



CITY OF SUFFOLK

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PHONE: (757) 514-4060 FAX: (757) 514-4099

DEPARTMENT OF
PLANNING & COMMUNITY DEVELOPMENT

Division of Planning

September 16, 2025

Suffolk Planning Commission
City of Suffolk, Virginia

Dear Commissioners:

Attached for your information are details pertaining to Rezoning Request, RZN2024-013, submitted by Matt Howard, applicant, on behalf of Manning Road Development Group LLC, property owner, in accordance with Sections 31-304 and 31-305 of the Unified Development Ordinance, to rezone and amend the official zoning map of the City of Suffolk in order to change the zoning from A, Agricultural Zoning District to RLM, Residential Low-Medium Density Zoning District (Conditional) for the property located at 494 Manning Rd, Zoning Map 33, Parcels 75 and 75A. The affected area is further identified as being located in the Holy Neck Voting Borough, zoned A, Agricultural Zoning District. The 2045 Comprehensive Plan designates this area as part of the Central Growth Area, Suburban Neighborhood Land Use Type.

Information and maps pertaining to this request are attached for your consideration. Please contact either myself or Brittany Colyer, the staff planner handling this case, if you have any questions in advance of the meeting.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Kevin Wyne', is written over a horizontal line.

Kevin Wyne, AICP
Director of Planning and Community Development

Attachments

RZN2024-013 (Conditional) – LAKE POINTE STAFF SUMMARY

DESCRIPTION

REZONING REQUEST: Rezoning Request, RZN2024-013 (Conditional), Lake Pointe, a request to change the zoning from A, Agricultural zoning district, to RLM, Residential Low–Medium Density Zoning District (Conditional), for property located at 494 Manning Road, Zoning Map 33, Parcels 75 and 75A.

APPLICANT: Matt Howard, applicant on behalf of Manning Road Development Group, LLC, property owner.

LOCATION: The subject properties are located at 494 Manning Road, Zoning Map 33, Parcels 75 and 75A.

PRESENT ZONING: T.M. 35*75 and T.M. 35*75A are currently zoned A, Agricultural zoning district.

EXISTING LAND USE: The property is presently vacant and comprised of fields and forested lands.

PROPOSED LAND USE: The applicant proposes to rezone the property from A, Agricultural zoning district to RLM, Residential Low-Medium Density zoning district (Conditional), for the purpose of developing 300 single-family detached units.

SURROUNDING LAND USES:

North – Speights Run Reservoir

South – Single-family detached homes, fields, and forested lands zoned A, Agricultural Zoning District

East – Lake Speight Colony Neighborhood zoned RLM, Residential Low-Medium Density Zoning District.

West – Springfield Neighborhood zoned RLM, Residential-Low Medium to Density Zoning District.

COMPREHENSIVE PLAN: The City’s 2045 Comprehensive Plan designates this area as a part of the Central Growth Area, Suburban Neighborhood Land Use Type.

CHESAPEAKE BAY PRESERVATION AREA DESIGNATION: The property is located within the City’s Chesapeake Bay Preservation Area Overlay District (CBPA) and is designated as a Resource Management Area (RMA). The 100’ Resource Protection Area (RPA) buffer is also present along the northeastern boundary of T.M. 33*75.

FLOOD PLAIN: The property falls within Flood Zone A and Zone X, as shown on Panel 0210D of the Flood Insurance Rate Map for the City of Suffolk, Virginia, Community No. 510156, dated

November 16, 2011.

HISTORY: The subject property is currently vacant. Tax Parcel 33*75 was created circa 1877, as outlined in Nansemond County Deed Book 6, page 180. Tax Parcel 33*75A was created circa 1943, as outlined in Nansemond County Deed Book 148C, Page 63.

ISSUE:

