elementary, one for Westside Elementary, and one for the combined bus of Smithfield Middle and High.

As far as enrollment goes, that does get a little trickier if you factor in other developments. At this point, most of the growth in the northern end of the county would impact Carrollton Elementary. Hardy does have some room for additional students, but we may be looking at rezoning some Carrollton Elementary students to Hardy in the near future. We wouldn't want to reduce Carrollton only to overload Hardy. And, of course, there is a plan to build a new Hardy, which should accommodate additional students once it's complete. We did restructure the grades at Westside (4th grade consists of only Carrollton students; the students from Hardy now stay at Hardy for 4th grade). However, as more students come into Carrollton, we will see growth at Westside, since that schools serves the entire northern end of the county. Smithfield High does have additional space because of the opening of the Career Building. Several programs moved into that building, which freed up some classroom space in the main school. Smithfield Middle saw an increase of 16 students from last school year which does reduce the remaining capacity for that building. There has been discussion of replacing Westside as well. Should that move forward, we may look at restructuring grades to free up some space in the existing middle school building.

Another factor that makes growth projections a challenge is that we don't know the grade levels of the potential new students. For example, 23 additional students at Hardy Elementary spread evenly over grades K--4 would not result in a significant impact. However, if all, or even half, of those students were at one grade level, then we may be talking about an additional teacher. While that could happen, we work with the most likely scenario which would result in a more even distribution of students.

I hope this adds more perspective to the impact of the project on the schools. By

itself, the development should not have a significant impact. However, uncontrollable factors, such as additional growth in the northern end, and the grade distribution of students in the development, could result in added expenses for the school division, especially for extra staff and instructional materials.

Lynn B. Briggs
Director of Community and Media Relations
Isle of Wight County Schools
820 W. Main St.
Smithfield, VA 23430
757-365-1611 (o)
757-603-1904 (c)
www.iwcs.k12.va.us

MEMORANDUM

To: John Mamoudis

From: Karen McPherson, PE
Liannys Martinez
McPherson Consulting

Date: October 7, 2019

Subject: Lot 511 S. Church Response Letter – Traffic Items

Enclosure 2

2.5 It is the County's experience that approximately 60% of AM peak traffic heads to the east and the north to the JRB. This is contradictory to the assertion of the TIA that there will be little to no AM peak impacts to Battery Park Road from the site.

Response: *The proposed trip generation was discussed and agreed upon with VDOT to depict a worst-case scenario along S. Church Street. However, we recognize the attractiveness of Battery Park for trips destined to/from Route 17 and the James River Bridge.*

*The suggested distribution was applied to the Battery Park Road/Entrance to evaluate the potential impacts to this driveway. **Figure 1** illustrates the 2019 Initial TIA site generated traffic and assigned along with the suggestion 60% distribution to the east and **Figure 2** includes a comparison of the 2024 Build Volumes.*

The proposed distribution results in approximate 10 AM and 32 PM peak hour left turns at this entrance. Entrance 2 currently has an exclusive westbound left-turn at this location that will be able to accommodate the proposed site traffic without adversely impacting Battery Park Road.

