



CITY OF SUFFOLK

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DEPARTMENT OF
PLANNING & COMMUNITY DEVELOPMENT
Division of Planning

September 16, 2025

Suffolk Planning Commission
City of Suffolk, Virginia

Dear Commissioners:

Attached for your consideration is information pertaining to Rezoning Request RZN2025-004, Riversbend, submitted by Adam Edbauer, applicant, on behalf of the Commonwealth of Virginia, and Economic Development Authority of the City of Suffolk, property owners, 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 to change the zoning from B-2, General Commercial Zoning District to RU-18, Residential Urban-18 (Conditional) Zoning District, to add conditions for a parcel zoned MUD, Mixed Use Development Overlay District, and to apply conditions to a portion of property zoned B-2, General Commercial Zoning District for property located at 1700 and 1802 N. Main Street, Zoning Map 25, Parcels 45A & 45E, and Zoning Map 26E, Parcel F*G*PT*J. The affected area is further identified as being located in the Suffolk Voting Borough, zoned B-2, General Commercial Zoning District, Mixed Use Development Overlay District, and SCOD, Special Corridor Overlay District Zoning District. The 2045 Comprehensive Plan designates this area as part of the Central Growth Area, Multifamily Neighborhood and Commercial Corridor Land Use Type.

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

Respectfully submitted,

Kevin Wyne, AICP
Director of Planning & Community Development

Attachments

STAFF REPORT

DESCRIPTION

REZONING REQUEST: Rezoning Request, RZN2025-004, Riversbend, a request to change the zoning from B-2, General Commercial Zoning District, to RU-18, Residential Urban-18 (Conditional) Zoning District, on a portion of a property located at 1700 and 1802 N. Main Street, Zoning Map 25, Parcel 45A, and Zoning Map 26E, Parcel F*G*PT*J, and add conditions for the parcel zoned MUD, Mixed Use Development District, Zoning Map 25, Parcel 45E.

APPLICANT: Adam Edbauer, applicant, on behalf of the Commonwealth of Virginia and the Economic Development Authority of the City of Suffolk, property owners.

LOCATION: The subject property is located near downtown along the Main Street commercial and mixed-use corridor, about one (1) mile north of the Kimberly Bridge at the Nansemond River. The subject property is the site of a former Virginia Department of Transportation (VDOT) maintenance facility.

PRESENT ZONING: The subject properties are currently zoned B-2, General Commercial Zoning District, and MUD, Mixed Use Development Overlay District. The properties are approximately eighty-nine (89) acres of which approximately seventy-two (72) acres are the subject of this rezoning request. The subject properties are also located within the Special Corridor Overlay District (SCOD) along North Main Street.

EXISTING LAND USE: The property is the former site of a VDOT maintenance facility that is no longer operational. Infrastructure and pervious surface that supported maintenance activities are present on the site. There is also a National Historic Register eligible office building that is currently vacant. There are CBPA-regulated wetlands and non-CBPA-regulated wetlands present on the property.

PROPOSED LAND USE: The applicant proposes to rezone the majority of the property (72 acres out of a total of 89 acres) to the RU-18, Residential Urban-18 Zoning District (Conditional). Simultaneously, 15.3 acres of the property are to remain B-2, General Commercial Zoning District, and 1.3 acres are to remain as MUD, Mixed Use Development Overlay District. Please refer to the applicant's proffer statement and conceptual plan for details regarding the proposed land use.

SURROUNDING LAND USES:

- North: Obici Meridian Apartments, a grocery store, and various commercial uses zoned MUD, Mixed Use Development Overlay District, and wetlands zoned RL, Residential Low zoning district.
- South: Barton Ford, restaurants, and other commercial uses zoned B-2, General Commercial District.
- East: The Nasemond River and single-family detached zoned RLM, Residential Low Medium District.
- West: Single-family detached, restaurants, offices, and commercial businesses zoned B-2, General Commercial District, and single-family detached dwellings zoned RLM, Residential Low Medium District.

COMPREHENSIVE PLAN: The City's 2045 Comprehensive Plan designates this area as part of the Central Growth Area, and as both Multifamily Neighborhood and Commercial Corridor Land Use Types.

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 Protection Area (RPA) and Intensely Developed Area (IDA).

FLOOD PLAIN: The property lies within Flood Zone X, and Flood Zone AE as shown on Panel No. 5101560114E, dated August 3, 2015, of the Flood Insurance Rate Map (FIRM) for the City of Suffolk, Virginia.

CASE HISTORY: The subject property is the former site of a VDOT operational/maintenance facility. Staff found there was a boundary line adjustment where a lot line was vacated between Tax Map 25*45A and 25*45E. In addition, a rezoning application (RZN2023-008) was submitted on December 1st, 2023, although this application was later withdrawn by the applicant on January 25, 2024. There is no other relevant history to report.

PUBLIC NOTICE: This request has been duly advertised in accordance with the public notice requirements set forth in Section 15.2-2204 of the Code of Virginia, as amended, and with the applicable provisions of the Unified Development Ordinance. A notice, containing a copy of the staff report, was also provided to the applicant on September 12, 2025.

STAFF ANALYSIS

ISSUE: The applicant proposes to conditionally rezone 72.2 acres of the subject property from the B-2, General Commercial Zoning District to RU-18, Residential Urban-18 (Conditional) Zoning District. Some sections at the south and northeast of the subject properties (Tax Maps 25*45A and 26E*F*G*PT*J) are to remain as B-2, General Commercial District. These remaining B-2 sections will allow for commercial and office uses to be established in the southern end of the property (in the vicinity of the historic office building), and will also allow for a commercial use at the northeast end of the property, along the Nansemond River. Tax Map 25*45E, at the southwest corner of the property will remain zoned MUD, Mixed-Use Development. This parcel as proposed would allow for a 1.3-acre public park and to serve as a secondary access road for the Meridian Obici site, as well as for the proposed RU-18 residential neighborhood.

The proposed proffers allow for a maximum of 497 residential units, from which 168 units are age-restricted (limited to residents ages 55 or older in accordance with the U.S Department of Housing and Urban Development standards) and 329 units are single-family attached townhomes. This would yield a gross density of approximately 13.7 dwelling units per acre, which is below the maximum 18 dwelling units per acre that are allowed in the RU-18 zoning district.

Another proffer as volunteered by the applicant, states that the applicant will convey the existing VDOT historic office building and the surrounding 2.3 acres of property to the City of Suffolk within 30 days of the approval of a subdivision plat. The applicant has provided this proffer in lieu

of providing a cash contribution towards school projects outlined in the Capital Improvements Plan, as is typically provided, in order to advance capacity for this proposed development, which was calculated to be a total of \$4,708,322.87. Per the applicant, the property's appraised value is \$6,270,000. The applicant has voluntarily proffered a total of five (5) conditions in support of this request; see the attached proffer statement (Exhibit B).

CONSIDERATIONS AND CONCLUSIONS

In accordance with Appendix B, Section B-4 of the Unified Development Ordinance, rezoning applications must include a statement of the reasons for seeking an amendment to the zoning maps of the City of Suffolk. The applicant has provided a narrative as a part of this request, which outlines the applicant's reasons for seeking the rezoning. The parcel is located in the Central Growth Area, and within both the Multifamily Neighborhood and Commercial Corridor Land Use Types, as defined by the 2045 Comprehensive Plan. The applicant states that the proposed development features a balance between non-residential and residential uses for the area, and will contribute to and complement the existing commercial and residential uses in the community.

The applicant proposes to develop a total of 497 dwelling units comprised of 168 active adult units, 200 four-story back-to-back townhomes, and 129 three-story front and rear-loaded townhomes. Additionally, the narrative provided by the applicant states that the proposed development is consistent with the 2045 Comprehensive Plan since the front of the property will remain part of the Commercial Corridor Land Use Type and the majority of the rear of the site will be converted to fit with the Multifamily Neighborhood Land Use Type designation. The 2045 Comprehensive Plan supports retail, restaurants, personal services, office, and multifamily uses at this location. The proposed density of roughly 13 units per acre falls within the middle of the Comprehensive Plan's recommended density of 8-16 dwelling units per acre. The Comprehensive Plan also encourages building heights of two or more stories, short walkable blocks, on-street and off-street parking, and pocket parks, which have all been incorporated into the Conceptual Master Plan.

1. Comprehensive Plan

According to the 2045 Comprehensive Plan, the subject property is located within the Multifamily Neighborhood and Commercial Corridor Land Use Types.

The intent of the Multifamily Neighborhood Land Use Type is the following:

- Provide housing that is attractive to a range of ages and demographic groups at a variety of price points.
- Support high-quality building design in terms of architecture and materials.
- When possible, locate near commercial centers or major corridors.
- Provide vehicular and pedestrian connectivity between developments.
- Improve streetscape features such as consistent sidewalks, lighting, and street trees.
- Provide on-site recreational features.
- Consider allowing higher density residential development than that prescribed in the 2045 Comprehensive Plan in certain areas of this Future Land Use Type where

transportation corridors and infrastructure are already established and where the proposed use is compatible with adjacent uses and the established development pattern.

Applicable zoning districts for Multifamily Neighborhood Land Use Type include Residential Urban (RU), Mixed Use Development (MUD), and Planned Development (PD). Primary uses include multifamily residential units. Secondary uses include retail, personal services, restaurant, office, civic (such as schools, houses of worship, parks/open space). The target density range is 8 to 16 dwelling units per acre.

The intent of the Commercial Corridor Land Use Type is the following:

- Accommodate a wide range of commercial uses appropriate for the specific Place Type that defines its character.
- Concentrate future commercial development at major intersections.
- Encourage new buildings to be located near the primary street on at least one side or on an internal street, with parking areas consolidated behind and between buildings in a configuration that can be shared by multiple tenants or uses.
- Where surface parking is adjacent to the sidewalk, provide a suitable buffer (e.g., decorative wall and landscaping.)
- Provide connection to surrounding pedestrian path networks and provide for safe pedestrian facilities within sites.
- Provide connectivity to surrounding neighborhoods and transit service locations.
- Improve/provide public realm features such as signs, sidewalks, lighting, landscaping, and street trees.
- Employ standards for quality building form.

Applicable zoning districts for Commercial Corridor Land Use Type include General Commercial (B-2), Neighborhood Commercial (B-1), Mixed Use Development Overlay (MUD), and Planned Development (PD). Primary uses include retail, restaurant, and personal services. Secondary uses include multifamily, office, and institutional. The target density range is 8 to 16 dwelling units per acre.

As proposed on the conceptual layout, the 497 units would yield a density of 13.7 dwelling units per acre, which would align with the recommended density range of 8 to 16 dwelling units per acre for the Multifamily Neighborhood Land Use Type and for the Commercial Corridor Land Use Type. The RU-18 district allows for a maximum density of 18 dwelling units per acre; therefore, the proposed density also aligns with the proposed zoning district. The portion of the development located within the Commercial Corridor Land Use Type will remain as B-2, General Commercial District, and it is intended to be developed as commercial and office/institutional uses.

The 2045 Comprehensive Plan sets specific themes and policies related to land use, transportation, open space, and the environment that should be considered when contemplating a rezoning application. Relevant to this application are the following:

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

- *Action 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.*

As stated above, the 2045 Comprehensive Plan outlines applicable zoning districts for the Multifamily Neighborhood Land Use Type and Commercial Corridor Land Use Type. Appropriate land uses within the Multifamily Neighborhood Land Use Type should consist of primarily multifamily (owner and renter occupied) developments in different forms, while providing more dense neighborhoods and several different scales and configurations of housing within a neighborhood. The appropriate land uses within the Commercial Corridor Land Use Type should consist of commercial areas inclusive of a range of retail, office, and personal services. Commercial areas are typically arranged in three forms: corridors developed along major roadways or at prominent intersections, large shopping centers or malls, and smaller nodes of retail, office, and personal services that service the adjacent neighborhoods. The overall proposed density of 13.7 units per acre is within the limits of 18 units per acre set for the RU-18 zoning district and falls within both the Multifamily Neighborhood Land Use Type and Commercial Corridor Land Use Type recommendations range of 8 to 16 dwelling units per acre. The applicant has proffered that the proposed residential development will consist of no more than 497 multi-family and townhome units, of which 168 are age-restricted active adult units limited to residents ages 55 or older, and 329 are single-family attached townhome units. These equate to a proposed density of 13.7 units per acre.

The proposed development offers a dense and diverse set of housing options that are compatible with the existing housing offered within the Main Street corridor as a whole, adjacent urban neighborhoods, and mixed-use developments in its vicinity. The variety of scales and configurations of housing is an important feature of the proposed development that aligns with the 2045 Comprehensive Plan. This is evident in the proposed multifamily age-restricted housing, and also in the densifying collection of four and three-story single-family attached units. The proposed development includes the preservation of a historic office building and retains a portion of the site to be developed as commercial, thus offering a certain degree of mixed use that is compatible with surrounding uses. The proposed development also includes a reasonable walkable layout that interconnects the residential units to several surrounding open spaces, to a marina and boardwalk, to a proposed park at the entrance to North Main Street, and to the commercial and institutional uses that are proposed in the western end of the property along North Main Street.

Objective L.2: Promote predictable and orderly development.

- *Action L.2.5: Continue to promote and encourage mixed use and planned developments throughout the City in appropriate use districts understanding that use districts consist of a variety of primary and secondary uses.*

The proposed development contributes to this goal by offering a mixture of primary and secondary uses, such as multifamily, single-family attached, commercial, and

office/institutional. The development also includes a dense urban layout composed of diverse housing options, scales, and configurations that can accommodate a variety of socio-economic groups (diversity of age and income residents). As a mixed-use and multifamily development, the development also includes public and recreational spaces for the community. The conceptual master plan included with the application presents a rather carefully planned community that allocates commercial, office/institutional, and public spaces adjacent to the existing commercial and mixed use developments within the Main Street Corridor, thus making these uses accessible to the community at large, and creating a physical and economic transition from commercial and office/institutional uses to residential uses allocated within the inner areas of the development. The proposed development is designed not to encroach on the Chesapeake Bay Protection Act (CBPA) Resources Protection Area (RPA) 100' Buffer, thus preserving the protected lands, wetlands, and waters of the Nansemond River and within the Chesapeake Bay's watershed.

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

- *Action L.3.1: Adjust residential density range targets within Use Districts to better align with recent trends and market demands.*
- *Action L.3.2: Continue to develop implementation tools that will help achieve an appropriate jobs-to-housing ratio.*

The applicant is requesting to rezone approximately 72 acres of the subject property from B-2, General Commercial Zoning District, to RU-18, Residential Urban-18 (Conditional) Zoning District. The applicant is also retaining approximately 15.3 acres as B-2, General Commercial Zoning District, and 1.3 acres as MUD, Mixed Use Development Overlay District within the subject property. This rezoning request will convert a significant portion of the subject property from a commercial use to a residential use. However, by analyzing the surrounding uses, this rezoning will offer a diverse set of urban and dense residential options in combination with the larger commercial and mixed-uses along the North Main Street corridor. Thus, the development of 497 dwelling units will reinforce the housing offered in this particular area and in the vicinity of Downtown, while contributing to the continuous diversification of uses within this area of the city. By designating 15.3 acres for commercial/office/institutional use, the applicant is also promoting a degree of balance between residential and non-residential uses within the subject parcel itself, while contributing to the general area that has been mostly developed as a mixed-use and reasonably dense urban corridor. The adjacent mixed-use and multifamily development to the north of the subject property is an example of the aforementioned development trend.

The proposed development also offers a reasonably dense design and offers diverse options for different social and economic groups, such as senior housing and townhouses for different income brackets. This multiplicity of options seems to fit with recent local and regional trends for housing, in which senior housing, missing middle, and workforce housing are in significant demand. Lastly, the location of this development on North Main Street (and along Route 32 / BUS 460) allocates these 497 dwelling units and potential commercial uses in proximity and easy accessibility to key employment centers in the City of Suffolk. Further commercial/office/institutional, and industrial developments will likely

induce demand for this sort of diversified housing and commercial opportunities along the North Main Street corridor.

Objective L.4: Promote compatibility in land use patterns and encourage the creation of quality places.

- *Action L.4.1: Continue to develop new and expand existing incentives that encourage mixed-use development.*
- *Action L.4.3: Promote higher density residential development where growth is well supported by existing infrastructure.*

The proposed development consists of 497 townhomes and multi-family units (age-restricted). The proposed zoning would allow the addition of medium to high-density housing to the North Main Street corridor, the downtown area, and would be an adequate and complementary use to the existing surrounding multifamily and mixed-use development along North Main Street, such as the “Meridian Obici”, as well as other developments along Pruden Boulevard and Godwin Boulevard.

It will also offer a transition from commercial and institutional/office uses to a medium to high-density residential use towards the Nansemond River. As discussed above, the proposal will diversify existing land uses within the area, and the proposed conceptual layout demonstrates that the site has been designed with an interconnected, walkable network of streets and small blocks that will feed into and maintain connections to North Main Street (and along Route 32 / BUS 460). The proposed development offers medium to medium-high density housing options to an area where transportation corridors and infrastructure, such as North Main Street/Route 32/BUS 460, Highway 58, and US 58 Bus are already established. The proposed use is compatible with adjacent uses and the already established development pattern.

2. Unified Development Ordinance

Section 31-403 of the Unified Development Ordinance (UDO) provides a purpose statement for each zoning district to assist in evaluating the compatibility of any rezoning request. This application is found to align with the purpose statement of the requested RU-18 zoning district and B-2 zoning district. As defined within the UDO, the purpose of the RU-18 district is as follows:

RU-18 is a high density district allowing for primarily single family attached and multi-family dwelling units in interconnected and multi-modal neighborhoods at a maximum density of 18 units per acre. This district is intended to provide greater housing options, be retail supportive, complement existing, surrounding neighborhoods, and shorten travel times of its residents. RU-18 is ideally suited for the Core Support Use District due to its density and scale. Applicable Place Types: Urban Neighborhood, Traditional Neighborhood Center, Traditional Neighborhood, Corridor, and Special District.

As defined within the UDO, the purpose of the B-2 district is as follows:

General commercial activities designed to serve the community such as repair shops, wholesale businesses, warehousing and general commercial sales with some outdoor display of goods but with limited outdoor operations. The redevelopment of existing shopping centers to eliminate large expanses of surface parking and to promote a "Main Street" appearance is encouraged. This district promotes a broad range of commercial operations and services necessary for large regions of the City, providing community balance. Applicable Place Types: Downtown/Town Center, Traditional Neighborhood Center, Suburban Center, Corridor, and Special District.