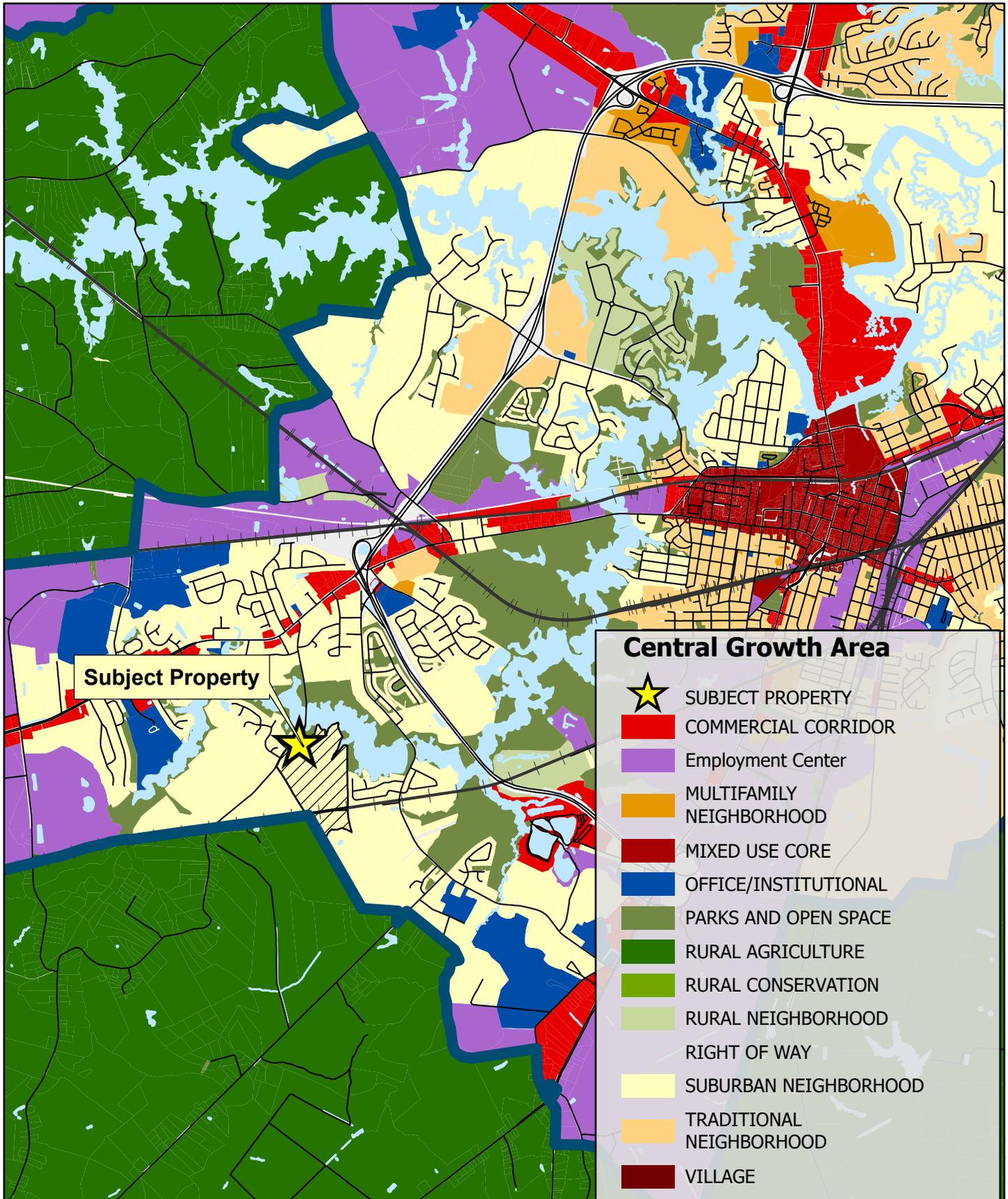
The applicant proposes to conditionally rezone approximately 113 acres of property located at 494 Manning Road, Zoning Map 33, Parcels 75 and 75A, from the existing A, Agricultural Zoning District, to the RLM, Residential Low-Medium Density district (Conditional). This site is situated approximately one-half mile south of the intersection of Manning Road and Holland Road (Route 58) business corridor, with a portion of the parcel being bisected by a railroad. The purpose of the rezoning is to allow for a maximum of 300 single-family detached dwelling units for a gross density of roughly 2.9 dwelling units per acre. Tax Parcel 33*75 is currently bisected by an existing Railroad Parcel (Tax Parcel 38*X). Currently, there is no established legal access across the railroad right of way; therefore, the applicant has voluntarily proffered that prior to utilizing the southern portion to for open space that will serve the development, they must obtain legal access to cross the railroad right of way. Each phase of the development will be required to meet all applicable development regulations for residential subdivisions, to include the maximum permissible residential density and the minimum required open space regulations.