Figure 1: Trip Distribution and Assignment – Residential

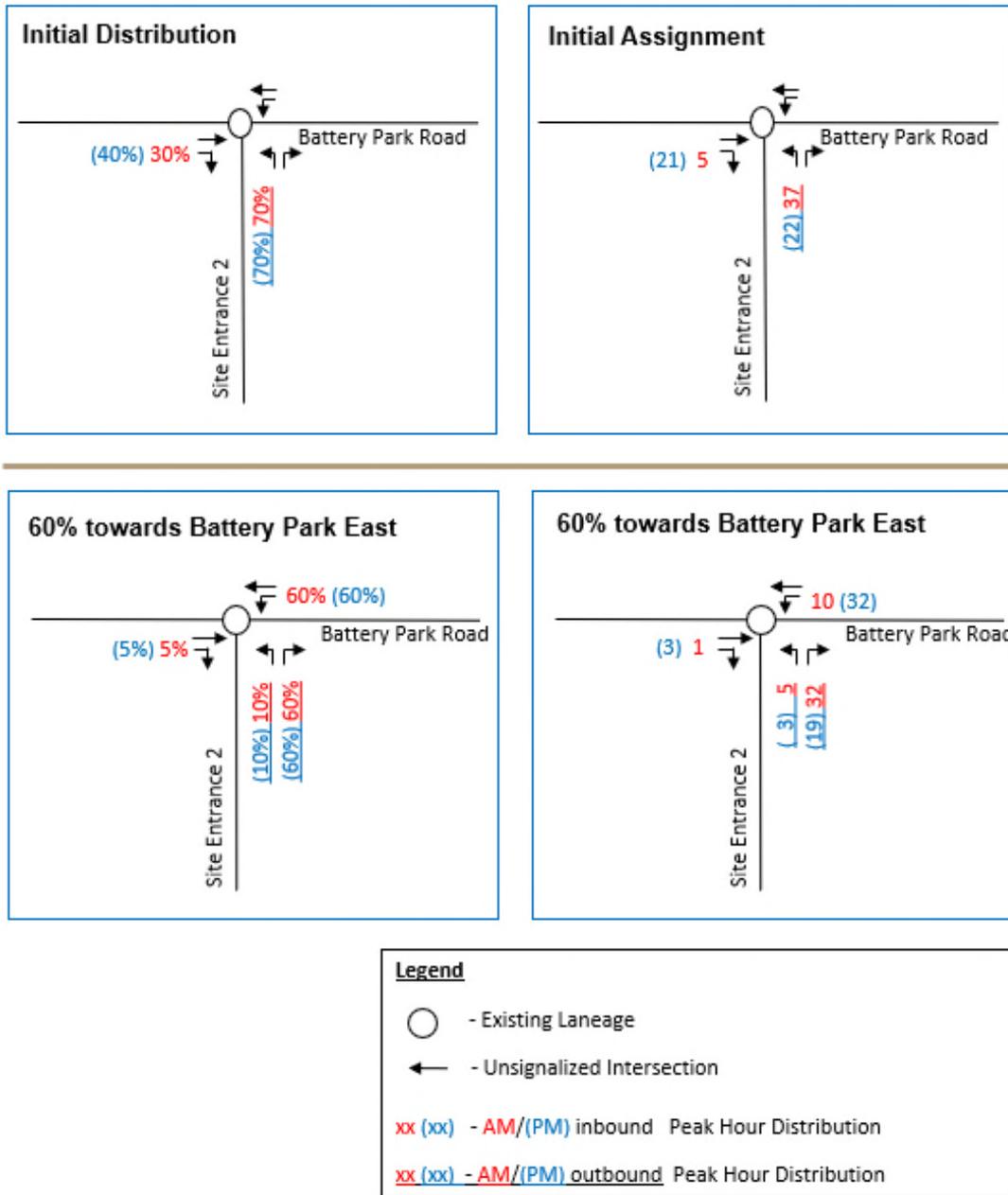
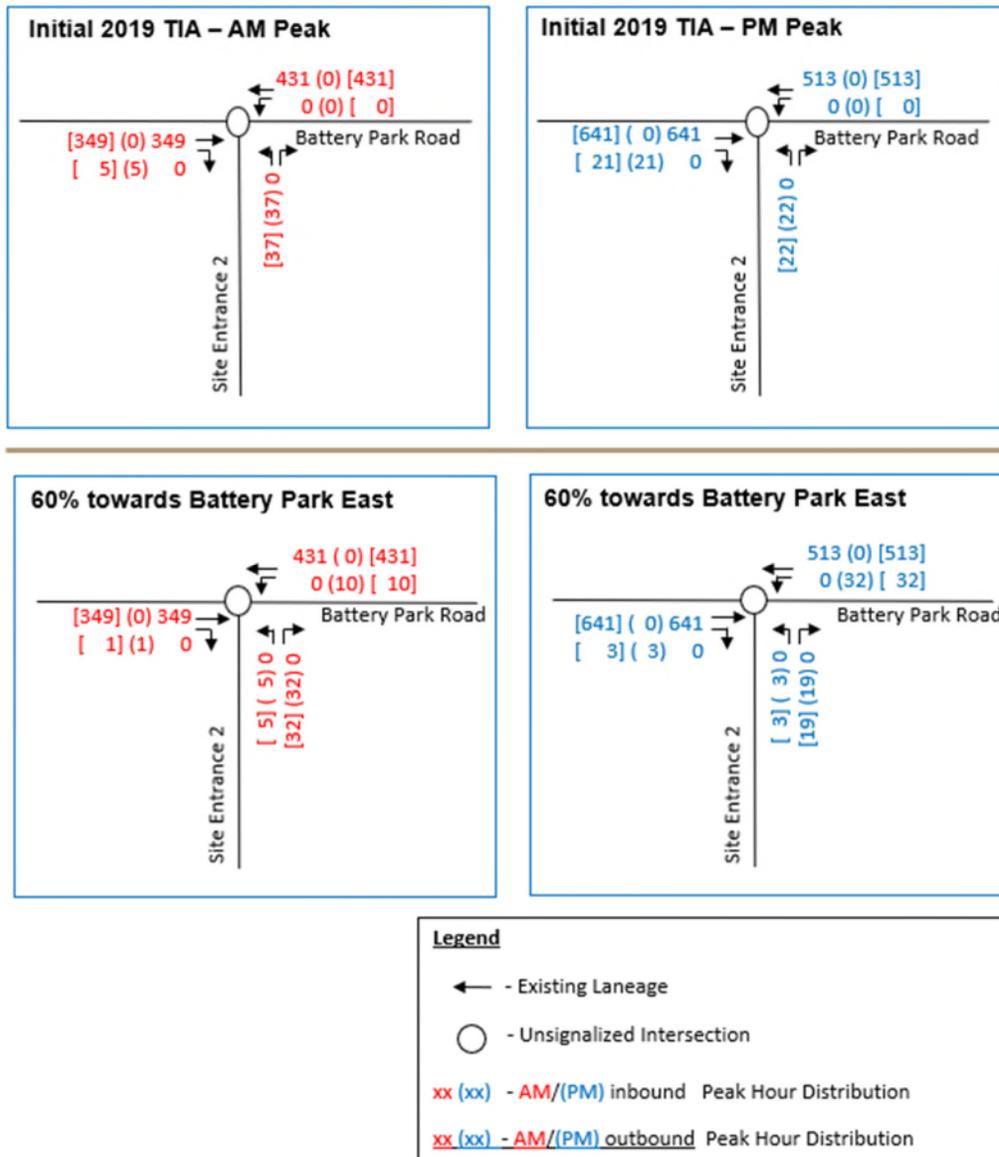