In accordance with Article 31-419, the purpose of the MUD zoning district is as follows:

- (a) *PURPOSE. The purpose of the Mixed Use Development Overlay District (MUD) is to:*
 - (1) *Provide for the orderly development of land while permitting flexibility in the design, construction and processing of mixed use developments of a quality which could not be achieved by traditional development under conventional zoning concepts;*
 - (2) *Implement the policies of the Comprehensive Plan, as amended, to:*
 - *A. Co-locate jobs and housing;*
 - *B. Provide for mixed use centers that promote the retention and expansion of office, retail, research and development, and high technology uses;*
 - *C. Develop a balanced and diverse housing stock; and*
 - *D. Provide opportunities for residents to adopt a lifestyle that is less dependent on auto travel.*
 - (3) *While the conventional zoning districts and the requirements of those districts set forth in the UDO are reasonable, there may be circumstances in which it is in the community's best interests to allow unique and/or creative mixed use development designs and techniques that:*
 - *A. Revitalize older commercial corridors;*
 - *B. Increase opportunities for infill development with mixed use projects;*
 - *C. Encourage development that is less auto dependent; and*
 - *D. Encourage mixed use pedestrian oriented development patterns where residents have services, shops, jobs, open space and access to transit within walking distance of their homes.*

The RU-18 zoning district allows for a density and use that is suited for proposed rezoning and development. The remaining B-2 zoning district within the parcel is also suited for commercial and office/institutional uses within the overall North Main Street corridor. The MUD portion will remain as a park for the community at large, and fits with the already MUD zoning in the adjacent properties to the north. The combination of RU-18 and B-2 zoning districts within the parcel allow for the establishment of a highly dense and mixed used space that matches the purposes set by the UDO of promoting *primarily single family attached and multi-family dwelling units in interconnected and multi-modal*

neighborhoods, provide greater housing options, be retail supportive, complement existing, surrounding neighborhoods, and shorten travel times of its residents. The aforementioned combination between RU-18, B-2, and MUD also suits the purposes set by the B-2 zoning district of allowing for general commercial activities designed to serve the community such as repair shops, wholesale businesses, warehousing and general commercial sales with some outdoor display of goods but with limited outdoor operations, which are also existent along the North Main street corridor, and can support a broad range of commercial operations and services necessary for large regions of the City, and providing community balance. Globally, the proposed zoning is supported by the UDO and furthers the goals of the 2045 Comprehensive Plan.

The Unified Development Ordinance (Section 31-408 - Specific Base Zoning District Criteria) specifies criteria for the use of RU-18 zoning. The following should be considered when contemplating this rezoning:

- *No application for development shall be approved unless the proposed use and/or development conforms to the requirements of Articles 4, 6, and 7 of this Ordinance.*
- *No subdivision plat shall be approved unless the proposed development is served by the central water system of the City of Suffolk and the central wastewater system of the City of Suffolk, in accordance with Section 31-613 of this Ordinance, and Chapter 90, of the City Code of Suffolk.*
- *Pedestrian and vehicular conflicts shall be minimized by a system of sidewalks and other pedestrian amenities which provide connectivity to surrounding neighborhoods while providing adequate separation and channeling of pedestrian and vehicular movements.*
- *Residential mixed-use dwellings shall be permitted above the first floor of any building with commercial and/or retail uses on the ground floor.*
- *Commercial and retail uses listed in Table 406-1 as permitted in this district shall be limited to mixed use structures.*

The Unified Development Ordinance (Section 31-408 - Specific Base Zoning District Criteria) specifies criteria for the use of B-2 zoning. The following should be considered when contemplating this rezoning:

- *No application for development approval in the B-2 zoning district shall be approved unless the proposed development conforms to the requirements of Articles 4, 6 and 7 of this Ordinance and the following criteria listed below.*
- *The following criteria shall be used (in addition to the general rezoning criteria established in Section 31-304(e)) in consideration of the placement of this zone and the type and arrangement of uses within it:*
- *The zone and its uses shall continue the orderly development and concentration of business and commercial uses; and*
 - A. *Pedestrian and vehicular conflicts shall be minimized by a system of sidewalks and other pedestrian amenities which provide connectivity to surrounding neighborhoods, while providing adequate separation and channeling of pedestrian and vehicular movements; and*
 - B. *B-2 zones shall be located along arterials and arterial/arterial or arterial/collector*

intersections.

- *All uses authorized in the B-2 district, including operations and storage of goods, shall be performed and primarily stored within an enclosed building. The outdoor display and sales of merchandise is authorized subject to the provisions of Section 31-609, Outdoor Storage and Display and Section 31-717(b) and (c), Temporary Uses.*

The applicant has proffered that the development will be in substantial conformance with the provided “Riversbend Conceptual Master Plan”, prepared by Land Planning Solutions, dated July 9, 2025. The development will be reviewed for compliance with regard to the development regulations in Articles 4, 6, and 7 of the UDO. This development will require a full development review in accordance with Section 31-307 of the UDO. Compliance with regard to all design and improvement standards, including but not limited to: parks and open space, landscaping, lot and road layout, and connectivity, would be verified during development review. In addition, the proposed conceptual master plan provides two accesses to North Main Street, a connection to the adjacent development through Memorial Avenue, a system of sidewalks and pedestrian amenities, such as trails, and an adequate separation and channeling of pedestrian and vehicular movements within the proposed development.

The proposed conceptual master plan does not specify the typology of structures that would be developed for commercial uses. The proposal also does not clarify what uses could eventually be proposed for these B-2 parcels along North Main Street. However, the conceptual master plan shows the historic office/institutional structure that is being deeded to the City of Suffolk in lieu of school proffers, as well as a marina and event space, which are permitted by right in the B-2 zoning district. These B-2 zones within the development are primarily located off North Main Street. The marina and event space are not located along an arterial or connector since it is located in the eastern section of the subject property by the Nansemond River. At the time of site plan, the B-2 zones shall be reviewed by staff to verify that operations and storage of goods are proposed to be performed and primarily stored within an enclosed building, and that the overall design complies with the provisions of Section 31-609, Outdoor Storage and Display and Section 31-717(b) and (c), Temporary Uses.

3. **Adequate Public Facilities**

The purpose and intent of the adequate public facilities ordinance is to ensure that public facilities are available to support new development and associated impacts and that each public facility meets or exceeds the Level of Service standards established by the 2045 Comprehensive Plan and the Unified Development Ordinance. No rezoning request should be approved that would cause a reduction in the levels of service standards for any public facility impacted.

Public Water and Sanitary Sewer

City water and sewer are available to the site, and capacity exists. The Department of Public Utilities has no objections to the rezoning application at this time.

Stormwater Management

The Department of Public Works, Engineering Division, has reviewed the request and stated that compliance with all regulations related to storm water will be required to be demonstrated at the time of development plan review.

Transportation

The applicant's Traffic Impact Study states that development will increase the volume of traffic on roadways and intersections in the study area, adding 515 and 535 trips in the AM and PM peak periods, respectively. The Department of Public Works, Traffic Engineering Division, reviewed the Traffic Impact Study submitted in support of this application and has accepted its findings. Traffic Engineering is recommending approval of this request. As outlined in the approved Traffic Impact Analysis (TIA), the applicant is proposing to make the following improvements:

- North Main Street/Site Entrance:
 - Construct site driveway to provide right-in only access. Provide a northbound right-turn lane (150' storage / 50' taper, within available property limits) prior to the issuance of the first certificate of occupancy.
- North Main Street/Memorial Avenue/Edgewood Avenue:
 - Reconstruct the intersection to include the following laneage prior to the issuance of the first certificate of occupancy:
 - N. Main Street (northbound):
 - one exclusive left-turn lane (extend to include 200' storage / 100' taper)
 - two through lanes
 - one exclusive right-turn lane (200' storage / 80' taper to tie into proposed RI/RO driveway)
 - N. Main Street (southbound):
 - one exclusive left-turn lane (180' storage / 100' taper)
 - one exclusive through lane
 - one shared through-right turn lane
 - Memorial Avenue (eastbound):
 - one shared through-left lane
 - one exclusive right-turn lane
 - Edgewood Avenue (westbound):
 - one full (left-through-right) movement lane
 - Construct a traffic signal. The signal shall be constructed and operational prior to the issuance of the first certificate of occupancy. Permits for model homes are acceptable prior to the completion of the Main Street / Memorial Avenue improvements.

In addition to site entrance improvements, optimized signal timings are recommended in the TIA as summarized below:

- North Main Street Corridor:
 - Maintain existing laneage and provide optimized signal timings at the following intersections:
 - N. Main Street / Pruden Boulevard / Godwin Boulevard
 - N. Main Street / Murphy’s Mill Road
 - N. Main Street / Louise Obici Lane / Northgate Lane
 - N. Main Street / Lowe’s entrance
 - N. Main Street / Walmart entrance
 - N. Main Street / Big Lots Entrance
 - N. Main Street / Constance Road / US Route 58

Schools

The subject properties are currently assigned to Kings Fork High School, Kings Fork Middle School, and Hillpoint Elementary School. The applicant has proffered a maximum of 497 residential units, of which 168 units are multi-family age restricted (55+) units. These 168 age-restricted multi-family units will not be counted towards the school impacts, thus leaving a total of 329 units that will generate students.

In accordance with Section 31-601 of the UDO, a development consisting of 329 single-family attached units would generate sixty (60) elementary school students, thirty-three (33) middle school students, and forty-three (43) high school students. After considering the current student enrollment, the total committed development, and the net students that are expected to be generated from the proposed development, Hillpoint Elementary School and Kings Fork High School have insufficient capacity and, therefore, are at a deficit. King Fork Middle School has sufficient capacity.

Typically cash contributions towards the advancement of capacity may be accepted. To properly mitigate impacts to the elementary school level, the applicant would need to provide a total cash contribution of \$2,154,033 total, or \$6,547.21 per dwelling unit, or \$35,900.55 per student. To properly mitigate impacts to the high school level, the applicant would need to provide a total cash contribution of \$2,554,289.87 total, or \$7,763.79 per dwelling unit or \$59,402.09 per student. The applicant has proffered that it will convey the existing historic District Office (VDOT) building and the surrounding approximate 2.3 acres of property in lieu of the schools’ cash contributions to advance capacity, which are calculated at \$4,708,322.87. The historic office building property is appraised by the certified appraisal that accompanies this application at \$6,270,000.

4. **Proffered Conditions**

The applicant has proffered five (5) conditions in support of this request. The first proffer limits the development to 497 residential units to be constructed within the RU-18 zoned portion of the property; the proffer also states that 168 units will be age-restricted and limited to residents ages 55 or older, and 329 units will be single-family attached townhome units. The second proffer commits the applicant to develop the property in substantial conformance with the architectural elevations included in the Pattern Book dated July 11,

2025, prepared by Land Planning Solutions. The third proffer requires the applicant to make road improvements as outlined in the TIA prepared by VHB dated August 13, 2025. The fourth proffer binds the applicant to convey the existing historic office building and the surrounding approximately 2.3 acres of property to the City within thirty days of subdivision plat approval. This will be done in lieu of the school cash contribution that is typically offered through a voluntary proffer for these types of applications. The fifth proffer pledges the applicant and the Economic Development Authority to complete a maintenance agreement for the common open space for the 6.6 acres of B-2 zoned property adjacent to North Main Street.

RECOMMENDATION

In summary, staff finds this proposal, Rezoning Request RZN2025-004 (Conditional), meets the intent of the provisions of the 2045 Comprehensive Plan and the Unified Development Ordinance. The proposed rezoning from B-2, General Commercial District, to the RU-18, Residential Urban-18 (Conditional) zoning district, aligns with the goals and objectives of the 2045 Comprehensive Plan, which encourages increased density, balance between residential and non-residential uses, and mixed-use districts constituting a variety of land uses for the subject property and its vicinity. The proposed development also offers both a reasonably balanced and diverse collection of residential dwelling units and commercial spaces. The addition of 168 age-restricted units for senior residents and 329 single-family attached units, combined with the inclusion and preservation of green spaces, trails, public amenities, and parcels reserved for commercial and office/institutional use along North Main Street, is suitable for the urban context surrounding the subject property. The proposed characteristics also coincide with recent housing and commercial trends within the more dense and urbanized areas of the city and the Hampton Roads region, where demand for senior housing and different price ranges is continuously increasing. The applicant is also pledging to directly mitigate for expected traffic impacts, as well as mitigate for school impacts by conveying the historic office building. Therefore, the staff recommends **approval** of Rezoning Request RZN2025-004.

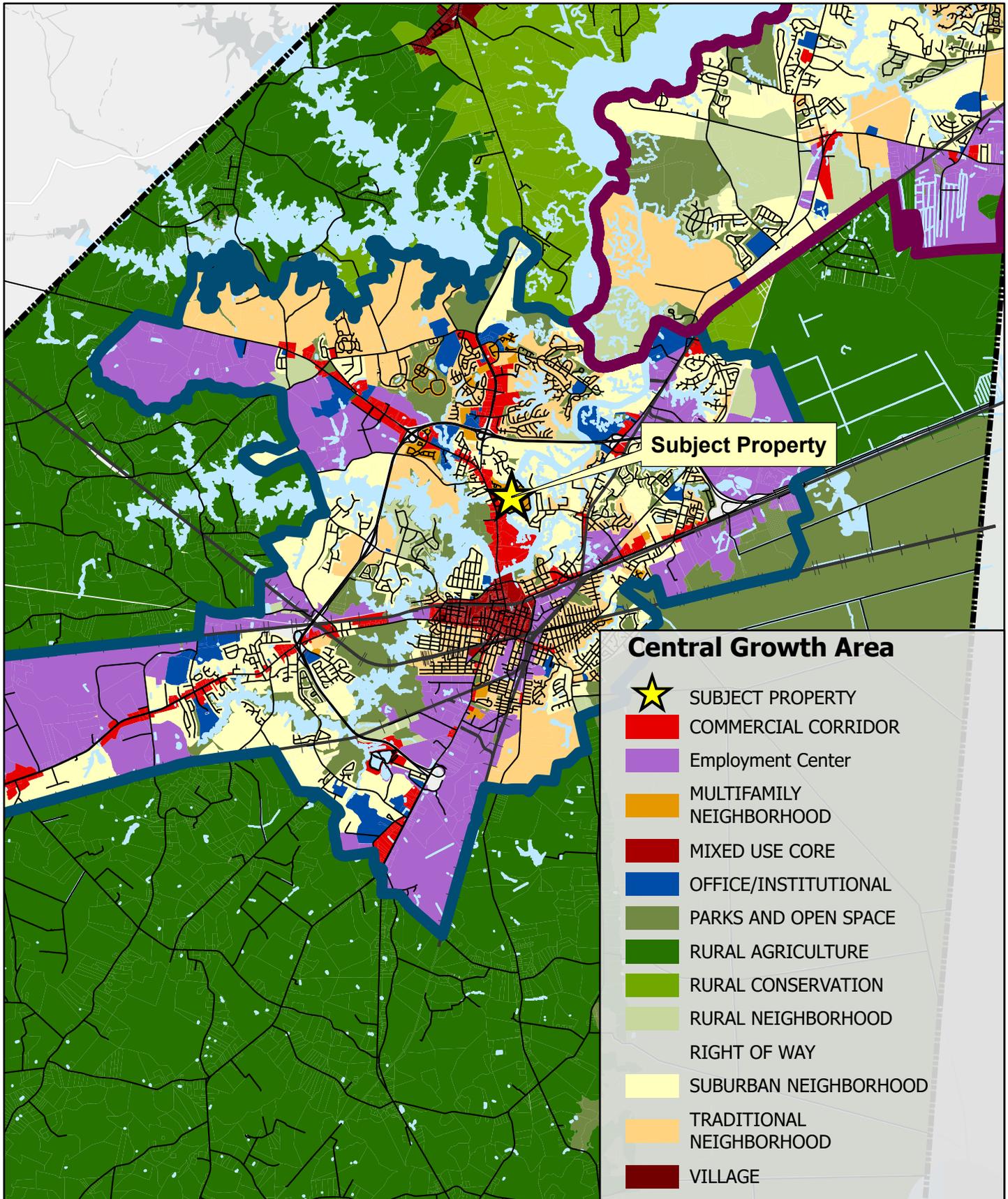
Attachments

- General Location Map
- Zoning/Land Use Map
- Riversbend Conceptual Master Plan
- Riversbend Rezoning Narrative Description
- Disclosure Statement Form
- Public Comments
- Ordinance
- Exhibit A - Planning Commission Resolution
- Exhibit B – Voluntary Proffer Statement
- Exhibit C – Property Map
- Exhibit D – Riversbend Rezoning Exhibit
- Exhibit E – Riversbend Pattern Book

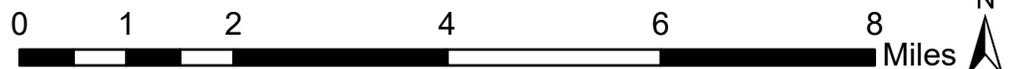


GENERAL LOCATION MAP

RZN2025-00004



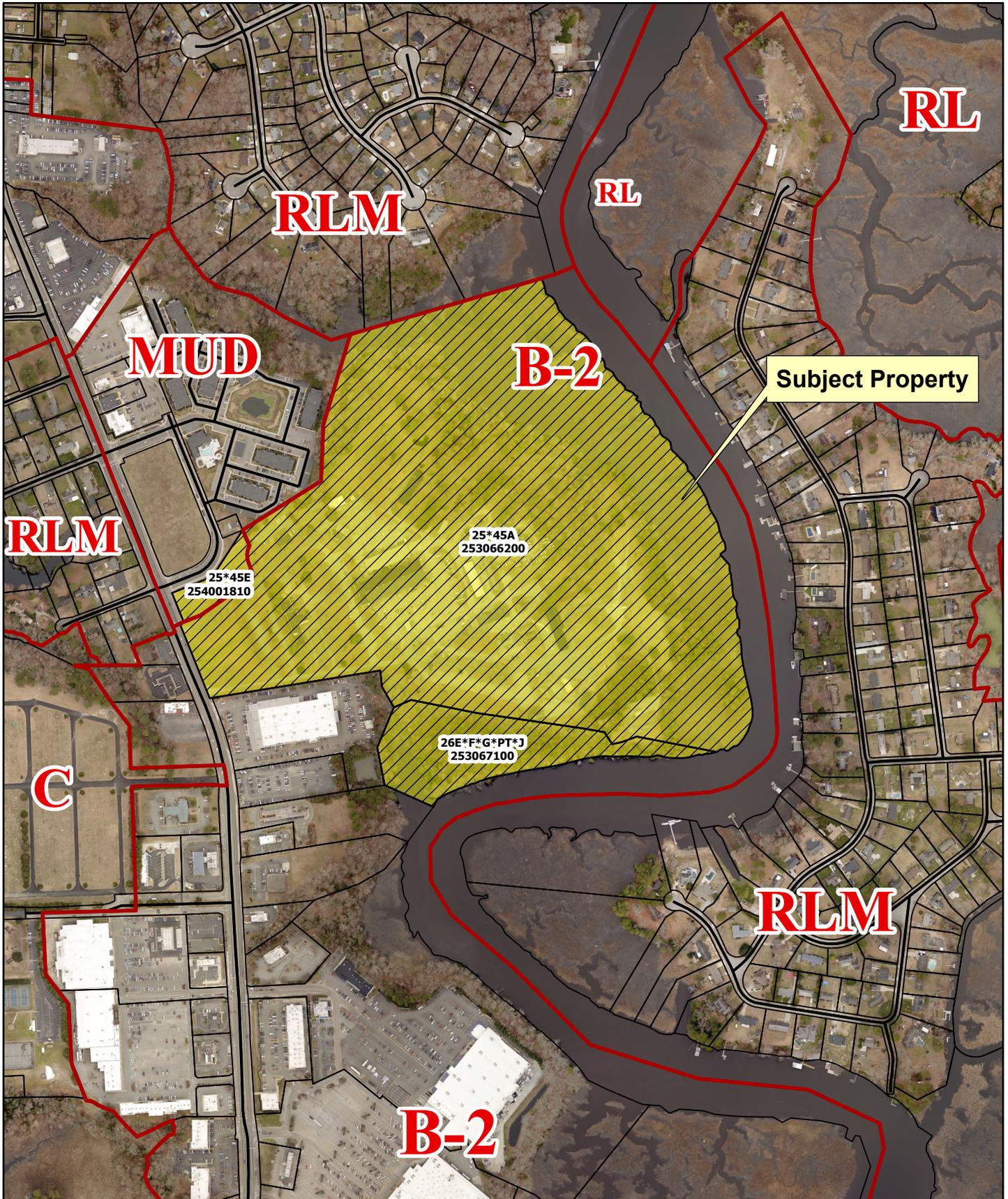
Author: KOSSAI
Date: 05-05- 2025





ZONING / LAND USE MAP

RZN2025-00004



Author: KOSSAI
Date: 05-05- 2025



Image: Suffolk Pictometry 2024



Riversbend

Conceptual Master Plan

Suffolk, Virginia
 March 31, 2025 - REV. July 9, 2025

SITE DATA:

Tax Map #s: 25-45A, 26E*G*P*J, 25*45E

Current Zoning:	B-2 (SCOD) & MUD
Proposed Zoning:	B-2 (SCOD), MUD and RU-18
Total Site Area:	+/-88.8 ac.
Area to Remain B-2:	+/-15.3 ac.
Area to Remain MUD:	+/-1.3 ac.
Proposed RU-18 Area:	+/-72.2 ac.
Critical Area:	+/-35.9 ac.
Net Site Area:	+/-36.3 ac.