Additionally, a wetlands delineation conducted found non-tidal wetlands to be located along the northeastern property line of Tax Parcel 33*75 and extending down the center of the parcel, occupying approximately 8.5 acres of the site. The presence of these observed wetland areas reduces the developable acreage of the property, which impacts the potential number of units that could be realized on the site. Specifically, the net developable acreage of the site measures 105.19 acres, which if zoned RLM, would allow for a unit yield of 300 total units, which aligns with the maximum number of units that could be developed as proffered by the applicant. Other development conditions voluntarily proffered by the applicant include the advancement of school capacity in the amount of a \$1.9 million cash contribution towards the reconstruction of Kilby Shores Elementary School, architectural finishes and minimum building material specifications, and the construction of required traffic improvements as outlined with the Traffic Impact Assessment (TIA) that has been reviewed and approved by the City's Public Works, Traffic Engineering Division.

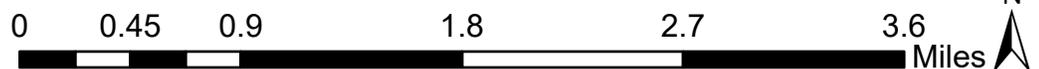


GENERAL LOCATION MAP

RZN2024-00013



Author: KOSSAI
Date: 01-28-2025





ZONING / LAND USE MAP

RZN2024-00013



Author: KOSSAI
Date: 12-20-2024



Image: Suffolk Pictometry 2024



LAKE POINTE PROPOSED REZONING

2) Narrative of Proposed Uses – 8/15/25

Manning Road Development Group, L.L.C., the Applicant for RZN2024-00013, proposes revision of the subject parcels comprising approximately 113.29 acres, to Residential Light Medium (RLM) zoning.

The parcels are bounded on the west by property zoned (A) Agricultural, on the north by properties zoned (RLM) Residential Light Medium, on the east by properties zoned (RLM) Residential Light Medium, and on the south by property zoned (A) Agricultural. Several hundred feet of the subject property borders on Lake Kilby, with the City of Portsmouth owning lengths of shoreline.

The Applicant requests amendment of the existing zoning for both parcels to RLM (Residential Light Medium). The proposed RLM zoning allows 2.9 dwelling units per acre where adequate public facilities are available, as is the case along Manning Road. As is indicated in the purpose statement for RLM zoning, the district is designed to allow for development of single family detached dwellings. The proposed project will consist of approximately 300 single family detached dwellings and community amenities such as (but not limited to) parks, common area open spaces, and a walking trail.

LAKE POINTE SUBDIVISION PROPOSED REZONING

3) Statement of the reasons for seeking such amendment and why the current zoning is incorrect:

The parcels which are the subject of this rezoning are in the Suburban Neighborhood Use District as defined by the City of Suffolk 2045 Comprehensive Plan and should be primarily composed of single family detached residential subdivisions (p45). Applicable place types are the Conservation Subdivision and the Conventional Suburban (p45). The proposed neighborhood will contribute to the need for varied housing types proximate to a major employment center and downtown Suffolk and will consist of single family detached homes. Conventional Suburban Neighborhoods by definition are built by blocks that include automobile access with a sidewalk network and public neighborhood parks (pg58). RLM zoning fits within the Conventional Suburban place type (formerly “Suburban Use District”; UDO A4 SEC 31-404). Shown in the conceptual plan, and defining of the Conventional Suburban neighborhood place type, the lot configuration, streetscapes with public spaces, and consistent but flexible product type have all been taken into account to fit the vision for the future of Suffolk (pg 58).

OBJECTIVES & ACTIONS (p64-66)

L.1: Focus development in designated Growth Areas and promote development that is consistent with the Future Land Use and Growth Areas Map.

- L.1.1: Review development proposals for consistency with the Future Land Use and Growth Areas Map, the Future Land Use Types described and mapped in this chapter, and the Guiding Values, Land Use Principals, Objectives and Actions adopted in this plan.
- L.1.2: Review and revise current development regulations, including the Unified Development Ordinance (UDO) and the zoning map, to improve compatibility with the comprehensive plan. Priority areas for consideration include: Consistency with Use District and Place Type Definitions and the Future Land Use Plan

L.2: Promote predictable and orderly development.

- L.2.4: Ensure that the cluster development provisions allow for more community-usable open space.

L.3: Promote a balance of residential and non-residential land uses.

- L.3.1: Adjust residential density range targets within Use Districts to better align with recent trends and market demands.