Figure 2: 2024 Build – AM and PM Peak Hour Volumes

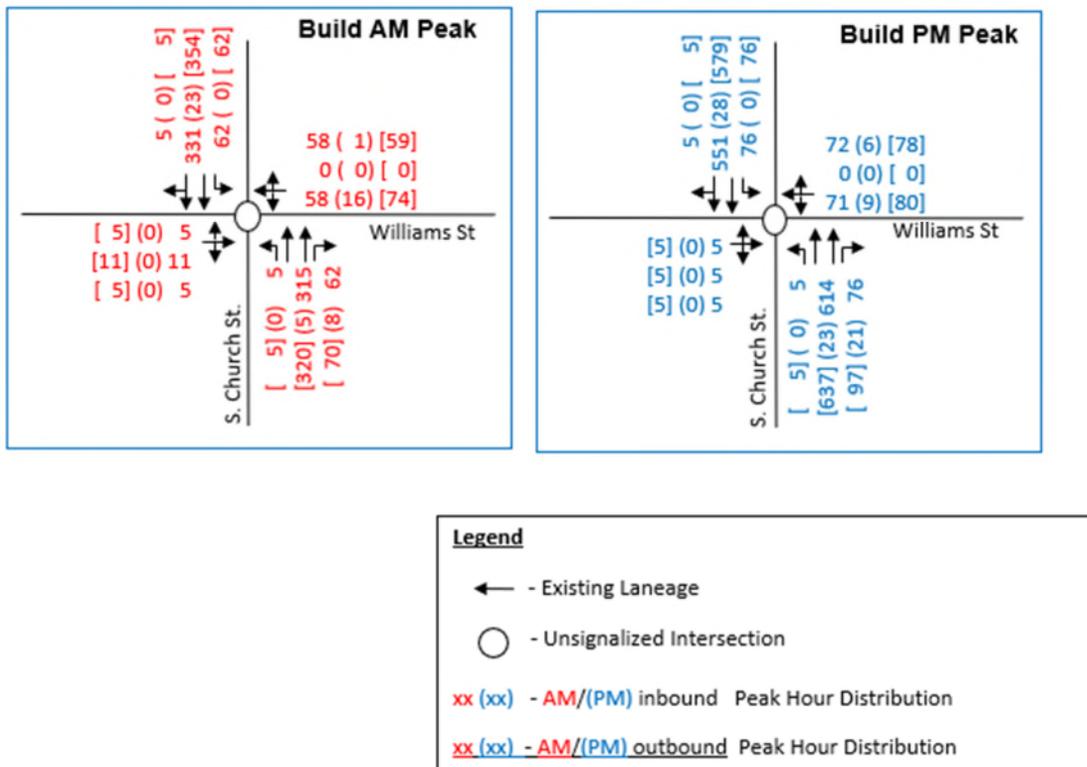


Enclosure 5

5.1 The study indicates a significant delay and queue at the Williams Street westbound approach to S. Church Street in the PM Peak conditions. Delays of 127 seconds are predicted, with queue lengths of 213-feet. This will block the Royal Farms and Dollar General entrances, which are approximately 140-feet from S. Church Street. Consideration should be given to widening the entrance to allow for a through left and dedicated right egress to reduce queue lengths and delays.

Response: *Figure 3 illustrates the Build volumes along S. Church Street and Williams Street, which illustrate 17 AM and 15 PM peak period trips associated with the proposed development. These site trips account for approximately 12% of the approach traffic. As noted in the TIA, the driveway traffic was estimated using ITE standards and the delay represented in the TIA or potential queuing is primarily generated by the existing Royal Farms and Dollar General entrances.*

Figure 3: 2024 Build – AM and PM Peak Hour Volumes at Williams Street



Enclosure 5

5.2 Queue lengths were not provided for the signalized intersection of S. Church Street and Battery Park Road. We request projected queue lengths be provided to verify that the existing storage is sufficient and that the existing Farmer’s Bank entrance and John Rolfe Drive are not blocked.

Response: The requested queuing analysis along S. Church Street and Battery Park Road westbound movement is illustrated in **Figure 4**. The 2024 Build Volumes were used for the analysis which include the site generated traffic. **Table 1** illustrates the queuing for the AM and PM peak hours along the westbound movement and a comparison to the effective storage respectively. As shown in **Table 1**, illustrates that the proposed storage lengths accommodate that anticipated queuing.

Figure 4: Battery Park Road and S. Church Street – Queuing



Legend

-  - Site
-  - Study Area Intersections

Movement	Effective Storage (ft)	Queuing (ft)			
		Maximum		Average	
		AM	PM	AM	PM
Left-Through (LT)	225	176	218	102	144
Right (R)	280	70	92	34	46

MEMORANDUM

To: John Mamoudis

From: Karen McPherson, PE
McPherson Consulting

Date: October 29, 2019

Subject: Lot 511 S. Church Response Letter – Williams Street Queuing Concerns

We received two comments from VDOT on the initial Traffic Impact Analysis (TIA) site plan prepared by Land Planning Solutions dated April 2019. An initial response to comments was provided with on October 7, 2019; however, one outstanding question regarding queuing along Williams Street was as follows:

Comment 2: *“The study indicates a significant delay and queue at the Williams Street westbound approach to S. Church Street in the PM peak conditions. Delays of 127 seconds are predicted, with queue lengths of 213-feet. This will block the Royal Farms and Dollar General entrances, which are approximately 140-feet from S. Church Street. Consideration should be given to widening the entrance to allow for a through left and dedicated right egress to reduce queue lengths and delays.”*

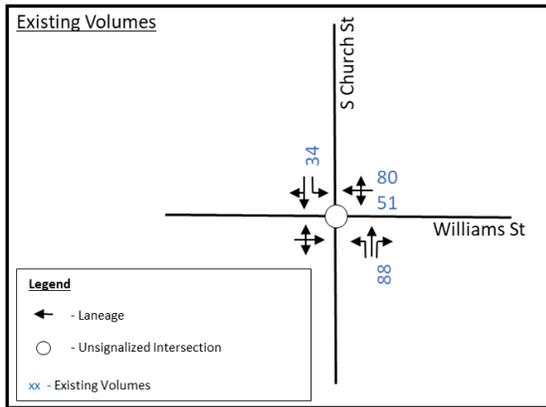
We provided an initial response dated October 7, 2019 that stated:

“Figure 3 illustrates the Build volumes along S. Church Street and Williams Street, which illustrate 17 AM and 15 PM peak period trips associated with the proposed development. These site trips account for approximately 12% of the approach traffic. As noted in the TIA, the driveway traffic was estimated using ITE standards and the delay represented in the TIA or potential queuing is primarily generated by the existing Royal Farms and Dollar General entrances.”

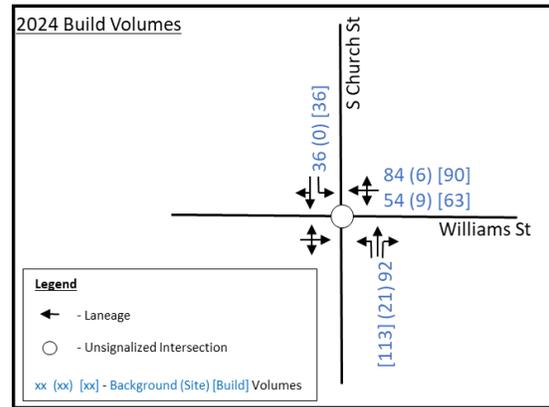
During the discussion on comment resolution, VDOT requested a 24-hour ADT count along Williams Street to address the projected volumes versus actual traffic data and subsequent operations.