Proposed RU-18 Area:
 Critical Area:
 Net Site Area:

TABULATION:

RU-18 Development:

4 Story Condo Active Adult (Mosaic): Parking Provided:	168 units 296 space or 1.7 per unit
4 Story Back to back Towns (Romeo & Juliet):	200 units
3 Story Townhomes Front Load (20x42):	75 units
3 Story Townhomes Rear Load (20x42):	54 units
Total Units Provided:	497 units
Net Density:	13.7 units/acre

Notes:
 1. No 1 bedroom units are proposed.
 2. Permits shall be pulled to remove any AST/UST that may be on-site through the Fire Marshal's Office.



Scale: 1"=120'

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

G:\Projects\NWR\RH031 - VDOT\Cadd\Preim\RH031 - Preliminary VDOT - Rezoning Master7 - 9JUL25.dwg, Plotted By: Amy, Plotted: Jul 11, 2025 - 11:33am



5857 Harbour View Boulevard, Suite 202
Suffolk, Virginia 23435
O. 757.935.9014 F. 757.935.9015
www.landplanningsolutions.com

Riversbend - Rezoning Narrative Description

The applicant, NVR Inc., is seeking a rezoning of +/-72 acres of the former VDOT operations site located at 1700 North Main Street south of the Meridian Obici development and within 2 miles of downtown. The affected parcels include Tax Map Parcels 25*45A, 26E*F*G*PT*J, and 25*45E and total +/-89 acres. The first two parcels (along Main Street) are currently zoned B-2, General Commercial, along a Special Corridor Overlay District. The third parcel, Tax Map 25*45E, would remain zoned MUD, Mixed-Use Development, to allow for a +/-1.3-acre public park and serve as the secondary entry road to the Meridian Obici site and the proposed RU-18 residential neighborhood.

Creating a grand entry by re-aligning the existing Memorial Drive from Main Street to the existing MUD and the current VDOT property will emphasize connectivity and walkability and allow us to consolidate access points along Main Street. It will create an alternative road network parallel to Main Street by extending Memorial Avenue south helping to eliminate additional trips onto Main Street. A shared road network with sidewalks will promote walkability between the adjacent mixed-use development, retail sites and the proposed community.

The applicant proposes to rezone +/-72 acres of the +/-89 acres to the RU-18, Residential Urban zoning district, to develop a total of 497 dwelling units comprised of 168 active adult units, 4-story back-to-back townhomes, and 3-story front and rear loaded townhomes. The mix of residential products will provide housing for several different buyers in Suffolk, Virginia. The product mix allows for the much-needed active adult housing to allow Suffolk residents to age in place. The back-to-back townhome product fulfills the need for the “missing middle” housing. This concept highlights the need for diverse, affordable housing choices in sustainable, walkable neighborhoods. The development will also provide traditional townhomes and rear load townhomes. Some homes will back up to the preserved wetland area and Nansemond River while other homes will be arranged in a rowhouse style with an alley in the rear and fronts facing onto pedestrian friendly roadways or a passive green space.

A +/-6.6-acre site fronting North Main Street adjacent to the existing Ford dealership and the Economic Development Authority’s property will be reserved as B-2 zoning to allow for commercial uses consistent with the remainder of the corridor. The front commercial site is envisioned to include neighborhood services for the adjacent communities. The B-2 area will also include the renovated historic office building. We envision saving some of the large trees within a park like setting where a gathering space for the community could be created. We envision open play, food trucks and other programmed gatherings to take place in the large park area shown on the Conceptual Plan along Main Street.

A second +/-8.7-acre commercial site is reserved at the southeastern corner of the property along the Nansemond River to allow for a small public marina, water access, a restaurant or event space, and community clubhouse and pool.

The applicant has proffered that the existing historic 3-story district office building (+/-38,000 SF in size), formerly used by VDOT, will be dedicated to the City of Suffolk in lieu of school proffers. The calculated impact of school proffers is \$4,708,322.87 and the property's appraised value is \$6,270,000. Approximately 2.3 acres of land that includes the existing building and appropriate parking area shall be dedicated at the time of subdivision approval.

The Master Plan features an appropriate balance of non-residential and residential uses for the area, a walkable street grid, 2 public parks, several private parks, preserved wetlands, forested areas, and appropriate transitions in uses that are compatible to surrounding properties. Overall, this is an excellent opportunity to fill an existing void along North Main Street, extend the road network parallel to Main Street and create a mixed-use, infill neighborhood that promotes a pedestrian friendly network north of downtown.

This application is consistent with the 2045 Comprehensive Plan as the front of the property will remain part of the Commercial land use district and the majority of the rear of the site will be converted to the Multifamily land use district. The Comprehensive Plan supports retail, restaurants, personal services, office and multifamily uses at this location. The proposed density of roughly 13 units per acre falls within the middle of the Comprehensive Plan's recommended density of 8-16 dwelling units per acre. The Comprehensive Plan also encourages building heights of 2 or more stories, short walkable blocks, on-street and off-street parking, and pocket parks, which have all been incorporated into the Conceptual Master Plan.

Sincerely,

Melissa Venable
Land Planning Solutions

City of Suffolk

Department of Planning and Community Development

DISCLOSURE STATEMENT FORM



OFFICE INFORMATION: To be completed by staff

Application Number: Project Name: Project Address: Date Submitted:

The disclosures contained in this Form are necessary to inform public officials who may vote on the application as to whether they have a conflict of interest under Virginia law.

PART 3 - APPLICANT DISCLOSURE: To be completed by Applicant

Important Notice: Only complete, hard-copy application forms with original signatures or other approved written consent from all property owners are accepted.

APPLICANT INFORMATION

Applicant Name: NVR Inc.

Property Address(es): 1700 & 1802 N. Main St.

Tax Map Number(s): 25-45A, 26E*F*G*PT*J, 25*45E

Account Number(s): 253066200, 253067100, 254001810

Is Applicant the owner of the subject property? YES NO

Does the Applicant have a Representative? YES NO

If yes, name of Representative:

Is Applicant a corporation, partnership, firm, business, trust, or unincorporated business? YES NO

If yes, list the names of all officers, directors, members, trustees, etc. below AND businesses that have a parent-sub subsidiary or affiliated business entity relationship (see definitions below) with the applicant (attach list if necessary):

Blank lines for listing names of officers and businesses.

KNOWN INTEREST BY PUBLIC OFFICIAL OR EMPLOYEE

Does an official or employee of the City of Suffolk have an interest in the subject property or any proposed development contingent on the subject public action? YES NO

If yes, name of the official or employee, and description of the nature of their interest:

APPLICANT SERVICES DISCLOSURE

The Applicant must certify whether the following services are being provided in connection to the applicant, the subject of the application, and/or any business operating, or to be operated on the property. The name of the entity and/or individual providing such services must be identified (attach list if necessary).

SERVICE	YES	NO	SERVICE PROVIDER
	(select one)		(Name of entity and/or individual)
Financing (mortgage, deeds of trust, cross-collateralization, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<hr/>
Real Estate Broker/Agent/Realtor	<input type="checkbox"/>	<input type="checkbox"/>	<hr/>
Accounting/Tax Preparation	<input type="checkbox"/>	<input type="checkbox"/>	<hr/>
Architect/Designer/Landscape Architect/Land Planner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Land Planning Solutions
Construction Contractor	<input type="checkbox"/>	<input type="checkbox"/>	<hr/>
Engineer/Surveyor/Agent	<input type="checkbox"/>	<input type="checkbox"/>	<hr/>
Legal Services	<input type="checkbox"/>	<input type="checkbox"/>	<hr/>

**PUBLIC COMMENTS
FOR
RZN2025-004**



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Addie Thomas

Address

132 Winterview drive
Suffolk, Virginia, 23434

Comment

Stop building more houses!!!!



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Alexis Vieth

Address

6000 Meridian Obici Way, Apt. 404
Suffolk, VA, 23434

Comment

As a resident of Suffolk, Virginia and my place of employment is Meridian Obici Apartments this would be going right around our establishment. Not only is this construction going to be noisy, but this takes away for what we advertise as a quiet community and we have our wood lining surrounding us. This is harmful to our business. The roads already can barely handle the traffic that we have on Main Street as it is and now we have to account for 500 new homes being built. Which will mean probably at least 1000 more people coming to the area. All of Suffolk right now is pretty much under construction so now you're going to do more construction on the downtown side of Suffolk not to mention where are these children going to go to school as Suffolk schools are already overpopulated. The same thing is happening all around in the area and now we're gonna do this to Suffolk. It seems as Suffolk is money hungry, and worried about getting the income and revenue for these homes opposed to putting other things that makes sense for Suffolk and helping out our community by potentially building more schools. I feel like the city of Suffolk should want to make a part in helping out our education system to better the children of our future.

File Upload





Tuesday, September 2, 2025



Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Alice Beaton

Address

853 Colonel Meade Dr
Suffolk, VA, 23434

Comment

There are already to many houses in our city. Not enough roads and schools to handle this many developments. Stop the madness

Saturday, September 6, 2025



Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Angela McElroy

Address 5000 Huntclub Chase
Suffolk, VA, 23435

Comment Please fix the school crisis before more housing is built. We cannot hold more students without more schools.



Tuesday, September 2, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Angie Jones

Address 3200 Indian Trl
Suffolk, VA, 23434

Comment

Very disappointed in how the mayor & Suffolk's city council is handling the development of the city. More and more homes, but nothing for our youth to do, minimal shopping near the downtown area and SO MANY HOUSES & WAREHOUSES!! Signed, not a happy resident



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Ann Harris

Address

2455 Lake Cohoon Rd
Suffolk, VA, 23434

Comment

Please see attached file "RZN2025-004, Riversbend Comments."

File Upload



RZN2025-004, Riversbend Comments.pdf

Public Comment on Riversbend (RZN2025-004)

Dear Planning Commissioners,

Please recommend denial of the Riversbend project (RZN2025-004). This project would have a strong impact on this already busy area in the heart of one of Suffolk's key corridors. Adding 500 homes will affect citizens from all over the city, not just in the immediate area.

There are several questionable aspects of the application:

- 1.) The subject properties are owned by the taxpayers, yet no one from the City of Suffolk nor VDOT communicated with citizens about possibilities for this location prior to this current application making its way through the process.
 - a. There should have been more consideration as to community needs and concerns about how to use this key location.
- 2.) It appears that the developer would be receiving the use of City/EDA-owned land because they need it to support the requirements laid out in their traffic study. But the application does not establish exactly how this will be handled.
 - a. Will the EDA sell the property? If not, how will the City be compensated and who will maintain the property?
 - b. Suffolk's Economic Development Authority (EDA) only received a short-notice presentation about this project in May 2025 that was not on their agenda, yet they were asked to vote to approve the use of this EDA-owned land at that very same meeting. The EDA should have had more time to consider this proposition.
- 3.) There is no evidence that a marina within the development is even feasible or would be permitted. During the open house held by the developer, it was made clear that a (potential) marina would not be a free benefit to the community, it would require a fee.
- 4.) It is not established as to whether a proposed park would be open to the public.
- 5.) Main St. already sees over 25,000 daily vehicle trips. This project estimates adding 5,300 more.
- 6.) The application misrepresents the actual value of the VDOT administration building that is being offered as an alternative to school proffers. It says that the value is over \$6 million, but the actual

appraisal report says it might be worth this much *after* full renovation, not as it stands now.

- a. This tradeoff is not enough to cover the costs of expanding school capacity for the students it will generate.
- b. Hillpoint Elementary School is already at almost at 110% capacity. With the approved homes currently in the Residential Pipeline there is already potential to bring this capacity to 150%. Riversbend would add approximately 59 more elementary students on top of this.

Aside from many unanswered questions and unspecified details, the proposed 500 residential units is just too much density for this area. While some residential here could be suitable, traffic and school capacities need to be prioritized. There should be much more consideration as to how taxpayer-owned property in a prime location with water access could be used to benefit *all* citizens. We need to make sure Suffolk and its residents are actually getting a fiscally responsible deal.

Thank you for your consideration.

Respectfully,

Ann Harris



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Ashley Hawkins

Address 103 Bowman dr
Suffolk, VA, 23434

Comment

This is poorly planned. The area is already over populated. This is a high traffic area, how will infrastructure support this additional development? The schools are already crowded and already understaffed. How will the children be accommodated? Property taxes go up with every new development. Is the goal to tax current residents out of their homes? 500 additional families in the area will add to these existing issues. Suffolk is not in need of more homes. Suffolk is in need of high quality activities and services for our youth.



Suffolk City Planning Commission

City of Suffolk
442 W Washington Street
Suffolk, VA 23434

Re: Request to Comment on the Riverbend Development and River Access Opportunities Planning Commission meeting 9/16/2025

Dear Members of the Suffolk City Planning Commission,

I am writing to respectfully request the opportunity to provide public comment at the upcoming Planning Commission meeting regarding the Riverbend Development project.

The City of Suffolk is a river city with limited public access to its riverfront. The Riverbend Development presents a valuable opportunity to enhance accessibility for our citizens and to expand the city's reputation as a community that values its natural waterfront resources.

The City has already invested in a wonderful waterfront asset at Constant's Wharf Park near the Hilton Garden Inn Hotel, including the recent installation of a kayak launch. With thoughtful planning, a kayak trail could be developed connecting Constant's Wharf to Riverbend Marina, and eventually extended to Brady's Marina and Sleepy Hole Park. This would create a unique recreational corridor along the Nansemond River.

Within the Ryan Homes development plan, the area designated for a public marina could become a significant community asset—potentially the first and only park on the upper Nansemond River offering true access to the water. However, I have concerns that the proposed boat launch area, as currently designed, may be too limited for safe maneuvering of boat traffic in such a residential setting.

An expansion of this marina area into a combined park and marina would provide much-needed access for residents, kayakers, and families. Numerous studies demonstrate that daily exposure to natural waterscapes and access to outdoor recreation improves quality of life, community health, and property values. Furthermore, such a park would serve as an important natural buffer between the new residential areas and the waterfront, aligning with the Chesapeake Bay Preservation Act's intent while still creating a welcoming public space.

I urge the Commission to consider how the Riverbend Development can balance residential growth with long-term community benefits by ensuring that river access, natural buffers, and recreational opportunities are integrated into the plan.

Thank you for your attention to this matter. I respectfully request the opportunity to speak at the meeting and share these points in greater detail.

Sincerely,

Beth Cross

President,

Nansemond River Preservation Alliance

8881 Eclipse Drive, Suffolk, VA 23433



Saturday, September 6, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Betty Copeland

Address 6148 Old Myrtle Rd
Suffolk, VA, 23434

Comment

We do not need Riversbend. We are putting to many building's up. We need more roads. Where in the world are people going to park? No room to drive.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Brenda Davis

Address 733 Carolina Rd
Suffolk, Va, 23434

Comment

It's time our City Council stop all this building of New Houses, Warehouses and using up our farmland!! Suffolk use to be a nice place to live,



Wednesday, September 3, 2025

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Planning Commission Meeting - September 16, 2025

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Name Brenda Lynn

Address 3120C White Marsh Rd
Suffolk, Va, 23434

Comment

I would say NO. 500 more homes means 500 more families entering the already hectic-street-travel onto Main Street; overloading our school systems requiring more teachers and bus drivers. Make it into a park for Suffolk Citizens of all ages to enjoy.



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Brian Mathis

Address 4355 Tason Dr
Suffolk, VA, 23434

Comment

Our roads can't handle the rapid buildup of houses and apartments already. Adding 500 more is a bad idea until we can get what we have already sorted out. I often commute to Northern Suffolk and Norfolk for work and more often than not, I experience 1 or 2 traffic jams each way. If there is one single accident the infrastructure collapses. Please slow down the growth a bit to allow things to settle out. In the 25 years I have been here I have watched Suffolk transgress from a rural town on the outskirts of Hampton Roads to a congested over populated mess similar to Norfolk and Virginia Beach.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Canda Roop

Address 6801 Quince Rd
Suffolk, VA, 23437

Comment

This is ridiculous! I could go on and on about why this is unreasonable but I won't. I will say first of all is the traffic and the residents to whom live in that area. It's already a disaster with all the traffic. I worked down that way for years and just to go get lunch was a nightmare.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Carrie Matsko

Address

2025 Meadow Country Rd
Suffolk, VA, 23434

Comment

New high density housing is not welcome right off Main Street. Our road infrastructure is can't handle even more congestion in downtown. Our schools are already crowded. Vote No for this development. As a resident I do not want this development.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Carson Forrester

Address 501 Western Ave
Suffolk, VA, 23434

Comment
I disagree with this development project. We do not have the infrastructure to support more housing downtown .