UDO ARTICLE 4 SEC. 31-403 RELATION OF ZONING DISTRICTS TO THE COMPREHENSIVE PLAN AND PURPOSE STATEMENTS

RLM (RESIDENTIAL LOW-MEDIUM DENSITY). {shortened} To provide areas for low-medium density, single-family residential uses {...}. Residential low-medium density provides a flexible minimum and maximum lot size in order to allow for market and design flexibility while preserving the neighborhood character {...}. ***RLM zoning is most appropriate for the Suburban Use District.*** Applicable Place Types***: Traditional Neighborhood Center, Traditional Neighborhood, ***{Conventional} Suburban Neighborhood***, Corridor, and Special District.

***Note: Design elements of residential place types other than Conventional Suburban Neighborhood lend to higher density projects (shorter setbacks, alley loading single family detached products, and block site patterns; pgs56-57 “Future Land Use Types; Traditional Neighborhood”)

WHY THE CURRENT ZONING IS INCORRECT

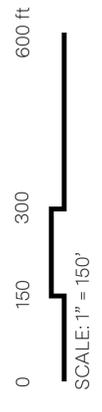
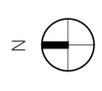
Holland Road and its intersection with Manning Road are currently the subject of a 3.1 mile widening project on Route 58 / Holland Road Corridor, a government funded project which has already dramatically improved traffic flows in this thoroughfare including signalization at this intersection. This project supports the primary City theme to keep rezonings within its specified focused growth area, encouraging predictable and orderly development in residential areas with an auto-orientation and sidewalk network. Additionally, location of residential housing near attractive

family centers such as the Downtown area, jobs at the intermodal commerce park, and schools further Suffolk's goals to limit by colocation of home, work and service areas. Two thirds of Suffolk's housing stock is in excess of 20 years old (p141s). As the City has provided assistance in bringing business and jobs to the City, we are seeking to satisfy the parallel demand for housing this influx of taxpayers. In review of commercial and residential realty marketing and promotional materials, as well as discussing with those realtors, the major component missing in the immediate area that everyone is seeking are diverse housing options for clients. "Suburban Neighborhood areas are primarily single family neighborhoods on relatively larger lots as compared to Traditional Neighborhoods and provide a transition to rural areas of Suffolk.(p57)" Given the immediately adjacent land uses, this new neighborhood will be compatible with existing zoning, consistent with the City's focused growth theme and its policy of efficient land use as a transition into rural Suffolk.



EXISTING PAVED RAILROAD
CROSSING - U.S. DOT CROSSING
INVENTORY NUMBER 464159B
IMAGE COURTESY OF GOOGLE
EARTH - DATED 4/17/2024

CONCEPTUAL MASTERPLAN	
SITE DATA:	
SINGLE FAMILY LOTS	TOTAL PROJECT SITE AC (NOT INCLUDING RR EASEMENT/ROW): 113.29 AC
TOTAL LOTS: 300	TOTAL CRITICAL AC: 8.10 AC
	TOTAL DEVELOPABLE AREA: 105.19 AC
RLM DUA: 2.9 U/AC	
PROPOSED DUA: 2.85 U/AC	
REQUIRED OPEN SPACE: 47.33 AC (45%)	
TOTAL PROPOSED OPEN SPACE: 48.54 AC (46%)	
OPEN SPACE FROM CRITICAL AREA: 2.025 AC	
PROPOSED TRAILS: 2.25+ MILES	
PROPOSED SWM: 4.9 AC	
IMPACTED WETLANDS: 0.19 AC	

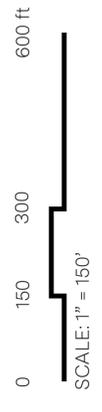
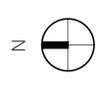


*Masterplan is for conceptual use only.



EXISTING PAVED RAILROAD
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IMPACTED WETLANDS:	0.19 AC



*Masterplan is for conceptual use only.

VOLUNTARY PROFFER STATEMENT

EXHIBIT B

I hereby voluntarily proffer that the development of the property owned by me proposed for reclassification under this application shall be in strict accordance with the conditions set forth below.