Average Daily Traffic Counts (ADT) were collected along Williams Street between S. Church Street and the Royal Farms Driveway on October 15, 2019 and are attached. In addition, PM peak hour turning movement counts (TMC) were collected at S. Church Street and Williams Street on October 22, 2019. The PM peak period volumes validate the ITE Assumptions from the initial TIA, however, identified that the trip distribution (i.e. travel patterns) are more oriented northbound than an even 50/50 distribution.

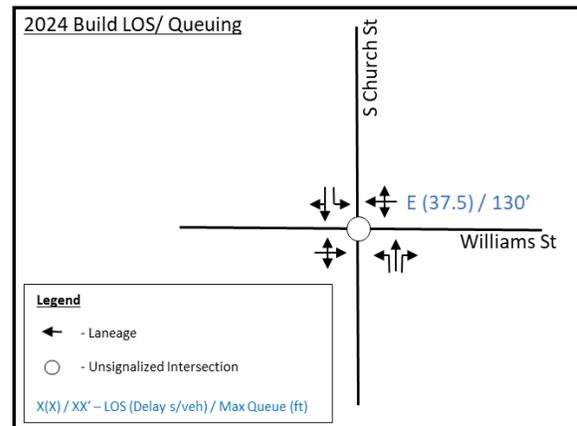
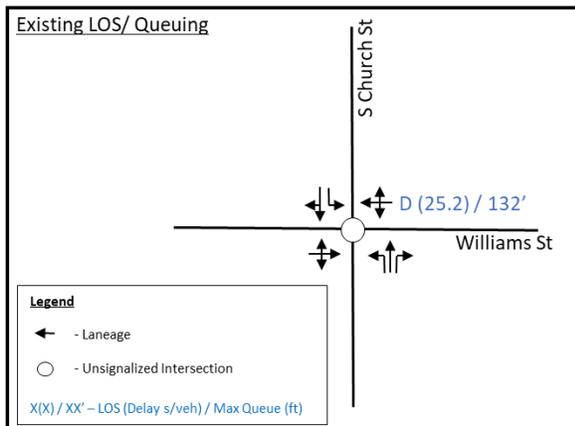
The TMC data entering and exiting are summarized below along with the revised Build year scenario.



The



westbound approach along Williams Street was reevaluated for performance criteria including level of service (LOS) and queuing. The results for the Existing and Build scenarios are illustrated below.



With the updated traffic data, there are minimal impacts along Williams Street associated with the Park at Battery Development.

The maximum westbound queues are virtually identical, with an increase in delay of 12 seconds.

Start Date: 10/15/2019

Start Time: 6:00:00 PM

Williams Street between Church St and Royal Farms

Recorded with video

Start Time	From North				To Church St From East				From South				From Church St From West				TOTAL
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
06:00 PM	0	0	0	0	0	26	0	0	0	0	0	0	0	28	0	0	54
06:15 PM	0	0	0	0	0	19	0	0	0	0	0	0	0	13	0	0	32
06:30 PM	0	0	0	0	0	14	0	0	0	0	0	0	0	23	0	0	37
06:45 PM	0	0	0	0	0	20	0	0	0	0	0	0	0	13	0	0	33
07:00 PM	0	0	0	0	0	11	0	0	0	0	0	0	0	9	0	0	20
07:15 PM	0	0	0	0	0	12	0	0	0	0	0	0	0	13	0	0	25
07:30 PM	0	0	0	0	0	15	0	0	0	0	0	0	0	20	0	0	35
07:45 PM	0	0	0	0	0	11	0	0	0	0	0	0	0	13	0	0	24
08:00 PM	0	0	0	0	0	11	0	0	0	0	0	0	0	19	0	0	30
08:15 PM	0	0	0	0	0	16	0	0	0	0	0	0	0	14	0	0	30
08:30 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0	12
08:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	8
09:00 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	0	16
09:15 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	10	0	0	17
09:30 PM	0	0	0	0	0	10	0	0	0	0	0	0	0	7	0	0	17
09:45 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
10:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	7
10:15 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	10
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
10:45 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0	9
11:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	5
11:15 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0	10
11:30 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	11
11:45 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0	13
12:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	10
12:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
12:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	10	0	0	14
12:45 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	9	0	0	16
01:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0	10
01:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
01:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0	8
01:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	6
02:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
02:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
02:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
03:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	6
03:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
03:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	7
04:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
04:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
04:30 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	11
04:45 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	12
05:00 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	7	0	0	18
05:15 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	6	0	0	17
05:30 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	13	0	0	23
05:45 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	16	0	0	25
06:00 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	14	0	0	23
06:15 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	11	0	0	19
06:30 AM	0	0	0	0	0	12	0	0	0	0	0	0	0	5	0	0	17
06:45 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	16	0	0	27
07:00 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	9	0	0	20
07:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	10	0	0	14
07:30 AM	0	0	0	0	0	14	0	0	0	0	0	0	0	15	0	0	29
07:45 AM	0	0	0	0	0	13	0	0	0	0	0	0	0	10	0	0	23
08:00 AM	0	0	0	0	0	19	0	0	0	0	0	0	0	17	0	0	36
08:15 AM	0	0	0	0	0	17	0	0	0	0	0	0	0	15	0	0	32
08:30 AM	0	0	0	0	0	14	0	0	0	0	0	0	0	17	0	0	31
08:45 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	17	0	0	27
09:00 AM	0	0	0	0	0	13	0	0	0	0	0	0	0	17	0	0	30
09:15 AM	0	0	0	0	0	15	0	0	0	0	0	0	0	17	0	0	32
09:30 AM	0	0	0	0	0	16	0	0	0	0	0	0	0	12	0	0	28
09:45 AM	0	0	0	0	0	13	0	0	0	0	0	0	0	16	0	0	29
10:00 AM	0	0	0	0	0	17	0	0	0	0	0	0	0	20	0	0	37
10:15 AM	0	0	0	0	0	19	0	0	0	0	0	0	0	22	0	0	41
10:30 AM	0	0	0	0	0	16	0	0	0	0	0	0	0	17	0	0	33
10:45 AM	0	0	0	0	0	15	0	0	0	0	0	0	0	9	0	0	24
11:00 AM	0	0	0	0	0	13	0	0	0	0	0	0	0	18	0	0	31
11:15 AM	0	0	0	0	0	20	0	0	0	0	0	0	0	19	0	0	39
11:30 AM	0	0	0	0	0	21	0	0	0	0	0	0	0	20	0	0	41
11:45 AM	0	0	0	0	0	23	0	0	0	0	0	0	0	19	0	0	42
12:00 PM	0	0	0	0	0	16	0	0	0	0	0	0	0	22	0	0	38
12:15 PM	0	0	0	0	0	15	0	0	0	0	0	0	0	13	0	0	28
12:30 PM	0	0	0	0	0	13	0	0	0	0	0	0	0	20	0	0	33
12:45 PM	0	0	0	0	0	19	0	0	0	0	0	0	0	16	0	0	35
01:00 PM	0	0	0	0	0	18	0	0	0	0	0	0	0	24	0	0	42
01:15 PM	0	0	0	0	0	24	0	0	0	0	0	0	0	17	0	0	41
01:30 PM	0	0	0	0	0	19	0	0	0	0	0	0	0	13	0	0	32
01:45 PM	0	0	0	0	0	19	0	0	0	0	0	0	0	23	0	0	42
02:00 PM	0	0	0	0	0	24	0	0	0	0	0	0	0	13	0	0	37
02:15 PM	0	0	0	0	0	23	0	0	0	0	0	0	0	18	0	0	41
02:30 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	12	0	0	21
02:45 PM	0	0	0	0	0	20	0	0	0	0	0	0	0	21	0	0	41
03:00 PM	0	0	0	0	0	12	0	0	0	0	0	0	0	13	0	0	25
03:15 PM	0	0	0	0	0	17	0	0	0	0	0	0	0	23	0	0	40
03:30 PM	0	0	0	0	0	26	0	0	0	0	0	0	0	29	0	0	55
03:45 PM	0	0	0	0	0	25	0	0	0	0	0	0	0	18	0	0	43
04:00 PM	0	0	0	0	0	25	0	0	0	0	0	0	0	28	0	0	53
04:15 PM	0	0	0	0	0	32	0	0	0	0	0	0	0	31	0	0	63
04:30 PM	0	0	0	0	0	27	0	0	0	0	0	0	0	30	0	0	57
04:45 PM	0	0	0	0	0	42	0	0	0	0	0	0	0	40	0	0	82
05:00 PM	0	0	0	0	0	29	0	0	0	0	0	0	0	29	0	0	58
05:15 PM	0	0	0	0	0	35	0	0	0	0	0	0	0	29	0	0	64
05:30 PM	0	0	0	0	0	32	0	0	0	0	0	0	0	24	0	0	56
05:45 PM	0	0	0	0	0	20	0	0	0	0	0	0	0	17	0	0	37