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

Please be advised that this form is for public comment for RZN2025-004, Riversbend only.

All comments provided will be made available to Planning Commission members, City Council members, and the general public.

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Name

Catherine Nakamura

Address

801 General Pickett Dr
Suffolk, VA, 23434

Comment

No more homes in Suffolk before the "infrastructure" is focused on! We need more schools and better roads - NO MORE HOUSES in Suffolk!!!!!!!!!!



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Cathy Wall

Address

1340 River Rd
Suffolk, VA, 23434

Comment

Please DON'T build more housing.

Make a nice family park with shelters, game areas, work out stations, walking trails and zip lines, boat ramp, and dog park.

Please give back to the citizens of the city.

The traffic is bad enough already with all the building as it now and still coming.

Since you took away the one boat ramp and parking lot to build the Hilton Garden Inn. The little one you are building behind it is crazy. It is not big enough to use. There is no real place to park and leave boat trailers etc. Ridiculous.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Chester Hart

Address 404 REIDS FERRY RD
Suffolk, VA, 23434

Comment

Parts of the proposed development are fine ; however, Main Street is already a gridlock and additional multi family development will make it considerably worse.

Please use this property for additional retail or a public boat ramp, restaurants or other nonresidential development as that is what Main Street is designed to have.

A boat ramp with other amenities is desperately needed as there is no public access to the Nansemond River. The Bennett's Creek boat ramp is a 20 mile run to get to the Hilton Garden Inn and not practical for boaters to use to aces this part of our beautiful Nansemond River.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Cindy Clements

Address

1364 Murphys Mill Rd
SUFFOLK, VA, 23434

Comment

Please consider the increase in traffic and the overcrowding of schools if the Riverbend development is approved. There are many other reasons, but these will greatly impact our community and the future of our children.

We do not want downtown Suffolk to be more congested and impossible to navigate. Improve existing conditions before adding new problems.

Represent the citizens and vote NO.



Tuesday, September 2, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Cynthia Cowan

Address 5029 Godwin Blvd
Suffolk, VA, 23434

Comment

I travel Main Street just about every day and currently at this time as Main Street is it can hold no more traffic. It is consistently dangerous if emergency vehicles are trying to get down the road there is nowhere to pull off to. I don't want to drive my car up on a curb and I feel extremely sorry for EMS, Fire and Police along with the citizens of Suffolk, who are put in danger on that road everyday. I believe this development. These homes will create an extreme amount of extra vehicles.



Wednesday, September 3, 2025

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Name Cynthia Jones

Address 2125 Copeland Road
Suffolk, VA, 23434

Comment

Please DO NOT approve this development. We like the small, hometown feel of Suffolk, which we are quickly losing. We so t want to be VA Beach!

Suffolk can't take the influx of traffic. Our roads can't handle anymore! Our schools are at capacity now and there's no way adding 500 new homes won't impact them. And quit telling everyone that it's a 55 and above development. You know that's just away to get over on the citizens. You should all be ashamed for lying!

Please, for once, listen to the citizens and what they want.

Thank you.



Saturday, September 6, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Cynthia Lane

Address 1200 Babbtown Road
Suffolk, VA, 23434

Comment

No, absolutely not. This piece of property has too much potential to waste on residential housing that will only decrease our quality of life by increasing traffic, demand for services, and no doubt, our real estate tax bills. You blamed the current pace of development on past city councils. Approving this project would make that assertion questionable. Instead, save this riverfront property for the citizens of Suffolk. Don't squander this opportunity. Thanks!



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Dacia Smith

Address 8353 Pineview Rd
Suffolk, VA, 23437

Comment

Please note city traffic is already horrendous. To approve this development would be detrimental to the current citizens. The schools (staff and actually buildings) cannot handle adequately more students. Please consider Postponing approval of this development until infrastructure can support.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Danielle Parker

Address 4980 Deer Forest Rd
Suffolk, VA, 23434

Comment

Traffic in Suffolk is horrendous already. Another 500 homes would only cause more congestion. We need better infrastructure and better schools more than we need more homes being built.



Saturday, September 6, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Danielle Rodriguez

Address

5304 mineral Spring rd
Suffolk, Va, 23438

Comment

Please do not build any more in Suffolk. We moved from the North to enjoy Suffolks small town charm.



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Debbie Gaffos

Address

6140 Knotts Creek Lane
Suffolk, VA, 23435

Comment

I would much rather see this land used for the benefit of the community, like a park that could possibly be used for a venue that the community would be able to enjoy concerts as well as trails, tennis or pickleball courts and a playground. Anything but more houses that we don't need. Please don't build anymore homes



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Deborah Bradford

Address 302 S Broad Street
Suffolk, VA, 23434

Comment

This decision will continue to turn SUFFOLK into an extreme ghetto city, worse than it already is with crime, etc. Why are you not trying to preserve its historic value following the example of Smithfield. NO MORE RYAN HOMES garbage.

I live in a home that is 100 years old and work everyday and invest many dollars to keep it awesome. Stop this shit. Respect history. Restore and upgrade. And just a not this modern library is an unbelievable joke to the city of Suffolk.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Denise Smith

Address 1314 Holland Rd
Suffolk, VA, 23434

Comment

As a citizen of Suffolk and living, shopping, banking, club activities, etc. in the vicinity of the proposed River Bend community, I ask that this project not be approved. The citizens do not want to live in an overcrowded town. We do not want to wait in traffic to get to our appointments. We love this town and do not wish to see it overcrowded. We need to take a long break from new housing developments. The projects that have already been approved are not even started yet and the traffic is unbearable. I vote for taking a break from approving new developments. Calm down! We don't want to be another Virginia Beach!!



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Eryn Siegel

Address

123 Springfield Ter
Suffolk, VA, 23434

File Upload



Public Comment on Riversbend.pdf

Public Comment on Riversbend (RZN2025-004)

Dear Planning Commissioners,

I respectfully ask that you vote NO on the Riversbend project. There are several questionable aspects with the application itself, and issues with the project that would drastically impact the quality of life of Suffolk residents. Overall, this development will be a bad deal for the citizens of Suffolk.

Here are some key problems with the Riversbend project:

- The fiscal impact submitted by the developer is an opinion letter and not an actual analysis.
- There are already traffic issues on Main St with currently 26,000 daily trips and this will add 5,300 more trips per day.
- The developer is receiving the use of city owned land with no compensation to the taxpayers.
- The building offered in lieu of proffers is actually worth significantly less than the stated \$6 million by the appraiser's own report, which estimates this would be the value only AFTER a full renovation, not in its current state.
- Hillpoint Elementary School is already at 108% capacity. Pipeline development will bring capacity to 150% capacity. The schools are over-crowded, and the developer is not providing enough funds to cover the costs to expand school capacity for the students it will generate.

Fiscal Impact:

The UDO requires a fiscal impact analysis that contains anticipated revenues and costs that will be generated by the development. Instead of conducting a fiscal impact study, and providing this essential information, the developer specifically chose to provide a fiscal impact **opinion** only. How can our elected officials, appointed commissioners, and paid staff make judgements based on an opinion (fiscal impact letter) instead of actual data in a fiscal impact analysis?

In a fiscal analysis, there is a breakdown of all the revenue sources the city can expect to gain with this development. This letter does not provide any solid figures. A fiscal impact analysis will also provide a breakdown of all the costs associated with a development like this. This opinion does not provide the details of that either. It is full of generalizations, but no specifics.

The developer should not just get to come to the city and provide a letter that says 'Trust me'. **The developer needs to prove with ACTUAL DATA the fiscal impact that this development will have on the city.** Our city leadership must require more than an opinion letter when the legal code says it needs to be an analysis.

Traffic:

This development will add nearly 500 new homes which the traffic study states will add almost 5,300 trips per day. Main Street already suffers from traffic problems at 26,000 trips per day.

Additionally, City Council recently cancelled the Kimberley Bridge project, less than a mile south of this project. This will create 500 more homes that will be impacted when Main St floods with heavy rain.

Port 460 is in the process of being built and that is just 2 miles north of this site. Port 460 will be a massive logistics complex that is projected to add 21,000 trips per day. Our roads are already struggling to handle the current traffic on Main St at 26,000 trips per day. What will Main St look like once both of these projects come to fruition?

City Owned Land:

Another issue with this application is the use of city owned land as part of the rezoning without explicit details on how this will work. This developer needed access through the EDA owned land to gain access to Memorial Ave. Without the use of the EDA land, this development can only access Main St and would not have enough room to provide the required ingress/egress for a development of this size.

There is no mention in the proffers or any of the accompanying documentation that explains if, when, or how the developer will buy this land from the city. Instead, this land has been incorporated into the site plan and the details on who will be responsible for the land remain fuzzy. If the city still owns the land, will the city have to maintain the land? Will the city be liable for any injuries should they occur on the land? Who will pay taxes on the land? Ceding this land to benefit a developer is NOT in the best interests to the citizens. Why is the city allowing a developer to use taxpayer owned lands for free?

School Proffers:

An additional issue with this development is that there are no school proffers being offered. The developer is giving the city the old VDOT administration building in lieu of school proffers.

The first problem with this exchange is that the developer has stated that the value of this building is \$6,270,000 based on an appraisal. However, the appraisal itself states **this value is based on the assumption that “improvements to the building will have been significantly renovated to a finish that is equivalent or better than contemporary office space.”** (page 346 of packet)

That means that the current value of the building (built in 1949) is far from the appraisal value of \$6,270,000. If it will require \$3-5 million to fully renovate the building, then the actual value is only \$1-3 million. That will NOT cover the costs associated with the added students generated from 500 homes.

The developer estimates the student impact will be \$4.7 million. With the building being worth \$1-3 million, that is a huge gap in funds that will ultimately fall to the taxpayers to cover. How is this added financial burden a good deal for the taxpayers?

Additionally, the student impact calculated by the developer is significantly low. It should be a minimum of \$6 million in school proffers, not \$4.7 million. The developer is NOT counting developments that are non-committed in the pipeline, just the committed developments. There are multiple large developments which are currently ‘non-committed’, but these developments have already been rezoned and therefore, at any time in the future, the developer can build them ‘by right’.

Below is a list of approved developments and the number of non-committed homes. Each shares at least one school with the Riversbend project.

- Godwin Park - **569**
- Tillman Run - **204**
- Foxfield Meadows - **88**
- Murphy's Mill - **70**
- Hillpoint Farms - **127**
- Peanut Crossing - **226**
- Pitchkettle Landing - **335**
- Towne Creek - **140**

That's **1,759 total homes that can be built BY RIGHT**, but are currently categorized as non-committed, and so NOT counted. That isn't even all the non-committed homes in the pipeline - this is just non-committed homes that will feed into one of the three schools that they share with the Riversbend project. According to the March 2025 pipeline data there are a total of 3,332 non-committed homes. That's about half of the total 6,569 homes in the pipeline still to be built.

Also note that **Hillpoint Elementary is CURRENTLY at 108% capacity**. The city estimates that with the committed developments, the school will be at 121.4% capacity. Add to that the non-committed and it gets to 150% capacity, with this Riversbend development adding an additional 59 elementary students which will bring it up to 159% capacity. How can a school be expected to function at 159% capacity? Do we as a city care so little for the futures of our littlest citizens? How is this project a good deal for our school aged children, for our teachers, and our school support staff?

To put this whole pipeline in perspective, according to data.census.gov, in 2023 Suffolk had an estimated 41,452 total housing units. The remaining 6,569 homes currently in the pipeline to be built, represents an increase of more than 15% of our total housing.

At the same time in 2023 that we had 41,452 homes, we only had a total of 39,303 households. That's more than 2,000 homes that were unoccupied. Suffolk has an affordable housing problem, but not a housing shortage by any stretch. The Riversbend developer states that these houses will be sold at market rate, so they will not help our affordable housing issue.

It is important to note, that with the average household size of 2.58 people, the current development pipeline can absorb a growth of 16,948 people. Suffolk's current population is estimated to be just over 102,000 people. If the city approves no new

housing developments in the next five years, we will still have enough current housing in the pipeline to continue to grow at the astoundingly high growth rate of 2% per year into the 2030's.

I am not suggesting that we stop all approvals for new housing developments. What I am saying is that we don't NEED any one particular development. Suffolk has the luxury of being able to choose which developments would best serve the needs of the people and the vision of the city.

With all of this in mind, the Planning Commissioners and City Council Members need to ask themselves: Is this a good deal for Suffolk citizens?

This developer tried to pass off a fiscal impact opinion as an analysis. This application misrepresents the actual value of the building that is being offered in lieu of school proffers. This developer has incorporated city owned land into the design of his project. That land is ESSENTIAL to this project (developer's benefit) but with nothing offered in exchange for the public land, making this a bad deal for the citizens.

This development will bring significantly more traffic exacerbating an already existing problem on Main St. This project will put a burden on our schools that can not be fixed quickly or easily, and will have to be done with taxpayer dollars.

You have the honor and the responsibility of deciding which developments should be approved and which should be denied. I ask you again, please deny this rezoning application because it is a bad deal for the citizens.

If you would like any of my sources for the data above, please email me at care4suffolk@gmail.com and I will be happy to provide the data for you.

Sincerely,
Eryn Siegel

Geoffrey Payne
120 Northgate Lane
Suffolk, VA 23434
Geoffrey_payne@msn.com
757-749-8373
Sep 8 2025

Suffolk City Council and Planning Commission
City of Suffolk
442 W. Washington Street
Suffolk, VA 23434

An Open Letter to the Suffolk City Council and Planning Commission

Dear Mayor Duman, Vice Mayor Ward, and Members of the Suffolk City Council and Planning Commission.

My name is Geoffrey Payne, and I am a resident of Suffolk, VA. I am writing this open letter to share my concerns for all Suffolk residents regarding the proposed Ryan Homes Riverbend Development for the VDOT property on N. Main Street.

Specifically, there are serious concerns about:

1. Worsening traffic congestion on Main St.
2. If residents of Suffolk are getting the best public use and access to the Nansemond river waterfront.

These factors must be considered carefully before the proposed development is approved. I **respectfully urge the Council to challenge the validity of the [traffic survey prepared by Ryan Homes](#), before taking any further action.**

1. Worsening Traffic

All Suffolk residents would agree that rush hour traffic on Rt. 10 and along N. Main St is already a problem causing long delays. We have all seen that the majority of left and right turn lanes regularly overflow, disrupting the regular flow of traffic. Adding another stoplight in front of the VDOT property will only make this issue worse. When gridlock does occur, N. Main St has no escape routes between Constance Rd and Elephants Fork, and we have all experienced how bad this problem can get when an accident on the 58 bypass causes additional traffic to divert

into this area. **The City Council should seriously think of the outcome should residents require emergency services during these frequent gridlock situations.**

In the past eleven years, there have been two 'expert' analysis on the traffic flow at the Main St./Constance Rd. intersection – yet both show major discrepancies and inconsistencies. Upon review, the traffic survey data presented in support of the Ryan Homes Riversbend Development appears to be **seriously flawed.**

- The 2014 Kimley Horn traffic study (Attachment #1), done in support of the Obici Place Development, stated that for the Main St./Constance Rd. intersection (all directions), during peak evening hours traffic flow was **3157 vehicles per hour.**
- The 2025 traffic data in the Ryan Homes/VHB Report (Attachment #2) states that the total volume of traffic for the same intersection (all directions) during peak evening hours is **3185 vehicles per hour.**

It is not plausible that traffic at this major junction has only increased by 28 vehicles per hour over the past eleven years.

Decision makers should challenge the validity of the traffic survey prepared for Ryan Homes. The Ryan Homes study states that no real problems will exist – however according to their own study, the current “level of service” during evening peak hours at the N. Main St and Constance Rd. intersection is already at Levels D and E (unsatisfactory/unacceptable). The Ryan Homes study projects that the Level of Service will worsen to Level E in 5 years, and **Level F (failing)** in 10 years (see attachment #3 below). This translates to a 50% increase in light wait times by 2030, and nearly doubling by 2035. Other key intersections Rt 10/Bypass etc are littered Levels of service E and F.

Are we planning for a FAILED LEVEL OF SERVICE!!!

Their analysis is contradictory to the traffic study by Kimley-Horn used to justify the Obici Place development in 2014. In that traffic study (Table 5, pg. 48) (see attachment #4 below) the level of service at the same junction was listed as F in 2014 and projected to be level of service E by 2023 if improved signaling was implemented.

Even so, **both studies show that levels of service drop to F (Fail) within 5 -10 years.** Kimley Horn promised improved signalization would overcome any problem. Clearly that did not work. Now VHB make the same promise.

On top of this, N Main Street already fails to meet VDOT recommended road standards for a heavily trafficked road. Traffic lights are too close together, lane widths are below the VDOT recommended minimum standard, permitted U-turns are too tight a radius for larger vehicles. These factors all increase delays and frequency of accidents. There are no plans to improve N. Main Street in these regards.

The Ryan Home construction is scheduled to take place at the same time as the Rt. 10 expansion and the 58/460 interchange reconstruction. Residents know from daily experience the impact of other construction projects – such as the expansion of warehouses on Rt. 460 – already over 5 years of road modifications that have resulted in major delays.

Congestion on Main St is bad for everyone. Downtown businesses and citizens will suffer. Traffic in Suffolk will come to a standstill, and **emergency vehicles will be unable to pass through downtown.**

No review of the Riversbend Development can continue until these discrepancies and concerns are fully explained.

2. Improved public access to the waterfront – a vision for a more attractive city scape

The city has already invested in the Constants Wharf Park opposite the Hilton hotel and installed a canoe launch at the hotel. However, as of yet, there is no real destination for the rented canoes and other boaters. The VDOT Marina could provide a beautiful destination.

Currently the area designated for a Marina in the Ryan Homes plan is too small for family gatherings beside the river, where there is not even enough space for children to play catch, throw a frisbee around, kick a ball around, or fly a kite. Suffolk deserves an expanse of grass and trees to give residents the first and only park on the Upper Nansemond River. We could connect the larger marina area to Constants Wharf with a board walk over the phragmites marsh area so everyone can enjoy the river. As we further develop the Nansemond River as a true attraction, the city could then add Brady's Marina and the future Longacre Park in Chuckatuck as other canoe/boat destinations.

Suffolk cannot achieve this vision if we allow just a small pocket marina hemmed in by the apartment club house as presently proposed. This beautiful river view should be preserved for all citizens. It would be the envy of all of Tidewater, similar to what Smithfield has achieved with their Windsor Castle Park.