The following conditions (add additional sheets if necessary) are voluntarily proffered for the reclassification of property identified as Tax Map Number(s) 33*75, 33*75A

Block Number _____, Account Number(s) 151078000, 151069000

- 1) The students generated by this development will be assigned to Kilby Shores Elementary school, Forest Glen Middle School and Lakeland High School. The calculated impact of students generated and value of cash proffer contribution shall be based upon the current enrollment and committed development as of the last day of the month of the date of this application is deemed complete and acceptable by the City of Suffolk. The proposed rezoning estimate net impact of 53 elementary school students, 30 additional middle school students, and 39 additional high school students. The Capital Improvements Program (FY 2025-2034) projects will allow cash proffers to be paid to advance of capacity at the elementary. The property owner shall make a cash contribution to the City of Suffolk to advance capacity at the elementary only. Based upon the estimated cost, to advance capacity at the elementary school level is \$35,900.55 per student a cash contribution of \$6,342.43 per housing unit (elementary school) and shall be paid prior to issuance of a Certificate of Occupancy. The estimated total proffer is \$1,902,729.15 (elementary school).
- 2) No more than 300 single family detached units shall be constructed with this project
- 3) All units shall have a crawl space or raised/elevated slab foundation
- 4) The property owner shall make road improvements as outlined in the approved Traffic Impact Study (TIS), prepared by Charles Smith, P.E, PTOE EPR, Updated February 2025 .All road improvements proffered shall be completed or bonded before the first certificate of occupancy
- 5) Materials for the front, sides and rear of the homes shall be brick veneer, stone, cement-based siding, high quality vinyl siding, cement-fiber board siding (i.e. LP "Smartside or approved equal). Vinyl siding shall be a minimum of 0.046 inch thick and may be overlapped or beaded siding
- 6) Roofing shall be copper, metal or fiberglass architectural style shingles which must carry minimum 25-year warranty.

Applicant Signature: 

Date: 9/3/25

Property Owner Signature: 

Date: 9/3/25

Property Owner Signature: _____

Date: _____

VOLUNTARY PROFFER STATEMENT

I hereby voluntarily proffer that the development of the property owned by me proposed for reclassification under this application shall be in strict accordance with the conditions set forth below.

The following conditions (add additional sheets if necessary) are voluntarily proffered for the reclassification of property identified as Tax Map Number(s) 33*75, 33*75A,

Block Number _____, Account Number(s) 151078000, 151069000

7) It is understood that prior to utilizing the portion bisected by the abandoned Norfolk Southern Railroad line as open space for the proposed subdivision that developer/property owner must verify rights to legally cross the Norfolk Southern Railroad right-of-way. Prior to verification, it is understood that only property north of the railroad shall be leveraged to meet minimum requirements outlined in the Unified Development Ordinance (UDO) for the subdivisions. The regulations of note include, but not limited to, minimum open space and maximum density requirements. The developer acknowledges that the first phase of the development must individually adhere to the requirements outlined within the UDO and subsequent phases shall meet all requirements when considered cumulatively

Applicant Signature: 

Date: 9/3/25

Property Owner Signature: 