1212

1242

2454

HCM Unsignalized Intersection Capacity Analysis
5: S. Church St. & Williams St.

PM Peak
Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	51	1	80	5	580	88	34	565	5
Future Volume (Veh/h)	5	5	5	51	1	80	5	580	88	34	565	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	55	1	87	5	630	96	37	614	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None				None
Median storage (veh)												
Upstream signal (ft)												
												447
pX, platoon unblocked												
vC, conflicting volume	1103	1426	310	1028	1333	315	619			726		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1103	1426	310	1028	1333	315	619			726		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	96	99	69	99	87	99			96		
cM capacity (veh/h)	139	128	686	175	146	681	957			873		
Direction, Lane #												
	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	15	143	5	315	315	96	37	409	210			
Volume Left	5	55	5	0	0	0	37	0	0			
Volume Right	5	87	0	0	0	96	0	0	5			
cSH	182	318	957	1700	1700	1700	873	1700	1700			
Volume to Capacity	0.08	0.45	0.01	0.19	0.19	0.06	0.04	0.24	0.12			
Queue Length 95th (ft)	7	56	0	0	0	0	3	0	0			
Control Delay (s)	26.6	25.2	8.8	0.0	0.0	0.0	9.3	0.0	0.0			
Lane LOS	D	D	A				A					
Approach Delay (s)	26.6	25.2	0.1				0.5					
Approach LOS	D	D										
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			40.2%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection: 5: S. Church St. & Williams St.

Movement	EB	WB	NB	NB	NB	SB
Directions Served	LTR	LTR	L	T	R	L
Maximum Queue (ft)	48	132	29	21	21	67
Average Queue (ft)	12	45	1	1	1	16
95th Queue (ft)	37	94	10	7	7	48
Link Distance (ft)	263	326		375		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			250		225	250
Storage Blk Time (%)						
Queuing Penalty (veh)						

HCM Unsignalized Intersection Capacity Analysis

5: S. Church St. & Williams St.

PM Peak
2024 Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	5	5	63	1	90	5	630	113	36	620	5
Future Volume (Veh/h)	5	5	5	63	1	90	5	630	113	36	620	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	68	1	98	5	685	123	39	674	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1206	1572	340	1118	1452	342	679			808		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1206	1572	340	1118	1452	342	679			808		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	95	99	54	99	85	99			95		
cM capacity (veh/h)	113	103	656	148	123	653	909			813		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	15	167	5	342	342	123	39	449	230			
Volume Left	5	68	5	0	0	0	39	0	0			
Volume Right	5	98	0	0	0	123	0	0	5			
cSH	150	271	909	1700	1700	1700	813	1700	1700			
Volume to Capacity	0.10	0.62	0.01	0.20	0.20	0.07	0.05	0.26	0.14			
Queue Length 95th (ft)	8	94	0	0	0	0	4	0	0			
Control Delay (s)	31.7	37.5	9.0	0.0	0.0	0.0	9.7	0.0	0.0			
Lane LOS	D	E	A				A					
Approach Delay (s)	31.7	37.5	0.1				0.5					
Approach LOS	D	E										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			43.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection: 5: S. Church St. & Williams St.