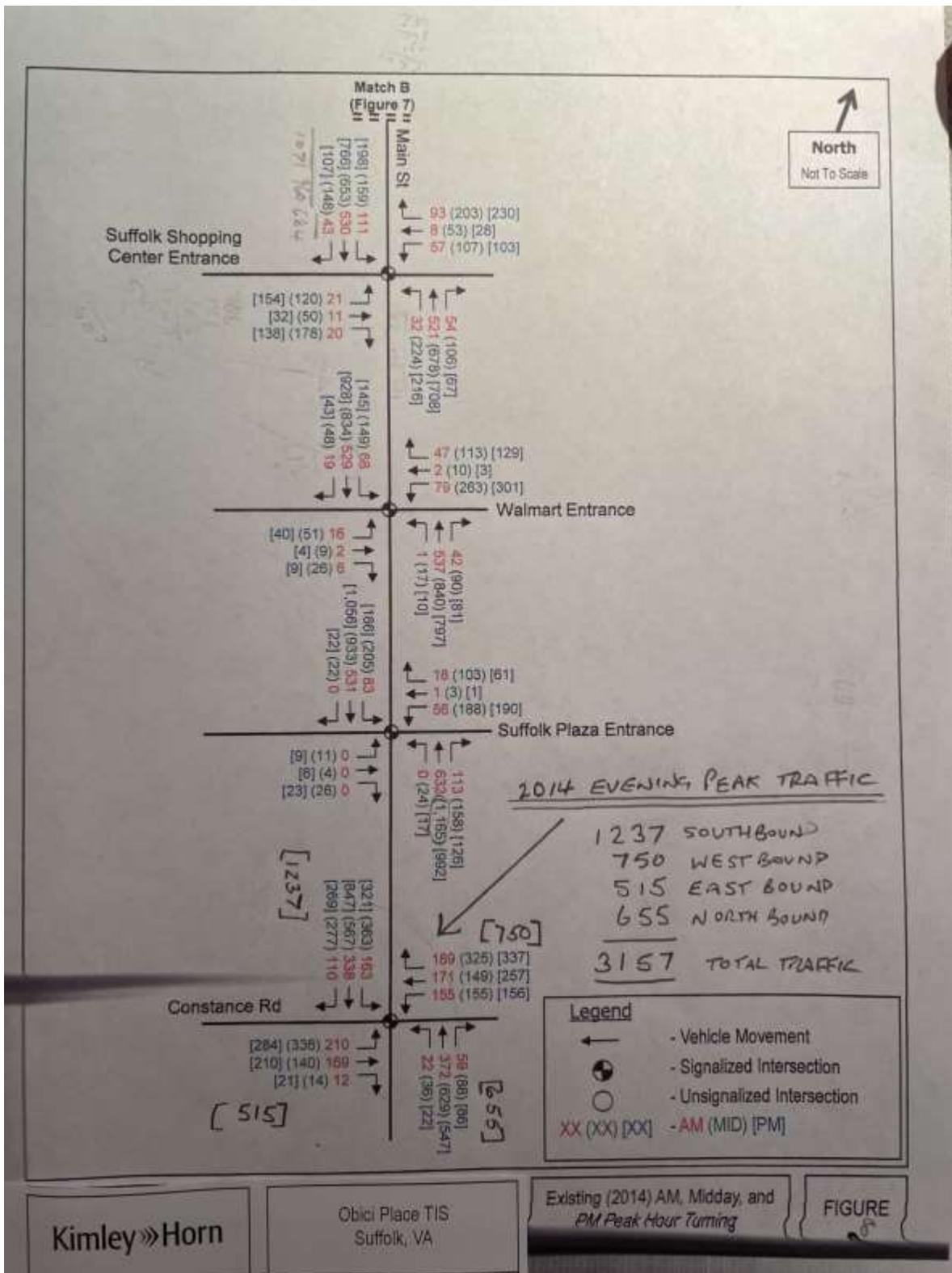
Decision makers need to look out for our citizens' interest when reviewing the Ryan Homes development application.

Thank you for your consideration,

Geoffrey Payne

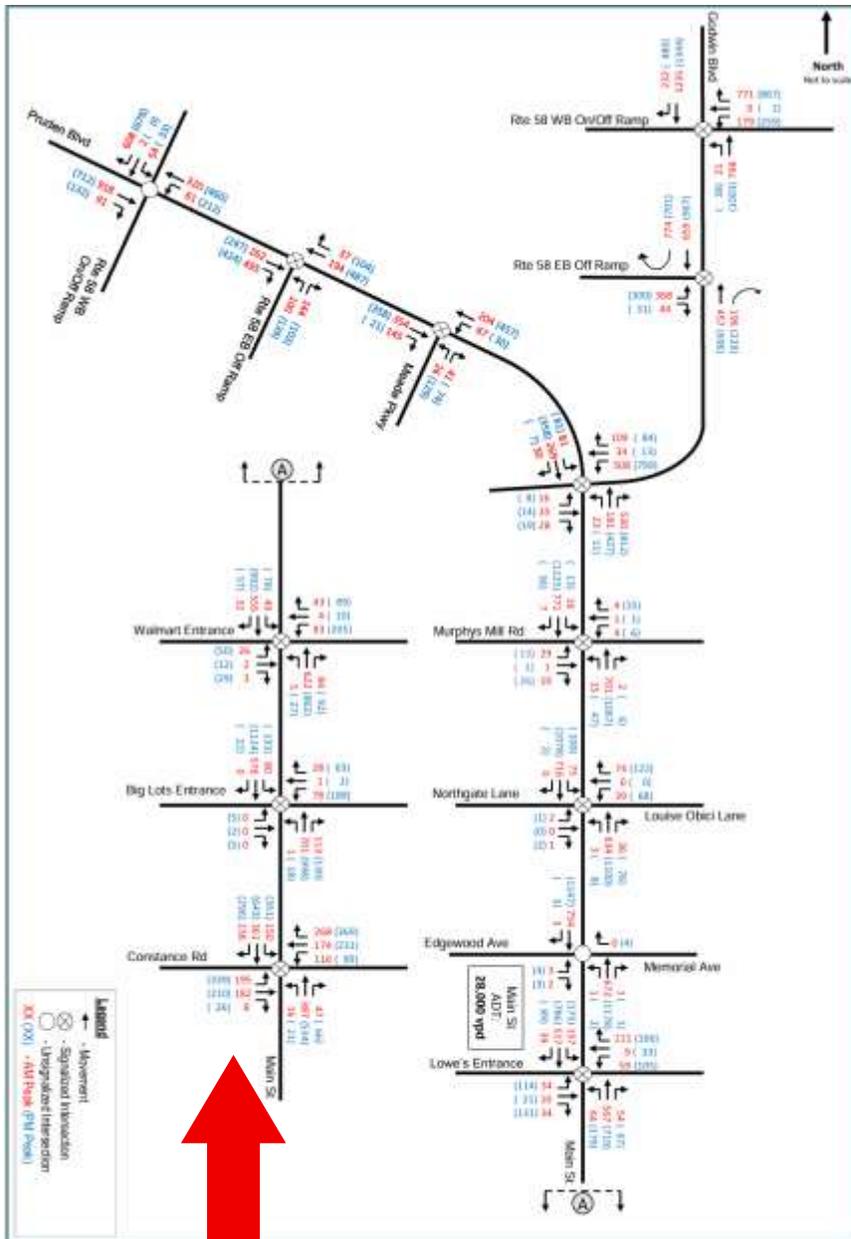
Attachment #1

Figure 8 2014 Kimley Horn study of Constance Rd and Main ST evening peak traffic



Attachment #2

Figure 4 page 439 of Ryan Homes/VHB Traffic Study



Riversbend Development – Suffolk, VA
2025 Projected Traffic Volumes

Figure
4

2025 evening peak traffic

1290 Southbound

699 Westbound

575 Eastbound

621 Northbound

3185 Total all directions

Attachment #3: Table 18, pg 56 of the VDOT Site Traffic Impact Analysis ([pg. 331 of the Riversbend Supplemental Report – Rezoning Request \(RZN2025-004\) - https://www.suffolkva.us/1690/Rezoning-Conditional-UsesPublic-Hearing](https://www.suffolkva.us/1690/Rezoning-Conditional-UsesPublic-Hearing))

VDOT Site Traffic Impact Analysis

Table 18: N Main Street / Constance Road / US 58 Signalized Level of Service

Scenario	Overall Delay (LOS)	Delay per Lane Group by Approach [sec/veh] (Level of Service)									
		Eastbound			Westbound			Northbound		Southbound	
		LT	TH	RT	LT	TH	RT	LT	TH - RT	LT	TH - RT
AM Peak Hour											
Existing	35.3 (D)	53.5 (D)	48.4 (D)	55.8 (E)	55.1 (E)	30.4 (C)	62.2 (E)	24.1 (C)	56.8 (E)	16.5 (B)	
		51.0 (D)			43.4 (D)			25.4 (C)		25.8 (C)	
2030 Background	36.0 (D)	53.5 (D)	47.3 (D)	55.9 (E)	55.1 (E)	28.3 (C)	62.1 (E)	28.8 (C)	56.8 (E)	18.4 (B)	
		50.6 (D)			41.9 (D)			29.9 (C)		28.1 (C)	
2030 Build	37.3 (D)	69.0 (E)	42.2 (D)	61.7 (E)	53.2 (D)	24.2 (C)	58.7 (E)	30.8 (C)	56.6 (E)	19.6 (B)	
		56.9 (E)			40.1 (D)			31.7 (C)		28.9 (C)	
2035 Background	36.5 (D)	53.5 (D)	47.0 (D)	56.2 (E)	54.6 (D)	28.1 (C)	62.6 (E)	30.1 (C)	56.8 (E)	19.2 (B)	
		50.5 (D)			41.7 (D)			31.3 (C)		28.6 (C)	
2035 Build	37.7 (D)	69.3 (E)	41.4 (D)	62.6 (E)	52.2 (D)	23.8 (C)	59.1 (E)	32.1 (C)	56.8 (E)	20.4 (C)	
		56.6 (E)			39.7 (D)			33.0 (C)		30.6 (C)	
PM Peak Hour											
Existing	42.6 (D)	53.2 (D)	40.1 (D)	55.3 (E)	55.6 (E)	22 (C)	63.7 (E)	48.8 (D)	56.7 (E)	33.2 (C)	
		47.8 (D)			37.8 (D)			49.3 (C)		39.6 (C)	
2030 Background	53.0 (D)	53.2 (D)	37.4 (D)	55.6 (E)	52.9 (D)	22 (C)	58.6 (E)	79.4 (E)	84.6 (F)	40.1 (D)	
		47.2 (D)			36.0 (D)			78.8 (E)		52.5 (D)	
2030 Build	45.0 (D)	69.6 (E)	36.0 (D)	75.2 (E)	77.7 (E)	20.9 (C)	54.7 (D)	75.4 (E)	42.9 (D)	19.7 (B)	
		57.3 (E)			44.9 (D)			74.8 (E)		26.2 (C)	
2035 Background	58.6 (E)	53.7 (D)	37.0 (D)	55.7 (E)	53.1 (D)	22.8 (C)	58.8 (E)	90.7 (F)	106.7 (F)	42.8 (D)	
		47.3 (D)			36.5 (D)			89.7 (F)		60.5 (E)	
2035 Build	50.1 (D)	76.8 (E)	36.3 (D)	76.5 (E)	84.3 (F)	21.3 (C)	55.0 (D)	91.5 (F)	46.1 (D)	21.1 (C)	
		61.9 (E)			47.4 (D)			90.4 (F)		28.0 (C)	

This intersection currently operates at an overall LOS D during AM and PM Existing scenarios. With the addition of general growth and approved developments, this intersection will operate at LOS E during the 2035 Background PM scenario. To achieve acceptable levels of service, this intersection is recommended to be coordinated with upstream and downstream traffic signals along Constance Road. These optimized timings are modeled in the Build scenario analysis and the intersection will operate at overall LOS D during both AM and PM peak Build scenarios.

Attachment #4 – Traffic Impact Study for Obici Place, Suffolk, VA. KHA Project No. 117019013 on Feb 2015.

Table 5: N. Main Street/Constance Road Intersection LOS

Scenario	Overall LOS	Level of Service per Movement by Approach (Delay in sec/veh)									
		Eastbound		Westbound			Northbound		Southbound		
		LT	TH/RT	LT	TH	RT	LT	TH/RT	LT	TH/RT	
AM Peak Hour	2014 Existing	C (32.7)	D (40.5)	D (39.1)	D (40.8)	D (38.7)	C (21.3)	E (68.6)	C (32.9)	D (41.3)	C (21.8)
			D (39.9)		C (32.9)			D (35.3)		C (26.5)	
	2018 No Build	C (31.5)	D (38.6)	D (36.3)	D (39.3)	D (37.4)	C (20.7)	D (45.4)	C (32.3)	D (39.4)	C (21.7)
			D (37.6)		C (31.7)			C (32.9)		C (26.5)	
	2018 Build	C (32.7)	D (40.7)	D (38.1)	D (42.1)	D (40.5)	C (21.3)	D (47.5)	C (33.9)	D (40.5)	C (21.5)
		D (39.6)		C (33.2)			C (34.5)		C (26.9)		
2023 No Build	C (32.1)	D (39.7)	D (37.0)	D (40.8)	D (38.9)	C (21.3)	D (46.6)	C (33.0)	D (40.3)	C (21.8)	
		D (38.5)		C (32.6)			C (33.7)		C (26.7)		
2023 Build	C (33.3)	D (41.9)	D (39.0)	D (43.4)	D (41.9)	C (21.8)	D (48.7)	C (34.6)	D (41.5)	C (21.6)	
		D (40.7)		C (34.0)			D (35.2)		C (27.2)		
Midday Peak Hour	2014 Existing	E (58.0)	D (44.9)	D (40.6)	D (48.2)	D (47.5)	C (23.6)	E (66.9)	F (103.8)	F (97.1)	C (27.9)
			D (43.6)		D (35.6)			F (102.1)		D (48.0)	
	2018 No Build	D (43.4)	E (68.0)	D (52.0)	E (63.3)	F (80.6)	C (25.4)	E (58.2)	D (47.2)	D (53.6)	C (20.9)
			E (63.1)		D (47.4)			D (47.7)		C (30.8)	
	2018 Build	D (46.1)	E (66.6)	D (50.9)	E (63.3)	F (80.6)	C (25.7)	E (58.2)	D (53.9)	E (63.7)	C (22.4)
		E (62.0)		D (46.4)			D (54.1)		C (35.0)		
2023 No Build	D (45.1)	E (65.3)	D (51.6)	E (60.2)	F (80.6)	C (26.2)	E (58.2)	D (49.9)	E (64.6)	C (22.2)	
		E (61.3)		D (48.5)			D (50.2)		C (35.0)		
2023 Build	D (49.1)	E (72.4)	D (50.9)	E (63.3)	F (80.6)	C (25.8)	E (58.2)	E (59.4)	E (72.0)	C (23.0)	
		E (66.4)		D (46.0)			E (59.3)		D (37.9)		
PM Peak Hour	2014 Existing	E (55.7)	D (50.5)	D (41.2)	D (52.7)	E (57.9)	C (21.8)	F (98.2)	F (88.9)	F (97.0)	C (30.9)
			D (46.3)		D (41.7)			F (89.3)		D (48.8)	
	2018 No Build	D (43.8)	E (70.1)	D (48.3)	E (59.5)	E (67.8)	C (22.4)	E (60.3)	D (48.3)	E (55.2)	C (25.8)
			E (60.6)		D (45.3)			D (48.7)		C (33.4)	
	2018 Build	D (46.7)	E (70.1)	D (48.3)	E (59.5)	E (75.9)	C (23.3)	E (62.2)	D (52.4)	E (68.8)	C (26.5)
		E (61.0)		D (47.2)			D (52.7)		D (37.7)		
2023 No Build	D (45.6)	E (75.3)	D (48.3)	E (59.5)	E (67.8)	C (23.1)	E (60.3)	D (48.1)	E (65.8)	C (26.6)	
		E (64.4)		D (45.1)			D (48.5)		D (36.8)		
2023 Build	D (49.2)	E (76.2)	D (48.3)	E (59.5)	E (75.9)	C (23.4)	E (62.2)	E (56.0)	E (78.3)	C (27.5)	
		E (64.9)		D (46.7)			E (56.2)		D (41.0)		



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Georgann Hills

Address 295 Burnetts Way
Suffolk, VA, 23434

Comment
We do not need any more house. Built something for kids to do. Or a movie theater.



Sunday, September 7, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Omari Midgette

Address

1705 Macgregory Street
Virginia Beach, VA, 23464

Comment

We need to stop the building



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Greg Vieth

Address

6000 meredian obici way
Suffolk, Va, 23434

Comment

This would be right behind Meridian Obici Apartments. We do not have the schools, roadways, or infrastructure to support bare minimum 1,000 more people to the Downtown Suffolk Area. This would hinder business but a lot of individuals in Suffolk.



Sunday, September 7, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Heather Munford

Address 2970 Desert Rd
Suffolk, VA, 23434

Comment

We don't need more homes on top of each other. Suffolk is overcrowded. We need work on schools and bus transportation.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name

James Carson

Address

1983 Archer Mill rd
Suffolk, VA, 23437-8767

Comment

Traffic is already bad enough without having more houses built around here if your going do something out something kid and family friendly get it together Suffolk your making us all look bad around here with this greed



Wednesday, September 3, 2025

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Name

Jason Yost

Address

1222 Willowbrook Dr
Suffolk, VA, 23434

Comment

As a lifelong resident of this city and seeing it go from a small town feel and lower populations to a large amount of people moving here and an extreme amount of growth with no proper infrastructure to handle the traffic I highly encourage the city to retract on the zoning to have 500 more properties built on the N. Main St. corridor. It is not proper timing for this kind of development as this city in the downtown area cannot handle any more traffic it currently has. This is not fair to the tax paying citizens in this area to have to deal with this. If you want to keep your Residents here you need to do something to make it a little bit better. At this time I'm already considering moving my business and family away from here because of where it's going and it's sad.



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Jeanne Ireland

Address 2071 Herons Pointe Ln
Suffolk, VA, 23434

Comment

The schools can't support this, the roads can't support this and the citizens don't support this. Please do not pass this. The community doesn't want more fast food, nail salons, warehouses and residential houses. Where are the parks? The one next to Wendy's that will flood? Where is the downtown movie theater? What about a Trader Joe's? A target? Instead we get more traffic and warehouses that the citizens did not want. We don't want this either.