Date: 9/3/25

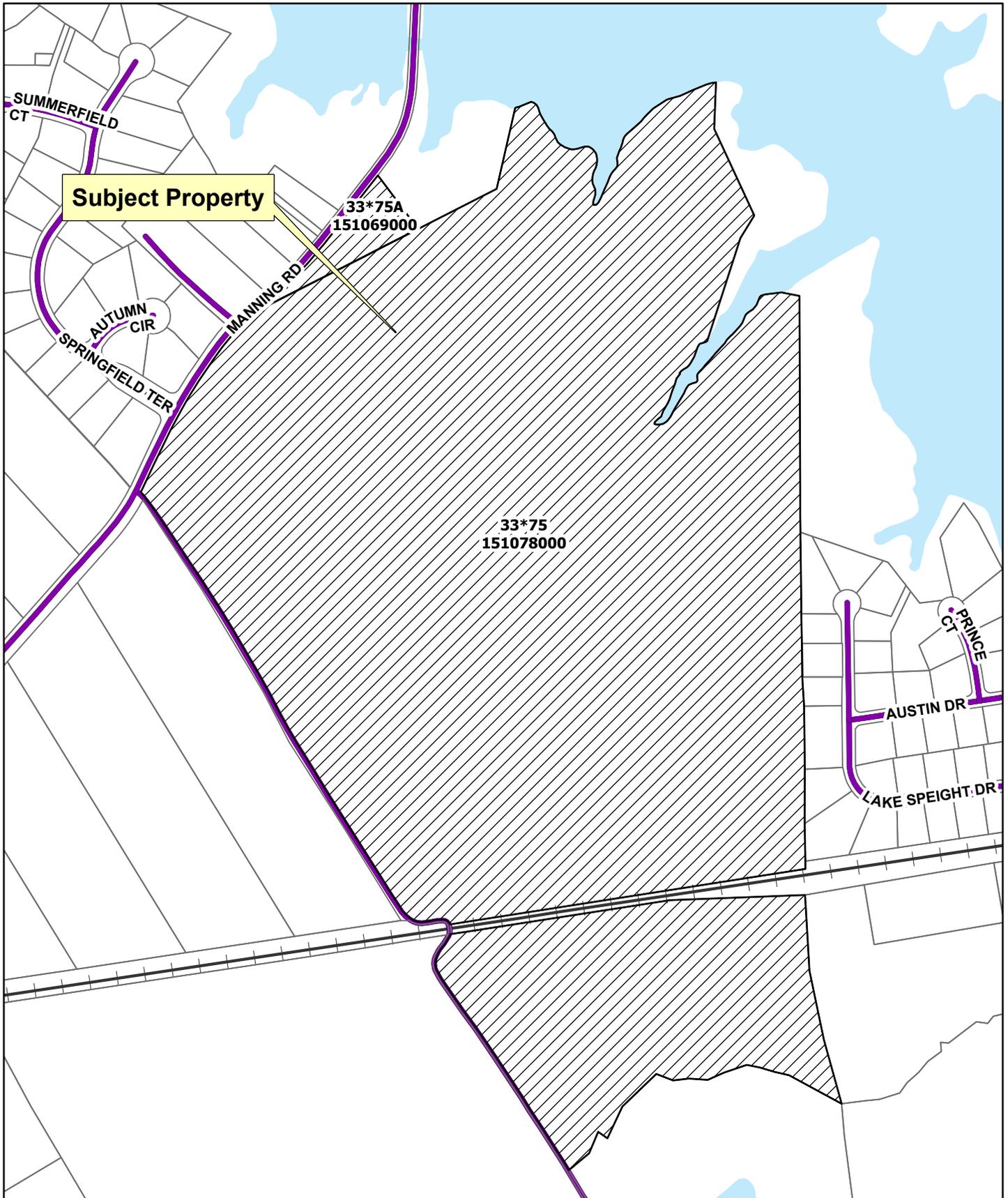
Property Owner Signature: _____

Date: _____



PROPERTY MAP RZN2024-00013

EXHIBIT C



Author: KOSSAI
Date: 12-20-2024



NOTES

- TOTAL AREA = 113,297 ACRES
- THE PROPERTY ENCOMPASSED BY THIS SUBDIVISION APPEARS TO LIE IN FLOOD ZONE 'X', AREA OF OUTSIDE 500-YEAR FLOODPLAIN, AND FLOOD ZONE 'A', AREA OF SPECIAL FLOOD HAZARD, AS SHOWN ON COMMUNITY PANEL NO. 510156 0210D, DATED 11-16-2011.
- PLAT REFERENCES
 -ADJACENT PROPERTIES
 INST #150060604 (T.M. #154000660)
 PLAT BOOK 14, PAGE 128 (T.M. # 43#18)
 MAP BOOK 2, PAGE 9 (SUBDIVISION OF LAKE SPEIGHT COLONY)
 MAP BOOK 13, PAGE 216 & 217 (SUBDIVISION OF SPRINGFIELD)
- COORDINATES AND REFERENCE BEARING REFER TO THE VIRGINIA STATE PLANE COORDINATE SYSTEM, NAD 1983 SOUTH ZONE (1994 HARN ADJUSTMENT) DATUM.
- 100' RAILROAD EASEMENT REFERENCED ON U.S. DOT CROSSING INVENTORY FORM, INVENTORY NUMBER 4641598