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	R	L	T
Maximum Queue (ft)	31	130	31	24	51	22
Average Queue (ft)	15	56	1	3	23	1
95th Queue (ft)	40	97	10	15	47	7
Link Distance (ft)	263	326				381
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			250	225	250	
Storage Blk Time (%)						
Queuing Penalty (veh)						

ENCLOSURE 1

From: [Mike Haggerty](#)
To: [John Settle](#)
Cc: [Jessie Snead](#); [Jeff Smith](#); [Wayne Griffin](#); [Andy Snyder](#)
Subject: RE: Lot 511, S Church St
Date: Friday, September 6, 2019 2:09:11 PM
Attachments: [image001.png](#)

John,

I reviewed the water and sewer demands outlined in the public facilities report prepared by Land Planning Solutions for the proposed development and offer the following comments:

- Based on previous modeling performed for the Utility Master Plan – Phase 1, we do not anticipate any impacts to the existing water system from the proposed development, however, this should be evaluated further once the site design is finalized.
- Based on the sewer demands presented in the facilities report, we do not anticipate impacts to the existing sewer system along Battery Park Road, however, this should be evaluated further once the site design is finalized.

Please let me know if you have any questions.

Thanks,
Mike

Michael Haggerty, P.E.
Program Manager
Utilities Division

Draper Aden Associates

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From: John Settle <jsettle@smithfieldva.gov>
Sent: Monday, August 19, 2019 4:51 PM
To: Mike Haggerty <MHaggerty@daa.com>
Cc: Jessie Snead <jsnead@smithfieldva.gov>; Jeff Smith <jsmith@smithfieldva.gov>; Wayne Griffin <wgriffin@smithfieldva.gov>
Subject: FW: Lot 511, S Church St

ATTENTION: Email sent from outside DAA.

Mike,

Would you mind reviewing the public facilities report (pages 45-49) of the document available at the link below? I meant to include you on this message, but I forgot!

Thanks for everything!

ENCLOSURE 2

From: [Amy Ring](#)
To: [John Settle](#)
Subject: Review Comments for The Seasons (aka Park@ Battery) application
Date: Friday, September 13, 2019 4:47:38 PM
Attachments: [image001.png](#)

Hi John,

Thank you for the opportunity to review the proposed multifamily residential plan amendment/rezoning application. After reviewing the documents, I would like to point a few items which may be of concern:

1. The applicant reserves the right to change the architectural design proffer (item 2) based on “market conditions.” I would eliminate this “escape clause” allowing the developer to freely alter the proffered architecture/building design based on self-designated market conditions or add the phrase, “upon approval by the Town Council” to the end of item 2.
2. There is nothing in the proffer statement which lists what types of amenities will be provided by the developer and when they will be provided.
3. School children generation rates should utilize those in the most recent student yield analysis contained in the school division’s “Isle of Wight County Schools Student Yield and Subdivision Analysis,” April 2018. The average student generation rate for apartments (multifamily) is .388 students/household resulting in a total of 58 students rather than 42. Using the February 2019, school capacity report, there is adequate capacity for these students at Hardy, Westside, and Smithfield High Schools.
4. Since the development is marketed as “car light,” there should be corresponding features to accommodate increased levels of pedestrian/biking activity. I noticed the Nike Park Trail is not shown on the development plan as well as the lack of pedestrian facilities at all entrances connecting the residential development to adjacent sidewalks and commercial uses. I have a concerns about pedestrian safety while crossing the intersection. Parking spaces are in excess of the requirement.
5. It is the County’s experience that approximately 60% of AM peak traffic heads to the east and the north to the JRB. This is contradictory to the assertion of the TIA that there will be little to no AM peak impacts to Battery Park Road from the site (page 14).
6. I forwarded the application earlier to our emergency services department for their review and comment.

If you have any questions or wish to discuss further, please feel free to give me a call. Have a great weekend, Amy

Amy M. Ring, Director
Isle of Wight County Department of Planning and Zoning
PO Box 80

*ENCLOSURE 3

From: [Lynn Briggs](#)
To: [John Settle](#)
Subject: Re: Lot 511, S Church St
Date: Thursday, October 24, 2019 3:55:38 PM

John,

I apologize for taking a little longer to get back with you.

I did get feedback from our Transportation Department about the development. After looking at the planned development, and existing roadways, he believes we can follow the already public right of way with the buses and put a stop directly behind Royal Farms. He said from the map drawing, it looks like the streets in the development will be hard to maneuver with a big bus, and appears as if the streets will remain private. Therefore, sticking with IWCS policy (we don't usually send a bus down a private road), would need to keep all general ed buses on the public right of way. If there is a child in the development that receives special education services and their services require transportation, then we would send a special needs bus to the student's house. There would be at least 3 buses/stops for the development: one for Hardy Elementary, one for Westside Elementary, and one for the combined bus of Smithfield Middle and High.

As far as enrollment goes, that does get a little trickier if you factor in other developments. At this point, most of the growth in the northern end of the county would impact Carrollton Elementary. Hardy does have some room for additional students, but we may be looking at rezoning some Carrollton Elementary students to Hardy in the near future. We wouldn't want to reduce Carrollton only to overload Hardy. And, of course, there is a plan to build a new Hardy, which should accommodate additional students once it's complete. We did restructure the grades at Westside (4th grade consists of only Carrollton students; the students from Hardy now stay at Hardy for 4th grade). However, as more students come into Carrollton, we will see growth at Westside, since that schools serves the entire northern end of the county. Smithfield High does have additional space because of the opening of the Career Building. Several programs moved into that building, which freed up some classroom space in the main school. Smithfield Middle saw an increase of 16 students from last school year which does reduce the remaining capacity for that building. There has been discussion of replacing Westside as well. Should that move forward, we may look at restructuring grades to free up some space in the existing middle school building.