Friday, September 5, 2025

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Name

Jeffery Reed

Address

1905 Cherry Grove Rd
Suffolk, VA, 23438

Comment

Way too many cars and not enough infrastructure. It's hard to even get a dentist appointment. We don't need more housing downtown. I am sure the Whaleyville councilman Mr. Williams will vote for it since he doesn't answer emails or phone calls from constituents. He needs to resign



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Jessica DuBois

Address

24440 Curve Drive
Windsor, VA, 23487-4536

Comment

I used to live in Suffolk. In short, we are already well overpopulated for the amount of roads and infrastructure that we have. It isn't a matter of adding more infrastructure, it's a matter of preserving what makes Suffolk amazing, something that is rapidly dying as we strive to build more houses than people we can sustain. 58 and 460 are already the most dangerous highways in the entire state. One of the things that makes Suffolk amazing is the beautiful marriage between country life and urban. I am all for growth. Cafe Davina and similar places are key examples. But we were once voted one of the 100 best cities to live in. And now, for the sake of the almighty dollar, we are destroying what makes Suffolk so amazing. Destroying farmland. Destroying the quaint small town feel but within a city... Frankly, it breaks my heart. We have already moved away from Suffolk into windsor. More people are considering moving away from Suffolk as well. But the sad thing is, that won't even affect any of you guys. Because when we leave, other people will just move in, people who will never know the Suffolk that we all loved, and that the City Council and Economic Development killed all in the name of money and growth, when, if you guys just looked around, you would see that the city is not getting better but worse; the quality of life is not getting better but worse; the satisfaction and pride and enjoyment of living in Suffolk is not getting better, but worse. We understand your intentions are for future benefit and prosperity, but right now you are failing the people who have loved you for so long. You are pushing us out and turning what Suffolk used to be into a memory, where once we were able to preserve it, and still could, if you would, please, just stop.



Wednesday, September 3, 2025

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Name

Jessica Pelkey

Address

12310 Camp Pond Rd
Suffolk, VA, 23437

Comment

We dont need anymore houses in the suffolk area. Our schools are already overcrowded, shortage of bus drivers as well as all the accidents from all the construction from here to the beach every way you try to go. You ha e children sitting 3 to a seat and on the floors have almost 30 kids to a classroom , we need farmland and trees for oxygen . Stop trying to make our city like VA beach if you like it so much. Give us another school for each level elementary, middle and high. Stop allowing children from 45 minutes away attend our rural schools and overcrowding. Suffolk is where I was born and raised and when I retired from the Army I moved back as I once loved this city, but over the past 10 years you have stripped our farmland for solar power which doesn't even benefit us locally. You have stripped our Forest and pushed animals out of their homes and natural habitats. You have overcrowded schools and putting kids education at thw bottom of your list of care as long as your pockets are getting filled by these EMPTY warehouses and all these apartments. Bring back old suffolk. Our roads are not built for this amount of traffic.



Tuesday, September 2, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Jessie Ricks

Address 3212 Holland Rd
Suffolk, VA, 23434

Comment

We do not need an additional housing unit on Main St. The city is already overcrowded and the schools in this area are as well. We do not have the infrastructure to handle the extra traffic.



Friday, September 5, 2025

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Name Jonathan Martinez

Address 120 Highfield Rd
Suffolk, VA, 23434

Comment

With the proposed development of 500 homes on Main Street, many thoughts come to mind with unknown solutions that should be addressed prior to building. That area of Main Street receives heavy traffic on a 4-lane road in its current state of development. With that many new homes, it'll only congest the area much more, causing major backup on a main thoroughfare of the city. Additionally, that area would be zoned for Kings Fork Middle and High Schools, as well as Elephants Fork Elementary. Driving through that area in the morning and afternoon is totally backed up with parents and busses trying to get kids to and from Elephants Fork, many often being dropped off after the start of school due to the heavy traffic congestion. The line to Elephants Fork Elementary currently backs up to Main Street from the Godwin Blvd entrance to the school, and passed 58 from the northern direction, causing Godwin Blvd to drop to one lane due to the right lane being filled with cars and busses trying to turn. KFMS and KFHS are already very congested, and KFHS alone has had to add additional lunch blocks due to the influx of students this year. Busses are congested and drop off lines for both schools are also congested. It is impossible to widen these roads, as homes and businesses are backed up just about to the road as is, and there would not be enough space for additional lanes on either side of Godwin Blvd or Main Street.

Prior to building additional homes, additional schools should be priority, as the education of our children should be top-notch and set as a priority as well; these young citizens will be the future of our city and we should be investing in them! Instead, we are making things more difficult on them by cramming them in transportation, making them late to classes and extracurricular activities after school, not allowing adequate space for meals or proper learning due to overcrowding, and simply not focusing on them at all.

The major entrance/exit thoroughfare to our city is only 2 lanes; the same amount of space as Godwin Blvd and Main Street. If a major storm or event were to happen in this area of the city, many residents would have a difficult time departing, as there is already major congestion on 58. Sure, currently most is due to construction of the overpass; however, an additional 1-2 lanes would be highly beneficial to the residents, as well as passers by...this area is a huge traffic hub for general transportation through the state, and more so, for commerce in/out of the city. Adding these additional homes would only make it worse if done prior to addressing already known issues in this part of the city.

Please consider the aforementioned information and please consider our youth who will soon be the citizens of our beloved city, the current residents of our city, and the passers by of our city who would also have to face the burden of additional homes being built prior to proper infrastructure is placed to handle that kind of influx!



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Jordan Webb

Address 708 Jones Street
Suffolk, VA, 23434

Comment

As a citizen of Suffolk for over 40 years, I continue to be concerned about the unregulated and massive continued residential development in the city. The city does not have the infrastructure to support the current residential congestion, and adding an additional 500 homes on this site is only going to place further demands on an already congested area of town. I urge you to please vote AGAINST this conditional use and rezoning.



Monday, September 8, 2025

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Name Joseph Webb

Address 722 W Riverview Dr
Suffolk, Va, 23434

Comment

I'm writing to urge that the planning commission deny this rezoning request. This is not the right timing or the right project for this unique piece of property. We need time to digest the current development projects that are already underway. Brining 500 new residences to the already busy Main St corridor will not improve the quality of life of current residents. If I am reading the documents correctly, I see that the developer will convey the old VDOT office building to the city in lieu of making a school impact contribution. This does not seem to be a fair tradeoff despite some of the figures in the report.



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Name Joseph Webb

Address 140 Holly Hill Lane
Suffolk, Va, 23434

Comment

At this time the traffic congestion in this area is heavy and I do not feel road and intersection can support this project

Tuesday, September 2, 2025



Public Comment Form (RZN2025-004, Riversbend)

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Name Julianne Gray

Address 561 Turlington Rd
Suffolk, VA, 23434

Comment
Suffolk is building up faster than they can handle. The schools put overcrowded, bus driver shortage and roads cannot handle this traffic. I Have lived in Suffolk for 15 years and came here from vb to live more rural. What is happening in Suffolk is sad and it's turning more into vb daily. Please stop approving more homes and apartments. Business yes we need more of those.



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Kelly Hengler

Address

9345 Eclipse Drive
Suffolk, Virginia, 23433

Comment

In consideration of this Rezoning Request, I heartily and respectfully request that there is presented, in an administrative submitted format to the Planning Commission, actual FISCAL IMPACT ANALYSIS, conducted by the APPLICANT (Private), and corroborated by the CITY ADMINISTRATION (Public) for the Riverbend project.

2nd:

Consistency with the long-range Land Use:

In the attached packet before the Planning Commission, is included a CHAIN OF TITLE by the Title and Deeded Property Owner, Virginia Department of Transportation, Commonwealth of Virginia.

That CHAIN OF TITLE and Historic Survey document was executed in 2014 by VDOT w/ discourse documents provided between the Virginia Department of Historic Resources.

I highlight these documents to provide this for consideration of "long-term land use" aka vested use:

ONE: the INTENSITY of Land Use of this Property, on this segment of the MAIN ARTERIAL to the COUNTY COURTHOUSE from the Western approach of Nansemond County-Suffolk is well documented as first a CART ROAD, then a paved road, across all areas dating to PRE-REVOLUTIONARY WAR.

I pin for you, again, the ACCESS of this MAIN ARTERIAL ROAD, is a limited access, connectivity, bounded by geographic constraints since the TOWN of SUFFOLK through every War and every era to today.

The MAIN STREET AREA, century after century, and to current day, in our AUTO DEPENDENT CITY (no further main use of waterways, nor railway, for access to the Downtown - Courthouse area). This KEY UNIQUE pivot as the ONLY access throughput from the Western approach, now fully car dependent, has remained OPEN as a THOROUGHFAIRE, and should remain OPEN as Main Street, not encumbered, via this segment, with MIXED USE DEVELOPMENT.

Attempting to insert a MIXED USE DEVELOPMENT with this intensity of impervious surface, intended

housing units, and mixed Retail is inconsistent for the vested use of the district and does not fit the areas pattern of development.

PUBLIC FACILITIES:

As offered for consideration, above, the potential strain on the existing main stem arterial throughput with congestion, also has a strain on Schools.

Please hear fellow Suffolk Public School Parents and School Advocates, as they and I implore the Planning Commission to consider ONLY the CURRENT Condition of the School Buildings, especially Elephants Fork, and the current and now chronic shortage of Bus Drivers, with subsequent issues of major strain already existing to meet the needs our beloved City's Children and Families.

Stormwater Management:

Currently, the Commonwealth of Virginia has, since 2020, passed and codified, changes in the State Statutes regarding Stormwater, as mandates. These mandates have not yet been fully adopted into the City of Suffolk Municode, yet exist, nonetheless.

Nansemond River is a States Impaired Waterway, with the 1st 5 miles not meeting State Virginia Department of Health bacterial levels of safety for Recreational Contact (headwaters to 1st 5 miles).

Transitioning the current impervious footprint - intensity on this, and the EDA's connected parcel, to this extreme of vertical and linear impervious surface? The applicant has not provided sufficient administrative evidence for your consideration of OPEN SPACE-ACTIVE (on land) area to meet State Statutory Standards of OPEN SPACE. Where is the Open Space dedication that is NOT STORMWATER ponding?

The gross intensity increase from the existing IMPERVIOUS SURFACE to what is petitioned by the Applicant, is both VERTICAL and LINEAR, far surpassing the existing Land Use of this Parcel.

This parcel was in fact, by chain of title, solely in the ownership of the Commonwealth of Virginia since 1946. It has been maintained in a far lesser intensive impervious surface use.

The Local Transportation Network, connectivity, throughput, and congestion on this segment of Main Street, for this B-2 Zoned property, is NEIGHBORHOOD. Not Mixed Use Development intended for the CORE INTENSELY DEVELOPED AREA such as DOWNTOWN.

Has the applicant provided Fiscal Impact Analysis in a standard format with straightforward potential revenue and anticipated expenditures for the City of Suffolk? No.

Is there a "Community Need" for this B-2 Neighborhood Commercial zoned property at the Community Neighborhood level?

Is that B-2 Commercial "Neighborhood" need clearly presented to the Planning Commission on paper, not verbal, on paper, for your consideration? No.

Has the Applicant provided an established need? What is the established need for this NEIGHBORHOOD Commercial Zoned parcel? No

Has the APPLICANT established, therefore, a "NEED" for the proposed CHANGE within the Community, at and surrounding this parcel? No.

In the application, is this the best and highest use for this property?

Are these units at a Price Point that is in fact "affordable" to the largest employer in the City of Suffolk: the City of Suffolk Staff (all departments) and Suffolk Public Schools (SPS)? No.

It is respectfully requested that all due consideration be given first and foremost to if housing, of any and all types, are, in fact, in the medial income range of City of Suffolk lowest paid Staff up to and just below Directors and Executive Professional Administrators. Suffolk stands with support of our key core needs, first, over all: Actual factual housing - rooftops affordable to our very own City Staff and SPS. We are a FAMILY FIRST CITY, and family is our number one employer, our City/School Staff by medial income affordability standards.

What are the alternative uses of this property, owned by the Commonwealth of Virginia, We the People?

This unique property has not brought forth alternatives, public meetings and discourse on COMMUNITY NEEDS ASSESSMENT, and is in fact a jewel in the history of our City. At the NEIBHBORHOOD B-2 Zoning level, what are the actual applicable alternative uses sought, discussed, roundtabled, or task forced via the City and Suffolk Economic Development? Is there a record of such in recent pandemic/post pandemic era? Was the character of Main Street, and historic significance, and well as the last remaining River bounded property on Main Street, discussed? Where is that documentation?

Does this rezoning contribute to the orderly and logical growth of the Community, or does it redefine and encumber it?

The City of Suffolk is compelled to adhere to the changes in the Chesapeake Bay Preservation and Management State Statutes that were mandated to be updated by September 2024:

The preservation, adaptation, Coastal Resilience and other areas that were not only not yet adopted into the City's Ordinances, are in fact effective under State Statute.

I find no Staff Report attached, to publically review what Staff has provided in this regard, and all other comments that are in fact bullet points of required consideration of the application for Rezoning a B-2 to MUD by the Planning Commission.

I do hereby, respectfully request that the Planning Commission make the recommendation that the Applicant withdraw this application, or that the Planning Commission find that adequate "administrative" review by the Planning Commission, and by the Planning Department, our Staff, has not been met.

I have never contacted the Planning Commission to clearly state that an application does not appear to meet the standards set forth for your consideration as I do with this application. Special circumstances are noted that this is, in fact a Commonwealth of Virginia property, in concert with a City of Suffolk EDA property.

Fiscal Impact Analysis (Private-Applicant) w/ a City (Pubic) Fiscal Impact Analysis is simply not present.

The Health and Safety of our Community is dependent on thorough consideration, and ample/adequate presentation of administrative documents that are fully the responsibility of the applicant, as you well know. This is simply not a complete, substantiated application, on paper.

Honoring that the applicant has the right to submit and application, with all due respect, this application, for a State Owned, People's Owned property, is opposed.

Thank you for your time, service, and consideration.

Sincerely,
Kelly Hengler
Suffolk, Virginia



Tuesday, September 2, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Kevin Brooks

Address

7055 Quaker Dr
SUFFOLK, VA, 23437

Comment

Stop building so many apartments/houses on main street. Traffic is already a disaster. We don't have the infrastructure to support it and will never be built. Just stop all this construction.



Saturday, September 6, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Kyle Smith

Address 8353 Pineview Rd
Suffolk, Va, 23437

Comment

The infrastructure of this city CANNOT handle an additional 500 homes (~1500 more drivers/cars). I am 100% opposed. Further more, we need to return to the county of nansemond and the city of Suffolk needs to be separated. Independent rural county folk need to be heard and our taxes ought NOT be being leveraged for the city which we have NOTHING in common with.



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Name Leonard Cox

Address 2520 Pruden Blvd
Suffolk, VA, 23434

Comment

We have enough traffic on Main Street already. King fork schools are overcrowded as it is. This is the last piece of property in town so put something there that will benefit our citizens we already have here.



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Leslie Schiefer

Address 4362 Tason Drive
Suffolk, VA, 23434

Comment

I am 100% opposed to rezoning this site for the purpose that has been proposed by the developer. 1. We do not need more multi-family housing units, especially in the Elephant's Fork school district and the proffer from the developer doesn't include any money for school improvement as required.

2. The "estimated trips per day" stated by the developer were derived using OLD data and are severely underestimated.

3. According to chatter that came out of the public info session hosted by the developer, the park and boat launch would not be for public access, but for property owners in the Rivers Bend complex only AND there is no guarantee that these amenities will even come to fruition. It is my understanding that the developer can change or omit the amenities at will.

3. In lieu of the school proffer, the developer has offered the city a building on the property to be used as the new SPS administration building. It is my understanding that the building being offered will need millions of dollars in renovations to transform it into a new administration building.

4. The city owns the property that is necessary for access to Main Street and the developer's plan includes the city "gifting" the land to the them as part of the exchange for the building. The city and it's tax payers are getting screwed on this deal.

In summary, it's a bad deal. It goes against the city's requirement to receive a proffer specifically for school improvement, it will add more students to an already overcrowded school zone, it will add more traffic on a road that is basically land-locked with no room for improvement and there are no guarantees for PUBLIC amenities that will benefit the public at large, not to mention the money that the city would be forfeiting by gifting valuable land to the developer.

Please vote NO to the zoning request.



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Name

Leslie Peterfeso

Address

4425 Cherokee Drive
Suffolk, VA, 23434

Comment

You've got to be kidding! As it is now, we can barely handle the Godwin Blvd. traffic between all the stoplights - where are we going to squeeze in an additional 500+ vehicles?! We need retail, like clothing stores offering quality current fashions, not "clown clothes" from the past 20+ years. And a hardware store or even a Home Depot for the items that our Main Street Lowes doesn't bother to stock. We have over 100,000 residents. A third of us are underserved. Please don't add people - add services.



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Linda Byrd-Masters

Address 1500 Cotton Farm Ln
Suffolk, Va, 23432

Comment

I am a native and lifelong citizen of this city, a home I no longer recognize due to your out of control development and irresponsible handling of the public's trust to make decisions that reflect the choices and values of its citizens. What you have so selfishly created is a city of inadequate infrastructure, overwhelmed schools, disappearing agricultural lands, and dangerous roadway conditions with unchecked tractor trailer traffic that piles in here for unsightly cement warehouses. This proposal to use this property to add 500 more houses, apartments, or condos is yet another bad decision that as I'm sure we will see has already been made behind closed doors and is only being played out for a fake public forum because of protocol. I challenge you to make a good decision this time and use that property for the benefit of all Suffolk citizens, not just an elite few wealthy ones.



Saturday, September 6, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name

Linda Martin

Address

6309 Vaughan Ave
Suffolk, VA, 23438-9714

Comment

I am opposed to this idea. City emergency vehicles have a difficult time getting through this area to begin with. Adding more people and cars will only make their response time worse.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Logan Sigler

Address 237 Kenyon Rd
Suffolk, VA, 23434

Comment

After building the warehouses on Kenyon road. Traffic is a complete nightmare. People speed in a school zone. Pass each other in the median. If you think this isn't going to happen on Main Street you are completely wrong. Currently schools are already over crowded. You all seem to think it's such a fabulous idea to keep building houses and warehouses but you couldn't be more wrong. I don't know how many times I've called the non emergency line in regards to traffic on my road. Maybe instead of looking at dollar signs, you all need to look at the citizens of this city and see what we see. Sometimes it not always about the money but the people and how it affects the ones who are here and live here.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name

Mary Means

Address

7451 Corinth Chapel Rd
Suffolk, VA, 23437

Comment

Traffic is terrible already. Need to build more schools before adding more homes.



Wednesday, September 3, 2025

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Name Megan Bullock

Address 123 Robin Lane
Suffolk, VA, 23434

Comment

Please stop over populating the City of Suffolk. I grew up here... I went to school here. I moved away for 6-7 years and I can say that moving back home after my husband separated from active duty military was the worst mistake we made. Commute to work GPS says 25 minutes, traffic EVERYDAY says an hour and 1/2. I get off at 4pm and by the time I get home because of the already overpopulated traffic coming through Suffolk I don't get home until 5/530pm, which gives me an hour with my family before waking up to do it all over again. We can't go anywhere on the weekends because traffic, it adds an additional 20-30 minutes onto an commute.



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Meghan Small

Address 5669 Spivey Run rd
Suffolk, Va, 23438

Comment

I do not agree with putting more housing like this in Suffolk. It is so over populated.