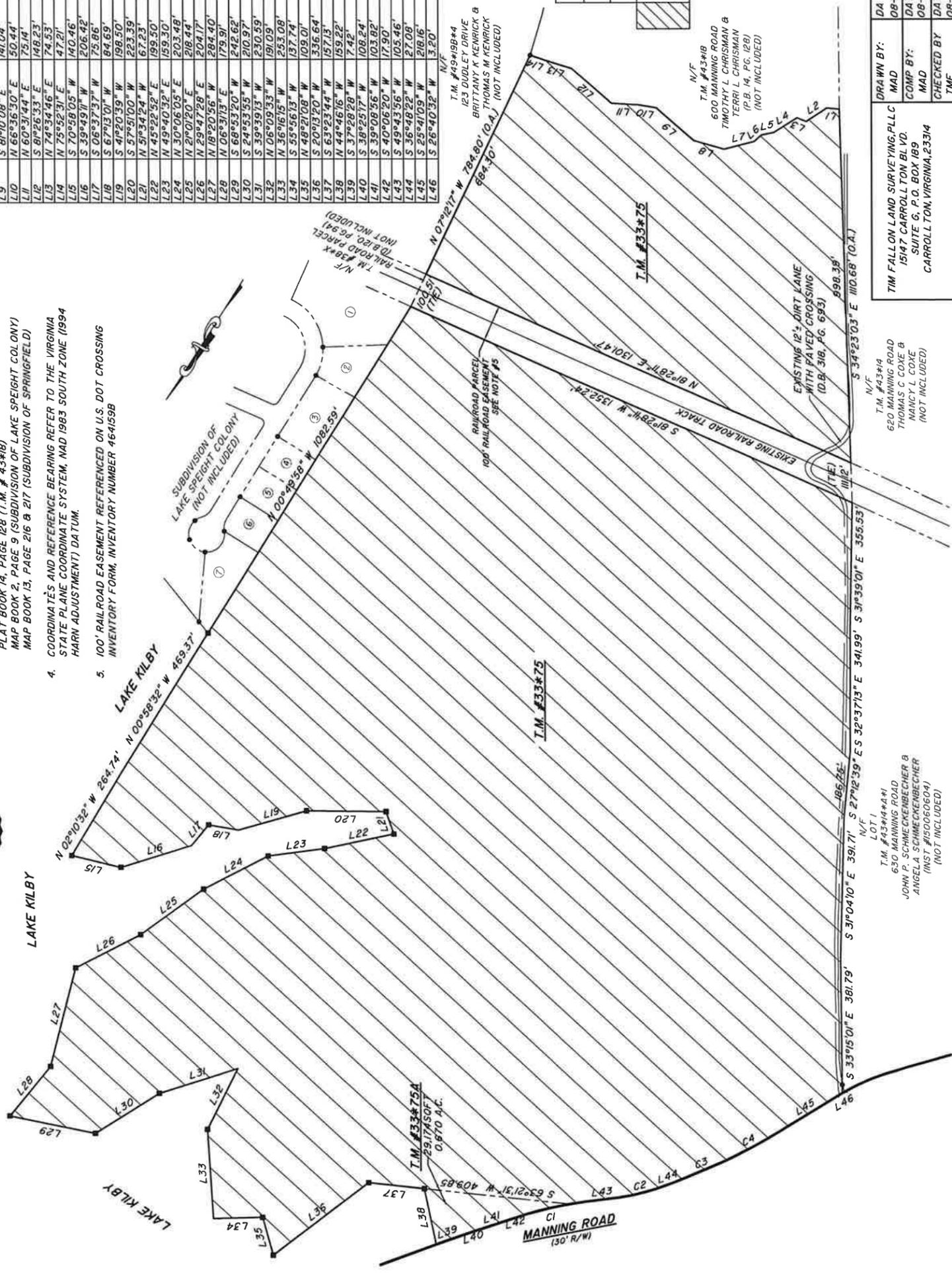


CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	TANGENT	CHORD LENGTH	CHORD BEARING
C1	10°32'00"	1050.78'	193.17'	96.86'	182.90'	N 44°20'27" E
C2	1°53'30"	618.96'	128.46'	64.46'	128.23'	S 42°36'56" W
C3	2°50'44"	3169.83'	157.43'	78.73'	157.41'	S 33°52'27" W
C4	5°55'21"	1520.35'	157.16'	78.65'	157.09'	S 28°39'54" W

SUBDIVISION OF LAKE SPEIGHT COLONY (NOT INCLUDED)

- LOT: 13
 TAX MAP: 33H#13
 ADDRESS: 1529 LAKE SPEIGHT DRIVE
 OWNERS: MITCHELL B KEARNEY & DEBRA I MITCHELL
- LOT: 14
 TAX MAP: 33H#14
 ADDRESS: 1531 LAKE SPEIGHT DRIVE
 OWNERS: LA ET TA BLOUNT
- LOT: 15 & 16
 TAX MAP: 33H#16
 ADDRESS: 1535 LAKE SPEIGHT DRIVE
 OWNERS: JOHN S BUNCH
- LOT: 17
 TAX MAP: 33H#17
 ADDRESS: 1537 LAKE SPEIGHT DRIVE
 OWNERS: WILLIAM M SCOTT & MAGGIE L SCOTT
- LOT: 18
 TAX MAP: 33H#18
 ADDRESS: 1539 LAKE SPEIGHT DRIVE
 OWNERS: CYNTHIA DAVIDSON
- LOT: 19
 TAX MAP: 33H#19
 ADDRESS: 1541 LAKE SPEIGHT DRIVE
 OWNERS: WILLIAM R TURNER JR & DEBORAH TURNER
- LOT: 20
 TAX MAP: 33H#20
 ADDRESS: 1543 LAKE SPEIGHT DRIVE
 OWNERS: KEVIN S. HOWELL