Another factor that makes growth projections a challenge is that we don't know the grade levels of the potential new students. For example, 23 additional students at Hardy Elementary spread evenly over grades K--4 would not result in a significant impact. However, if all, or even half, of those students were at one grade level, then we may be talking about an additional teacher. While that could happen, we work with the most likely scenario which would result in a more even distribution of students.

I hope this adds more perspective to the impact of the project on the schools. By

itself, the development should not have a significant impact. However, uncontrollable factors, such as additional growth in the northern end, and the grade distribution of students in the development, could result in added expenses for the school division, especially for extra staff and instructional materials.

Lynn B. Briggs
Director of Community and Media Relations
Isle of Wight County Schools
820 W. Main St.
Smithfield, VA 23430
757-365-1611 (o)
757-603-1904 (c)
www.iwcs.k12.va.us

*ENCLOSURE 4

From: [Wagner, Marc](#)
To: [John Settle](#)
Cc: [Mike Clem](#); [Elizabeth Lipford](#)
Subject: Re: Lot 511, S Church St
Date: Tuesday, August 20, 2019 10:58:14 AM

Hi John: Mike Clem, ERPO Archaeologist, took a look at the property, and pulled our file DHR#300-112. It's interesting that my colleague Elizabeth Lipford surveyed the farm when it was still a residence with outbuildings in June 1988. We have four good photos. It was a 3-Bay c. 1850s farmhouse with a poultry shed and smokehouse. Those were the buildings that Elizabeth could photograph from the public right of way. If you want, I can scan those and send them to you. Mike is recommending a Phase I survey over the area where the farmhouse stood. This would be laying a grid of shovel tests. There is some chance that there could have been an older house on this site. Is this area covered by your local ordinance? You may want to suggest this approach to the developer as due diligence. If you find a potentially eligible site, then you have the option of doing a more complete study and possible recovery of more artifacts and possibly designing the project around the site, if there is an eligible site. The larger parcel may also have field quarter sites where enslaved farm workers lived, but those are hard to locate without historic mapping or incidental discovery of artifacts. Feel free to follow up with any questions. Sincerely, Marc

On Mon, Aug 19, 2019 at 4:35 PM John Settle <jsettle@smithfieldva.gov> wrote:

Marc,

Right off the bat, I'm uncertain as to whether or not that has ever been done as a condition of approval in Smithfield. However, I recall a project in Strasburg (where I used to work) where the applicants were required to do an architectural survey of an old log house in 2006 before it was demolished- this was one of the conditions of their approved proffers statement.

Any guidance on your end would be cherished!

JOHN SETTLE

Community Development & Planning Director

Town of Smithfield, Virginia

310 Institute St, Smithfield, VA 23430

1-(757)-365-4200











COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
23116 Meherrin Road
COURTLAND, VIRGINIA 23837

September 13, 2019

John Settle
Planning & Zoning Administrator
310 Institute Street
Smithfield, VA 23430

**RE: S. Church St. Lot 511 Rezoning (Waterford at Battery Park)
South Church Street (Rte. 10 Bus.)**

The Residency has completed its review of the submitted rezoning application dated August 1, 2019 and received by the VDOT Land Development Office on August 19, 2019 for the rezoning of Lot 511 on S. Church St. for 150 condominium units. We have the following comments:

- 1) The study indicates a significant delay and queue at the Williams Street westbound approach to South Church Street in the PM Peak conditions. Delays of 127 seconds are predicted, with queue lengths of 213 ft. This will block the Royal Farm and Dollar General entrances, which are approximately 140' from South Church Street. Consideration should be given to widening the entrance to allow for a through left and dedicated right egress to reduce queue length and delays.
- 2) Queue lengths were not provided for the signalized intersection of South Church Street and Battery Park Road. We request projected queue lengths be provided to verify that the existing storage is sufficient and that the existing Farmer's Bank entrance and John Rolfe Dr. are not blocked.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua R. Norris".

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

ENCLOSURE 6

From: [Melissa A. Lindgren](#)
To: [John Settle](#)
Subject: RE: Lot 511, S Church St - 21026SW
Date: Tuesday, September 17, 2019 11:28:00 AM
Attachments: [image001.png](#)

The plan review for application 21026SW has been completed by STORMWATER MANAGEMENT for the property located at 1301S CHURCH ST. The plan review results are **APPROVED-With COMMENTS**. Comments can be viewed online with the above application number at:

<https://isleofwight.munisservice.com/citizens/PermitsInspections/Default.aspx>

Isle of Wight County Stormwater Division has no objections to the proposed comprehensive plan or rezoning application.

Should the development begin and construction be complete by June 30, 2024 the old stormwater technical criteria will be applicable for this project.

A complete review of the design will be conducted in the plan review stage of this project.

Please submit all revised plans to planreview@iwus.net to ensure prompt service.

Melissa
Melissa Lindgren, PE
Stormwater Engineer
Isle of Wight County
Stormwater Division
17140 Monument Circle, Ste 201
PO Box 80
Isle of Wight, VA 23397
(757) 365-1659

From: John Settle <jsettle@smithfieldva.gov>

Sent: Friday, September 13, 2019 7:23 PM

Subject: Lot 511, S Church St

Good evening!

If you are in receipt of this email, it is because I haven't received a response from you concerning my email from Monday, August 19th, 2019 regarding the comprehensive plan amendment and conditional rezoning of approximately 18.3 acres at Lot 511, S Church St (TPIN 21A-01-511).

The comprehensive plan amendment entails changing the future land use map's designation of the property from "retail commercial" to "multifamily/retirement."

The conditional rezoning entails amending the official zoning map's designation of the property from "highway retail commercial" to "multifamily residential."

ENCLOSURE 7

From: savagen@smithfieldvfd.com
To: [John Settle](#)
Subject: Re: Lot 511, S Church St
Date: Monday, September 16, 2019 10:54:36 AM
Attachments: [image001.png](#)

John,

In reference to lot 511, there are a few issues that we feel are important to address:

-How many taps to the hydrant system are there going to be? Enough water for fire flow for one unit and it's exposures? At a minimal need to come in off of South Church and Battery Park and even then we need to do some fire flow studies, including hose lays and parking lot issues.