Saturday, September 6, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Melissa Griffin

Address 6262 Holland Rd
Suffolk, VA, 23437

Comment

Fix our infrastructure first. How many more empty warehouses and new apartment complexes can the city take. How about shifting your focus on finishing at least 1 major road project and help our schools. As a parent of a recent Suffolk high school graduate, our schools can't take any more! You've got overcrowded schools, not enough teachers, and severe shortage of bus drivers. The city is steady building more housing but not the infrastructure to support it. As a citizen of Suffolk for almost 30 years, I am extremely disappointed in the direction I've seen this city take. My commute to work has doubled in the last few years due to 58 construction, our schools are overflowing and our kids suffering. We do not need more housing! I am not opposed to the commercial building on this property but we oppose any additional housing until our roads and schools are fixed to support the growing problem this city has allowed to go on.



Tuesday, September 2, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Melissa Thomas

Address 132 Winterview Dr
Suffolk, VA, 23434

Comment

This project is a terrible idea. Main St cannot support the level of traffic that a development like this would bring. Additionally, this is adding more not-affordable housing. Further, the proffer from the developer isn't even something Suffolk needs. If the city wanted the old VDOT building, why haven't they purchased it prior to now? The developer should be committing to widen the road to accommodate the traffic his development will bring, as well as investing in the schools that will be impacted by the increased population. City Council, I urge you to consider Suffolk's interests, not those of the developers.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name

Michele Schmoll

Address

7155 Corinth Chapel Road, Leave in green box at farm gates
Suffolk, VA, 23437

Comment

That's insane. That's a minimum of a thousand more drivers on the road in that area and if they have teens that drive that could be upwards of 3,000 more drivers.

Down the road towards downtown, near the Hilton, you can't even get through that area if it rains because your car goes underwater.

If you're going to put that many houses someplace why not use some of the land heading down Rt 460 or Rt 10 instead of putting in warehouses.



Saturday, September 6, 2025

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Name Molly Owens

Address 201 WHALEY ST
Suffolk, VA, 23438

Comment

I work on Main Street. Traffic is already at a high level. An additional subdivision would be detrimental. Also, area schools are overcrowded without enough buses to accommodate the students we already have. Please take this into consideration.



Thursday, September 4, 2025

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Name

Nancy Carr

Address

7248 S Quay Rd
Suffolk, VA, 23437

Comment

As someone who works on North Main Street I can tell you this stretch of Main Street does not need anymore traffic from neighborhoods. It's shameful that Godwin has turned into such a nightmare now you want to do this to Main Street too. As a consumer and tax payer my view is we need more accessible retail and entertainment options.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Nancy Rountree

Address 3332 Arthur Dr
Suffolk, VA, 23438

Comment

Building homes needs to cease in our city. We don't have the schools to support these increases nor the roads to support the traffic. It's time that you listen to the citizens of Suffolk.



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Nancy Webb

Address 140 Holly Hill Lane
Suffolk, VA, 23434

Comment

Traffic out North Main Street, continuing out Godwin Blvd. as far as King's Fork Rd. is already horrible, especially at times when residents are going to and from work and schools in that area are taking in and dismissing students. There is an elementary school/school zone a stone's throw from the highway department/Obici property.

I cannot imagine that anyone would consider putting 500 houses on that property!



Tuesday, September 2, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Nancy White

Address 375 Turlington Rd
Suffolk, VA, 23434

Comment

Please deny rezoning of VDOT property on N. Main St. to allow a development of almost 500 houses/condos. That area is already congested enough and that would make it so much worse. Suffolk citizens would benefit more if a nice public park and marina was put there. What a wonderful place for families to go enjoy nature and the river. My next thought would be for some type of family entertainment center such as movie theater, bowling center, skating center, tennis courts, etc. Please be creative in utilizing this beautiful space and don't put more tightly packed houses/condos.



Sunday, September 7, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Nick Lukeman

Address 1429 Williams Circle
Suffolk, VA, 23434

Comment

I'm not against growth, but what's happening in our town isn't balanced. More and more neighborhoods and apartment complexes keep getting approved, while our roads and schools can't handle what we already have. Adding another 500 homes will only make things worse.

Our schools are already overcrowded. Teachers are stretched too thin, trying to give 25-30+ kids the attention they deserve in one classroom. That's not fair to them, and it's not fair to our kids. It hurts their education and their development. These kids are the future of our community, and right now, they are being treated like an afterthought.

On top of that, traffic is already a mess. It takes longer to get anywhere, and it's not safe for families, pedestrians, or even school buses trying to get kids to class. Before we bring in hundreds more families and cars, we need to fix the infrastructure we already have.

What concerns me most is that these developments seem to move forward with incredible speed, while investments in schools and roads lag far behind. It gives the impression that profits for developers are taking priority over the well-being of the families who live here. Growth should serve the community, not just those who benefit financially from building more houses.

Our town deserves responsible planning. Until our schools, roads, and infrastructure catch up with the growth we've already approved, we should not be adding 500 more homes. Our children's education and our community's quality of life must come first.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Nicole Eason

Address

12309 Camp Pond Rd
Suffolk, VA, 23437

Comment

This proposal is deeply concerning. The current infrastructure is already inadequate for safely and efficiently moving residents throughout the city, particularly in this highly congested area. Adding more housing without first addressing these critical shortcomings—especially the state of our roads and schools—is irresponsible.

Additionally, there is a clear precedent of promises being broken. The homes built behind Wawa were not supposed to move forward until the improvements to the Route 58 exit ramp were completed. Yet those homes are now occupied, contributing further to traffic congestion and backups onto the highway as vehicles wait to turn in either direction.

I strongly urge you to reject this proposal until the necessary infrastructure improvements are fully implemented. The community deserves a thoughtful, well-planned approach—not one that prioritizes development over livability and safety.



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Patrick Porter

Address

3904 Glenwood Drive
Suffolk, Va, 23434

Comment

Please don't add anymore neighborhood's to the downtown area. This should be a commercial zone area due to it's location in Suffolk. The traffic is the biggest problem in the city at the moment and this will add more congestion. Remember we voted you in and we the people can vote you out next time your seat is up for election.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Paula Smith

Address 3920 Holland Rd
Suffolk, VA, 23434

Comment

I work for the school transportation department, we already have so many issues with getting the students to school on time. The city needs to slow down with approving so many new home developments until we can get more schools built to handle the growth of Suffolk.

Public Comment on Riversbend (RZN2025-004)

Dear Planning Commissioners,

I respectfully ask that you vote NO on the Riversbend project. There are several questionable aspects with the application itself, and issues with the project that would drastically impact the quality of life of Suffolk residents. Overall, this development will be a bad deal for the citizens of Suffolk.

Here are some key problems with the Riversbend project:

- The fiscal impact submitted by the developer is an opinion letter and not an actual analysis.
- There are already traffic issues on Main St with currently 26,000 daily trips and this will add 5,300 more trips per day.
- The developer is receiving the use of city owned land with no compensation to the taxpayers.
- The building offered in lieu of proffers is actually worth significantly less than the stated \$6 million by the appraiser's own report, which estimates this would be the value only AFTER a full renovation, not in its current state.
- Hillpoint Elementary School is already at 108% capacity. Pipeline development will bring capacity to 150% capacity. The schools are over-crowded, and the developer is not providing enough funds to cover the costs to expand school capacity for the students it will generate.

Fiscal Impact:

The UDO requires a fiscal impact analysis that contains anticipated revenues and costs that will be generated by the development. Instead of conducting a fiscal impact study, and providing this essential information, the developer specifically chose to provide a fiscal impact **opinion** only. How can our elected officials, appointed commissioners, and paid staff make judgements based on an opinion (fiscal impact letter) instead of actual data in a fiscal impact analysis?

In a fiscal analysis, there is a breakdown of all the revenue sources the city can expect to gain with this development. This letter does not provide any solid figures. A fiscal impact analysis will also provide a breakdown of all the costs associated with a development like this. This opinion does not provide the details of that either. It is full of generalizations, but no specifics.

The developer should not just get to come to the city and provide a letter that says 'Trust me'. **The developer needs to prove with ACTUAL DATA the fiscal impact that this development will have on the city.** Our city leadership must require more than an opinion letter when the legal code says it needs to be an analysis.

Traffic:

This development will add nearly 500 new homes which the traffic study states will add almost 5,300 trips per day. Main Street already suffers from traffic problems at 26,000 trips per day.

Additionally, City Council recently cancelled the Kimberley Bridge project, less than a mile south of this project. This will create 500 more homes that will be impacted when Main St floods with heavy rain.

Port 460 is in the process of being built and that is just 2 miles north of this site. Port 460 will be a massive logistics complex that is projected to add 21,000 trips per day. Our roads are already struggling to handle the current traffic on Main St at 26,000 trips per day. What will Main St look like once both of these projects come to fruition?

City Owned Land:

Another issue with this application is the use of city owned land as part of the rezoning without explicit details on how this will work. This developer needed access through the EDA owned land to gain access to Memorial Ave. Without the use of the EDA land, this development can only access Main St and would not have enough room to provide the required ingress/egress for a development of this size.

There is no mention in the proffers or any of the accompanying documentation that explains if, when, or how the developer will buy this land from the city. Instead, this land has been incorporated into the site plan and the details on who will be responsible for the land remain fuzzy. If the city still owns the land, will the city have to maintain the land? Will the city be liable for any injuries should they occur on the land? Who will pay taxes on the land? Ceding this land to benefit a developer is NOT in the best interests to the citizens. Why is the city allowing a developer to use taxpayer owned lands for free?

School Proffers:

An additional issue with this development is that there are no school proffers being offered. The developer is giving the city the old VDOT administration building in lieu of school proffers.

The first problem with this exchange is that the developer has stated that the value of this building is \$6,270,000 based on an appraisal. However, the appraisal itself states **this value is based on the assumption that “improvements to the building will have been significantly renovated to a finish that is equivalent or better than contemporary office space.”** (page 346 of packet)

That means that the current value of the building (built in 1949) is far from the appraisal value of \$6,270,000. If it will require \$3-5 million to fully renovate the building, then the actual value is only \$1-3 million. That will NOT cover the costs associated with the added students generated from 500 homes.

The developer estimates the student impact will be \$4.7 million. With the building being worth \$1-3 million, that is a huge gap in funds that will ultimately fall to the taxpayers to cover. How is this added financial burden a good deal for the taxpayers?

Additionally, the student impact calculated by the developer is significantly low. It should be a minimum of \$6 million in school proffers, not \$4.7 million. The developer is NOT counting developments that are non-committed in the pipeline, just the committed developments. There are multiple large developments which are currently ‘non-committed’, but these developments have already been rezoned and therefore, at any time in the future, the developer can build them ‘by right’.

Below is a list of approved developments and the number of non-committed homes. Each shares at least one school with the Riversbend project.

- Godwin Park - **569**
- Tillman Run - **204**
- Foxfield Meadows - **88**
- Murphy's Mill - **70**
- Hillpoint Farms - **127**
- Peanut Crossing - **226**
- Pitchkettle Landing - **335**
- Towne Creek - **140**

That's **1,759 total homes that can be built BY RIGHT**, but are currently categorized as non-committed, and so NOT counted. That isn't even all the non-committed homes in the pipeline - this is just non-committed homes that will feed into one of the three schools that they share with the Riversbend project. According to the March 2025 pipeline data there are a total of 3,332 non-committed homes. That's about half of the total 6,569 homes in the pipeline still to be built.

Also note that **Hillpoint Elementary is CURRENTLY at 108% capacity**. The city estimates that with the committed developments, the school will be at 121.4% capacity. Add to that the non-committed and it gets to 150% capacity, with this Riversbend development adding an additional 59 elementary students which will bring it up to 159% capacity. How can a school be expected to function at 159% capacity? Do we as a city care so little for the futures of our littlest citizens? How is this project a good deal for our school aged children, for our teachers, and our school support staff?

To put this whole pipeline in perspective, according to data.census.gov, in 2023 Suffolk had an estimated 41,452 total housing units. The remaining 6,569 homes currently in the pipeline to be built, represents an increase of more than 15% of our total housing.

At the same time in 2023 that we had 41,452 homes, we only had a total of 39,303 households. That's more than 2,000 homes that were unoccupied. Suffolk has an affordable housing problem, but not a housing shortage by any stretch. The Riversbend developer states that these houses will be sold at market rate, so they will not help our affordable housing issue.

It is important to note, that with the average household size of 2.58 people, the current development pipeline can absorb a growth of 16,948 people. Suffolk's current population is estimated to be just over 102,000 people. If the city approves no new

housing developments in the next five years, we will still have enough current housing in the pipeline to continue to grow at the astoundingly high growth rate of 2% per year into the 2030's.

I am not suggesting that we stop all approvals for new housing developments. What I am saying is that we don't NEED any one particular development. Suffolk has the luxury of being able to choose which developments would best serve the needs of the people and the vision of the city.

With all of this in mind, the Planning Commissioners and City Council Members need to ask themselves: Is this a good deal for Suffolk citizens?

This developer tried to pass off a fiscal impact opinion as an analysis. This application misrepresents the actual value of the building that is being offered in lieu of school proffers. This developer has incorporated city owned land into the design of his project. That land is ESSENTIAL to this project (developer's benefit) but with nothing offered in exchange for the public land, making this a bad deal for the citizens.

This development will bring significantly more traffic exacerbating an already existing problem on Main St. This project will put a burden on our schools that can not be fixed quickly or easily, and will have to be done with taxpayer dollars.

You have the honor and the responsibility of deciding which developments should be approved and which should be denied. I ask you again, please deny this rezoning application because it is a bad deal for the citizens.

If you would like any of my sources for the data above, please email me at care4suffolk@gmail.com and I will be happy to provide the data for you.

Sincerely,
Eryn Siegel



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Rachel Blake

Address 4941 Deer Forest Rd
Suffolk, VA, 23434

Comment

We DO NOT need more homes. Fix our roads. Give our kids something to do.



Saturday, September 6, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name

Richard Martin

Address

6309 Vaughan Ave
Suffolk, VA, 23438-9714

Comment

I am not in favor of developing this particular parcel for the intended use that the City is advocating. While I will agree that the City is expanding and the need to facilitate a growing citizenry is a necessity I fail to understand the urgency or desire to build there.

Let's look at this from a feasibility standpoint. The proposal indicates that approximately 497 units will be built. Some of those(168 units) will be age restricted. That would lead one to surmise that should every unit have an occupancy of 1-2 people (at maximum) the total number of residents in that given area will be 168-336 people. A manageable number of people, to be sure. However, the balance of the units(329 to be exact) are deemed "single family townhouses". Let us say, for the sake of argument, that every unit in that section were filled to capacity by two people. The occupancy in this parcel will now grow to 658 people. However, understanding that these units are designated as "single family townhouses", one would be lead to believe that more than two people will occupy these units. It would be a safe assumption that an additional 1-2 people will occupy these dwellings, thus doubling the aforementioned number of 658 to 1316. Add that to the maximum expected occupancy of the age restricted units and the overall number of people in that area would be nearly 2000. Looking at the number of occupants alone, one would question the feasibility of such a proposal.

Other factors should be considered as well. The number of vehicles in this community, for example. It would be illogical to assume that only 497 vehicles will be parked there(one vehicle per unit). A more realistic number of vehicles would be close to double that number (close to 1000). This increased number of vehicles will most certainly influence the traffic flow in this corridor. Has the City conducted a comprehensive study as to impact that number of vehicles will have in that area and, if so, what were the results? Other factors, such as where to educate the children of the families of those occupying the "single family townhouses" and response times for the City's police, fire and rescue units should be addressed.

I reiterate my opposition to this project. While I can appreciate the City's desire to welcome in more people and expand the tax base I fail to see the benefits, both short and long term, that their decision to develop that area would have.

Tuesday, September 2, 2025



Public Comment Form (RZN2025-004, Riversbend)

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Name

Robert Beale

Address

202 Edward Ave
Suffolk, Virginia, 23434

Comment

Please listen to all those you represent – vote against any more homes along North Main Street. The City is not equipped for additional traffic, not equipped to meet additional medical needs at our local hospital, and so much more. It seems the more our City builds, the more its people become discontented and unkind due to the stress. There is certainly a better build that would benefit so many more people who already call Suffolk home.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Ronnie Winslow jr

Address 1607 Copeland road
Suffolk, Va, 23434

Comment

This is getting out of hand. Stop all the building



Saturday, September 6, 2025

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Name Rose Jory

Address 1228 Wilroy Rd
Suffolk, Va, 23434

Comment

This would mean 500 more families filtering onto to a already high traffic Main St area and more children in over crowded schools with teacher and bus driver shortages. Fix the roads and schools before you add anymore houses in this area.



Monday, September 8, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Seth Savage

Address 4359 Lake Prince Drive
Suffolk, VA, 23434

Comment

Our roads are already crowded and the great city of Suffolk can not handle 500 plus more homes within this area. Please reconsider



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

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Name Shawn Andrews

Address 338 Highland Ave
Suffolk, VA, 23434

Comment

Figure out the traffic situation and over crowding at hand before dumping 500 homes into an already suffocating town. Highly opposed.



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Shelby Kershner

Address 503 Kilby Shores Dr
Suffolk, VA, 23434

Comment

Though I may be just one voice, I respectfully urge you to read this letter with an open mind and consider the true cost of continued development in Suffolk - and whether it is truly worth what we're giving up.

Thank you for your time.

File Upload



Letter to City of Suffolk.docx

As someone born and raised in Suffolk, Virginia, I've had the privilege of growing up surrounded by the natural beauty, rich farmland, and rural charm that make our city unique. For 22 years, Suffolk has been my home - a place deeply rooted in agriculture, open landscapes, and a close-knit community spirit.

That's why it's deeply disheartening to witness the rapid increase in new housing developments and warehouses overtaking our natural spaces. Suffolk is known for its forests, lakes, and farmland - not for endless subdivisions and concrete. As a former President of the Kings Fork High School FFA chapter, I've long been an advocate for the preservation of our farmlands and green spaces. Watching them disappear in the name of development is not just frustrating - it's heartbreaking.

Suffolk is the largest city in Virginia by land area. We have always taken pride in our open spaces and agricultural heritage. These ongoing developments are not just altering the landscape - they're erasing the very identity of our city. With every acre of farmland lost, we lose a part of our history, our culture, and our future.

Additionally, the influx of new housing is already contributing to increased traffic, overcrowded infrastructure, and strain on public services. We must ask ourselves: who truly benefits from this unchecked growth? What long-term value does it bring to the people who already call Suffolk home?

In closing, I, along with many fellow residents, urge our city leaders to take a hard look at the consequences of overdevelopment. We must prioritize smart, sustainable growth that respects our environment and preserves what makes Suffolk special. Let's protect the land, the heritage, and the beauty that define our city - before it's too late.



Thursday, September 4, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Shelly/Greg Vieth

Address 6000 meridian obici way
Suffolk, Va, 23434

Comment

We are against the new homes coming in on mainst Suffolk beside Aldi and across from cazadores. The traffic is already a nightmare in the area and congested and will affect where we live so totally against it !