LINE	BEARING	DISTANCE
L1	N 62°24'59" E	35.67'
L2	N 23°55'41" E	68.68'
L3	N 80°00'07" E	27.43'
L4	N 24°59'45" E	75.46'
L5	N 44°45'24" E	37.25'
L6	N 13°55'33" E	26.99'
L7	N 43°13'46" E	86.99'
L8	N 73°05'40" E	86.78'
L9	S 8°10'08" E	141.04'
L10	N 66°36'30" E	50.44'
L11	N 60°31'44" E	75.14'
L12	S 81°26'33" E	148.23'
L13	N 74°34'46" E	74.53'
L14	N 75°52'31" E	47.21'
L15	S 70°58'05" W	140.46'
L16	S 39°49'11" W	206.42'
L17	S 06°37'57" W	75.86'
L18	S 67°13'01" W	84.69'
L19	S 47°20'59" W	198.50'
L20	S 57°51'00" W	223.39'
L21	N 51°34'24" W	67.23'
L22	N 45°22'52" E	199.50'
L23	N 49°40'52" E	159.30'
L24	N 30°06'05" E	203.48'
L25	N 27°01'20" E	218.44'
L26	N 29°47'28" E	204.17'
L27	N 18°20'56" W	294.40'
L28	N 06°31'13" E	179.91'
L29	S 68°53'20" W	242.62'
L30	S 24°53'55" W	210.97'
L31	S 39°39'13" W	230.59'
L32	N 06°09'33" W	191.09'
L33	S 36°16'15" W	253.08'
L34	S 55°56'13" W	137.74'
L35	N 48°21'08" W	109.01'
L36	S 20°13'20" W	336.64'
L37	S 63°23'44" W	157.13'
L38	N 44°46'16" W	159.22'
L39	S 37°28'28" W	7.42'
L40	S 38°25'17" W	108.24'
L41	S 38°08'56" W	103.82'
L42	S 40°06'20" W	17.90'
L43	S 49°43'56" W	105.46'
L44	S 36°48'22" W	27.08'
L45	S 25°41'09" W	218.16'
L46	S 26°40'32" W	3.20'



AREA TABLE

PARCEL #	ACCOUNT NO.	AREA
T.M. 33#79A	151069000	29,174 SQ.FT. 0.670 AC.
T.M. 33#75	151078000	4,906,065 SQ.FT. 112,628 AC.
HATCH AREA DENOTES AREA TO BE REZONED FROM "A" TO ZONE "RLM"	N/A	4,935,239 SQ.FT. 113,297 AC.

TIM FALLON LAND SURVEYING, PLLC
 15147 CARROLL TON BLVD.
 SUITE G, P.O. BOX 189
 CARROLLTON, VIRGINIA, 23314

REZONING EXHIBIT OF PARCEL ID 33#75 & 33#75A FOR COSTAL VIRGINIA DEVELOPERS, LLC

DATE: 08-14-2025
DRAWN BY: MAD
DATE: 08-14-2025
COMP BY: MAD
DATE: 08-14-2025
CHECKED BY: TMF
DATE: 08-14-2025
FINAL BY: TMF
DATE: 08-14-2025

PROJECT # 22030

SCALE: 1" = 200'

SHEET 1 OF 1

T.M. #43#14
 620 MANNING ROAD
 THOMAS C COXE &
 NANCY L COXE
 (NOT INCLUDED)

T.M. #43#18
 600 MANNING ROAD
 TIMOTHY L CHRISMAN &
 TERRI L CHRISMAN
 (P.B. 14, PG. 128)
 (NOT INCLUDED)

T.M. #43#19
 123 OULEY DRIVE
 BRITTANY K KENRICK &
 THOMAS M KENRICK
 (NOT INCLUDED)

T.M. #43#41
 630 MANNING ROAD
 JOHN P. SCHMECKENBECHER &
 ANGELA SCHMECKENBECHER
 (INST #150060604)
 (NOT INCLUDED)

REVISION DATE: 08-14-2025
REVISED PER: R01024-03
COMMENT: 2 OF 3

GRAPHIC SCALE: 1"=200'
 0' 100' 200' 400'