-Parking density appears to be a concern also when we look at apparatus positioning. In peak times, I'm concerned about being able to get enough apparatus into the corners and rear of the complex to address the fire flow needed and most importantly our aerial apparatus.

***If we cannot reach the elevated areas of these buildings and tight parking areas, I cannot personally and professionally vet this based off of life safety aspect. Measurements and set backs of drawings may be needed to do so.**

-Thirdly, as a tax payer and life long resident of Isle of Wight County, I sure would hope that a prime piece of property as such would make much better return to our great community as retail commercial property.

Thanks for the opportunity for input,

**Fire Chief, Nick Savage
The Smithfield V.F.D.
1804 South Church Street
Smithfield Va 23430
757-435-2079**

From: John Settle <jsettle@smithfieldva.gov>
Sent: 9/13/19 7:23 PM
To: undefined
Subject: Lot 511, S Church St

Good evening!

If you are in receipt of this email, it is because I haven't received a response from you concerning my email from Monday, August 19th, 2019 regarding the comprehensive plan amendment and conditional rezoning of approximately 18.3 acres at Lot 511, S Church St (TPIN 21A-01-511).

The comprehensive plan amendment entails changing the future land use map's designation of the property from "retail commercial" to "multifamily/retirement."

The conditional rezoning entails amending the official zoning map's designation of

ENCLOSURE 8

From: [Matt Rogers](#)
To: [John Settle](#)
Subject: RE: Lot 511, S Church St
Date: Monday, September 16, 2019 1:54:46 PM
Attachments: [image001.png](#)

John,
I have no comments to offer on this application.
Respectfully,

Matthew Rogers
Deputy Chief
Smithfield Police Department
(757)357-3247
mrogers@smithfieldva.gov
FBINA 255

From: John Settle <jsettle@smithfieldva.gov>
Sent: Friday, September 13, 2019 7:23 PM
Subject: Lot 511, S Church St
Good evening!

If you are in receipt of this email, it is because I haven't received a response from you concerning my email from Monday, August 19th, 2019 regarding the comprehensive plan amendment and conditional rezoning of approximately 18.3 acres at Lot 511, S Church St (TPIN 21A-01-511).

The comprehensive plan amendment entails changing the future land use map's designation of the property from "retail commercial" to "multifamily/retirement."

The conditional rezoning entails amending the official zoning map's designation of the property from "highway retail commercial" to "multifamily residential."

The purpose of these applications is to allow for the construction of fifteen (15) multifamily buildings (condominiums), containing ten (10) units each, for a total of 150 new dwelling units. An approximately 3.9 acre residue parcel fronting on S Church St is to remain designated for commercial uses.

If you have comments, please submit them to me in writing as soon as possible, otherwise, please respond to this email with a message to the effect of "I/we have no comments to offer on this application."

Here is a link to the plans:

<https://drive.google.com/file/d/10C9YDBdNxNxBGCubRzIxp6gepVceVod/view?usp=sharing>

JOHN SETTLE
Community Development & Planning Director

From: [Andrea Clontz](#)
To: [John Settle](#)
Subject: FW: Plans Review for Waterford at Battery Park
Date: Thursday, October 10, 2019 9:17:10 AM

John – I'm assuming this is a town of Smithfield project....here's the Department of Emergency Services comments.

From: Gregory L. Parsons <gparsons@isleofwightus.net>
Sent: Wednesday, October 9, 2019 3:25 PM
To: Andrea Clontz <aclontz@isleofwightus.net>
Subject: FW: Plans Review for Waterford at Battery Park

From: Steven W. Henson <shenson@isleofwightus.net>
Sent: Thursday, September 26, 2019 4:08 PM
To: Gregory L. Parsons <gparsons@isleofwightus.net>
Subject: Plans Review for Waterford at Battery Park

Captain,

After our conversation today, I went home and reviewed the plans for Waterford at Battery Park again. After this review I may the following observations:

- 1). There was no hydrant spacing addressed in the plan. Not knowing the final layout of the buildings, open spaces, parking, and streets at this time, we will need to ensure there proper hydrant spacing when the final plans are developed/submitted. In accordance with County policy 16.1-23.1 the hydrant spacing should not exceed eight hundred feet (800 ft) between hydrants. However, in "close-built areas" the spacing between hydrants is five hundred feet (500 ft).
2. The impact on the calls for services (based on the calculation figures provided by Andrea) are broken down by year, as this is a 3 year phased proposal. The following is the yearly estimates;

- 2020 - 60 units, 144 residents, 22 calls for service, 19 EMS, 3 Fire
- 2021 - 50 units, 120 residents, 18 calls for service, 18 EMS, 2 Fire
- 2022 - 40 units, 96 residents, 14 calls for service, 12 EMS, 2 Fire

The total increase in calls for service over the 3 year period would be approximately 49 EMS and 7 Fire.

If I can provide any addition assistance or information relating to this project, please let me know.

Steven Henson
Fire/EMS Lieutenant
[Isle of Wight County](#)
[Department of Emergency Services](#)
[17130 Monument Circle](#)
[Isle of Wight Virginia 23397](#)



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Mr. John Settle/Town of Smithfield Planning Committee:

The Board members at the Villas of Smithfield would like to bring to your attention that Mr. George Covington was speaking to you as a citizen of the Villas and not as a Board member. The information he shared with the Committee was never given to us. The information was sent to us in an e-mail several days after your meeting.

The Villa residents have concerns regarding the traffic impact to Church St and Battery Park Rd. Also, the Board members and residents support the waiver to delete the RV parking.

The Developer has assured the Villa Board and residents that he is in full agreement to reimburse 66-2/3% of the maintenance costs to the west BMP.

We will be at your next meeting with our counsel Ms. Kelly Holland who will address anything that would be pertinent on behalf of the Villas. We thought this needed to be said because we believe the Committee will do the right thing in approving the Developers request about changing the rezoning and building on this property.

Thank You,

Danny Belott

President HOA Villas of Smithfield