Saturday, September 6, 2025

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Name

Steven Dillon

Address

341 Westwood Dr
Suffolk, VA, 23434

Comment

This plan to put 500 units just off Main is frankly foolhardy and seems to be without consideration to current roads and services. Any and all council members and managers who support this particular plan need to very seriously reconsider



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Susan Lampe

Address 227 Jonathan's Way
Suffolk, Va, 23434

Comment

That property should of been used as green space / park. The city has been approving way too much new housing. Our schools are already crowded and there is a major lack of school bus drivers, so the kids are left waiting at the bus stops or at school waiting for available transportation to and from. Our roads are also too crowded and not equipped to handle yet even more cars. Suffolk use to be a nice place to live. But thats not the case anymore. With the construction on 58 along with other roads it almost doubles everyones daily commute to and from work. Im sure several have lost their jobs for being late. The amount of accidents has also increased causing yet even more congestion. The city needs to put a halt on all new housing. The builders have already made way too much money here in suffolk. Perhaps take some of the traffic camera money and build something that is good for the entire community. Parks, boating, sports complex, just something other than more housing until you can fix the traffic, the roads, the schools busting at their seams, lack of reliable and consistent school busing driver shortage. The community does Not want more housing. Not even sure how people can afford to live in the apartments and homes because they ARE all over priced.



Thursday, September 4, 2025

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Name Tiffany Butler

Address 2140 Indian Trl
Suffolk, VA, 23434

Comment
Just NO!!!!!! We don't need more people, more cars or more students! Our city can not handle it!



Thursday, September 4, 2025

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Name

Tracy Geller

Address

4755 Deer Forest Rd
Suffolk, VA, 23434

Comment

I oppose this new development. The current infrastructure cant handle it.



Wednesday, September 3, 2025

Public Comment Form (RZN2025-004, Riversbend)

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Name Wayne Boyce

Address 5121 Indian Trl
Suffolk, VA, 23434

Comment

What is the goal our city is trying to accomplish. Are we trying to rip the heart and soul out of downtown by filling it up with condos and apartments leaving no room for family areas, restaurants sport complex and just some open space to look at the sky without seeing balconies with peoples crap hanging on the railing. Do we want an ugly city or beautiful city with some charm like Downtown Smithfield or Edenton . Hope we are not too late to turn things around for our future generations. I've lived and worked here for 72 years and I Love my city This is our dirt but a lot of it's longtime citizens are moving to other states and county's to get away from all the construction ,rezoning and congestion. All these developers from other places are tearing our citizens and city apart for a dollar not caring about any of us our life style or our lives. We have got to make a change in what we approve for us and future generations. Let's try and save this last piece of open space in or close to downtown before it's built up , make it our Central Park for future Generations.



Tuesday, September 2, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

Please be advised that this form is for public comment for RZN2025-004, Riversbend only.

All comments provided will be made available to Planning Commission members, City Council members, and the general public.

All comments provided no less than one week prior to the Planning Commission's scheduled meeting will be made available to Planning Commission members, City Council members, and the general public. Comments provided no less than one week prior to City Council's scheduled meeting will be included in staff's report for City Council. All comments received after the deadline may be presented in person by the commenter at the scheduled public hearing.

Name Wendaferd Jenkins

Address PO Box 2003
Suffolk, VA, 23432

Comment

I do not approve of another housing community, especially on Main Street, where there is already too much traffic and it is already too concentrated as being the only area within South Suffolk to shop and do business. There has been way too much of an increase in population and not enough growth in other areas, such as entertainment, restaurants that aren't fast food, or places to shop for things other than groceries, outside of the old and rundown options that have been around for many years. Also, it should not take someone, who has lived here their entire life, up to 15 minutes to pull out of their driveway or onto their road, due to the excessive amount of traffic that now comes to Suffolk.



Friday, September 5, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

Please be advised that this form is for public comment for RZN2025-004, Riversbend only.

All comments provided will be made available to Planning Commission members, City Council members, and the general public.

All comments provided no less than one week prior to the Planning Commission's scheduled meeting will be made available to Planning Commission members, City Council members, and the general public. Comments provided no less than one week prior to City Council's scheduled meeting will be included in staff's report for City Council. All comments received after the deadline may be presented in person by the commenter at the scheduled public hearing.

Name William Campbell

Address 2708 River Watch Drive
Suffolk, VA, 23434

Comment

STOP, STOP, STOP! Stop this chaos. Our city leadership keeps bringing in more homes, condos, apartments but won't build schools, won't widen roads, won't build community centers.

I've been here since 2018 when it was quiet. I'm not opposed to growth that's done correctly.

To be blunt, this city is beginning to suck. It takes forever to get anywhere and we've already moved our children to other schools.

Pathetic considering we're less than 10 minutes from King's Fork.

Quit the b.s.

Taxes haven't even been discussed in this comment. Funny how just across the state line there are cities in NC functioning greatly at a fraction of the tax dollars. It's borderline robbery to live in Suffolk, have little to nothing for people to do, and be paying the money we're paying and deal with the construction we're dealing with.



Sunday, September 7, 2025

Public Comment Form (RZN2025-004, Riversbend)

Planning Commission Meeting - September 16, 2025

Please be advised that this form is for public comment for RZN2025-004, Riversbend only.

All comments provided will be made available to Planning Commission members, City Council members, and the general public.

All comments provided no less than one week prior to the Planning Commission's scheduled meeting will be made available to Planning Commission members, City Council members, and the general public. Comments provided no less than one week prior to City Council's scheduled meeting will be included in staff's report for City Council. All comments received after the deadline may be presented in person by the commenter at the scheduled public hearing.

Name William Webb

Address 810 Dumville Ave
Suffolk, VA, 23434

Comment

Approving the rezoning request for this parcel would not be a smart move for the City on many different fronts. The traffic created by this project, with the developer's estimate being very conservative, would be more than Main St. can handle, especially as there is no room for future expansions. The TIA indicates 5,299 trips, even with the developer only allocating 1.6 trips per day for each of the 168 55+ units, even though the other units are allocated over 3.6 trips per day. This would mean that Main St. would have more daily traffic, according to VDOT's AADT counts, than:

- James River Bridge
- Midtown Tunnel
- Greenbrier Parkway
- Godwin Boulevard
- Bridge Road
- Military Highway
- Rt. 58 beyond the bypass
- J Clyde Morris Boulevard
- Hampton Boulevard
- Lynnhaven Parkway
- Princess Anne Road
- Shore Drive
- Cedar Road

Main Street cannot handle this influx of traffic. The only suggestion for easing the congestion that would come with this project is "traffic signal optimization". If that was a cure-all solution, I am sure that Suffolk Public Works would have implemented that instead of spending and planning to spend \$500+ million on road expansion projects throughout the City, including Rt. 58 (\$83 million), Rt. 460 (\$101 million), Bridge Road (\$225 million), Godwin Blvd (\$24 million), and many more. Again, all of those roads have less traffic than what will be on Main Street if this rezoning is approved.

The 55+ units seem to have a consistent theme in this rezoning: under allocation. The trip generation is

undercounted, the student generation is undercounted, and the actual restrictions are being obfuscated. Under the proffered condition by the developer, being only the federal HUD restrictions for 55+, 20% of the units are fair game for anyone, no matter what their age. The other 80% of the units only have to have a single resident at 55+. They can have anyone else, with no minimum age restriction, as long as they check the box for the one 55+ resident. As all of the units are going to be 2 bedrooms+, I find it highly disingenuous for the developer to state that no students will be generated from these units, when they should be fully aware of the actual restrictions (or lack thereof) of the proffer they are making on the 55+ units.

Lastly, the financial proffer, i.e. donating the VDOT building, is a terrible trade versus the standard proffer for advancing capacity. As the appraisal makes clear, the building will have an after-renovation value of around \$6 million. During my meetings with Kevin Hughes, interim City Manager, he stated that renovation costs would likely run in the \$4-5+ million, with that number possibly going even higher once they get into the bones of the building. Doing some quick math, that would mean the building, as it stands today, has next to no real value, with it likely maxing out around \$1 million. The City should not accept this proffer, as it is effectively giving a multi-million dollar handout to the developer. An accurate counting of the students beyond capacity, properly applying the 55+ 80/20 rule, would yield \$8.9 million. Even excluding the 55+, a proper review and accounting of the pipeline developments would yield over \$4 million. The \$4.7 million figure that the developer has included in their application is woefully inaccurate in its calculation, with that number, as low as it is, still being a far better proffer than the VDOT building. The City and EDA has already donated to VDOT over \$4.5 million in land in Northgate Commerce Park, as well as the City spending over \$1 million on a 140,000 sqft BMP pond for the Northgate VDOT site. The City should not be wasting even more of the taxpayer's money by accepting this absurd proffer. If the City really wants the building, then they should strike a separate agreement with VDOT or NVR to purchase the site. Accepting this proffer in lieu of the millions in advancing student capacity is wrong for the City, and especially the students and staff of Suffolk Public Schools.

All in all, this is not the right project for this parcel. Suffolk is 430 square miles. If NVR is intent on building these units, which brings nothing new to the housing choices in the City, then they should find another site. I urge the Planning Commission and City Council to vote no on this rezoning application.

ORDINANCE NUMBER _____

AN ORDINANCE TO REZONE AND AMEND THE OFFICIAL ZONING MAP OF THE CITY OF SUFFOLK TO CHANGE THE ZONING FROM B-2, GENERAL COMMERCIAL ZONING DISTRICT, TO RU-18, RESIDENTIAL URBAN-18 (CONDITIONAL) ZONING DISTRICT, ADD PROFFERED CONDITIONS FOR A PARCEL ZONED MIXED USE DEVELOPMENT OVERLAY DISTRICT, MUD, AND TO APPLY CONDITIONS TO PROPERTY ZONED B-2, GENERAL COMMERCIAL ZONING DISTRICT, FOR PROPERTY LOCATED AT 1700 & 1802 NORTH MAIN STREET, ZONING MAP 25, PARCELS 45A AND 45E, AND ZONING MAP 26E, PARCEL F*G*PT*J, ACCOUNT NUMBER 253066200, 253067100, AND 254001810; RZN2025-004 (CONDITIONAL)

WHEREAS, Adam Edbauer, applicant, on behalf of the Commonwealth of Virginia, property owner, has requested to rezone and amend the official zoning map of the City of Suffolk from B-2, General Commercial Zoning District, to RU-18, Residential Urban-18 (Conditional) Zoning District, add proffered conditions for a parcel zoned MUD, Mixed Use Development Overlay District, and apply proffers to a property zoned B-2, General Commercial Zoning District, on property located at 1700 and 1802 N. Main Street, Zoning Map 25, Parcels 45A and 45E, and Zoning Map 26E, Parcel F*G*PT*J, which land is depicted on Exhibit “C”; and,

WHEREAS, the proposed rezoning and amendment to the official zoning map have been advertised and reviewed by the Planning Commission in compliance with the requirements of state law; and,

WHEREAS, the Planning Commission has made a recommendation as stated in Exhibit "A"; and,

WHEREAS, a public hearing before City Council was duly advertised as required by law and held on the 15th day of October, 2025, at which public hearing the public was presented with the opportunity to comment on the proposed rezoning.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Suffolk, Virginia, that:

Section 1. Exhibit "A," "Planning Commission Recommendation", Exhibit “B,” “Voluntary Proffer Statement”, Exhibit “C,” “Property Map”, Exhibit “D,” “Riversbend Rezoning Exhibit,” Exhibit “E,” “Riversbend Pattern Book,” which are attached hereto, are hereby incorporated as part of this ordinance.

Section 2. Findings.

A. Council finds that the proposed rezoning is reasonable, and warranted due to a mistake or change in circumstances affecting the property, and has considered the following factors and finds that the proposed rezoning does not conflict with:

1. the existing use and character of property within the City;

2. the Comprehensive Plan;
3. the suitability of the property for various uses;
4. the trends of growth or change;
5. the current or future requirements of the community as to land for various purposes as determined by population, economic, and other studies;
6. the transportation requirements of the community;
7. the requirements for airports, housing, schools, parks, playgrounds, recreation areas or other public services;
8. the conservation of natural resources;
9. the preservation of flood plains;
10. the preservation of agricultural and forestal land;
11. the conservation of properties and their values;
12. the encouragement of the most appropriate use of land throughout the City; and,
13. the expressed purpose of the City's Unified Development Ordinance (UDO), as set out in Section 31-102 of the UDO, as amended, and Section 15.2-2283 of the Code of Virginia, (1950), as amended.

B. The Suffolk City Council makes the following specific findings as to the conditions of the rezoning:

1. the proposed rezoning itself gives rise to the need for the proffered conditions;
2. the proffered conditions have a reasonable relationship to the rezoning; and
3. the proffered conditions are in conformity with the 2045 Comprehensive Plan as adopted by City Council on December 18, 2024.

Section 3. Rezoning.

1. The conditions proffered in the attached Exhibit "B" be, and are hereby accepted.
2. The property as shown on the attached Exhibit "C" is hereby conditionally rezoned and the official zoning map be, and is hereby,

amended from B-2, General Commercial Zoning District, to RU-18, Residential Urban-18 (Conditional) zoning district.

3. The foregoing rezoning and amendment to the official zoning map are expressly made subject to the performance of the conditions hereby proffered and accepted. These conditions shall remain in effect until a subsequent amendment changes the zoning of the property; however, such conditions shall continue if the subsequent amendment is part of a comprehensive implementation of a new or substantially revised zoning ordinance.

Section 4. Recordation.

A certified copy of this ordinance shall be recorded, by the applicant, in the name of the property owner as grantor in the Office of the Clerk of the Circuit Court of the City of Suffolk, Virginia.

This ordinance shall be effective upon passage and shall not be published or codified.

READ AND PASSED: _____

TESTE: _____
Erika S. Dawley, City Clerk

Approved as to Form:

William E. Hutchings, Jr., City Attorney

EXHIBIT "A"

RESOLUTION NO. 25-09-01

CITY OF SUFFOLK PLANNING COMMISSION

**A RESOLUTION TO PRESENT A REPORT AND RECOMMENDATION
TO CITY COUNCIL RELATING TO REZONING REQUEST
RZN2025-004 (CONDITIONAL)
TO CHANGE THE ZONING FROM B-2, GENERAL COMMERCIAL ZONING
DISTRICT, TO RU-18, RESIDENTIAL URBAN-18 (CONDITIONAL) ZONING
DISTRICT, ADD PROFFERED CONDITIONS FOR A PARCEL ZONED MUD, MIXED
USE DEVELOPMENT OVERLAY, AND TO APPLY PROFFERS TO PROPERTY
ZONED B-2, GENERAL COMMERCIAL ZONING DISTRICT, FOR PROPERTY
LOCATED AT 1700 & 1802 NORTH MAIN STREET, ZONING MAP 25, PARCELS 45A
AND 45E, AND ZONING MAP 26E, PARCEL F*G*PT*J, ACCOUNT NUMBER
253066200, 253067100, AND 254001810**

WHEREAS, Adam Edbauer, applicant, on behalf of the Commonwealth of Virginia, property owner, has requested to change the zoning from B-2, General Commercial Zoning District, to RU-18, Residential Urban-18 (Conditional) Zoning District, add proffered conditions for a parcel zoned MUD, Mixed Use Development Overlay, and apply proffers to property zoned B-2, General Commercial Zoning District, on property located 1700 & 1802 North Main Street, Zoning Map 25, Parcels 45A and 45E, and Zoning Map 26E, Parcel F*G*PT*J; and

WHEREAS, the procedural requirements for the consideration of this request by the Planning Commission have been met.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Suffolk, Virginia, that:

Section 1. Findings.

- A. The Suffolk Planning Commission finds that the proposed rezoning is reasonable, and warranted due to a change in circumstances affecting the property, and has considered the following factors and finds that the proposed rezoning does not conflict with:
1. the existing use and character of property within the City;
 2. the Comprehensive Plan;
 3. the suitability of the property for various uses;
 4. the trends of growth or change;
 5. the current or future requirements of the community as to land for various purposes as determined by population and economic studies and other studies;

6. the transportation requirements of the community;
7. the requirements for airports, housing, schools, parks, playgrounds, recreation areas and other public services;
8. the conservation of natural resources;
9. the preservation of flood plains;
10. the preservation of agricultural and forestal land;
11. the conservation of properties and their values;
12. the encouragement of the most appropriate use of land throughout the City;
13. the expressed purpose of the City’s Unified Development Ordinances as set out in Section 31-102 of the Code of the City of Suffolk (1998), as amended, and Section 15.2-2283 of the Code of Virginia, (1950), as amended (“Va. Code”).

B. The Suffolk Planning Commission makes the following specific findings to the conditions of the rezoning:

1. the proposed rezoning itself gives rise to the need for the proffered conditions;
2. the proffered conditions have a reasonable relationship to the rezoning; and
3. the proffered conditions are in conformity with the 2045 Comprehensive Plan as adopted by City Council on December 18, 2024.

Section 2. Recommendation to Council

The Planning Commission recommends to City Council that the request, RZN2025-004 (Conditional), be:

- ___a. Granted as submitted, and the City Council adopt the proposed Ordinance without modification.
- ___b. Denied, and that Council not adopt the proposed Ordinance.
- ___c. Granted with the modifications set forth on the attached listing of specific recommendations, and that Council adopt the proposed Ordinance with such modifications.

READ AND PASSED: _____

TESTE: _____

VOLUNTARY PROFFER STATEMENT

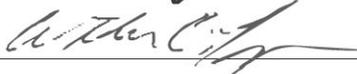
EXHIBIT B

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) 25-45A, 26E*F*G*PT*J, 25*45E,
Block Number _____, Account Number(s) 253066200, 253067100, 254001810.

1. A maximum of 497 total dwelling units may be constructed within the RU-18 zoned portion of the property. This shall include 168 age-restricted Active Adult units which are limited to residents ages 55 or older in accordance with HUD standards and 329 single-family attached townhome units.
2. The residential buildings shall be developed in substantial conformance with the architectural elevations included in the Pattern Book dated July 11, 2025, prepared by Land Planning Solutions.
3. The developer shall make the road improvements as outlined in the approved Traffic Impact Study, prepared by VHB dated August 13, 2025.
4. The applicant will convey the existing District Office building and the surrounding +/-2.3 acres of property within 30 days of subdivision plat approval. This conveyance will be in lieu of the schools impact to advance capacity for this proposed development, which are calculated to be \$4,708,322.87. The property's appraised value is \$6,270,000. The applicant and City of Suffolk will complete a development agreement for the land within the +/-2.3 acre area that surrounds the existing building.
5. The applicant and the Economic Development Authority will complete a maintenance agreement for the common open space for the 6.6 acres of B2 property adjacent to Main Street.

Applicant Signature:  Date: 8/14/25

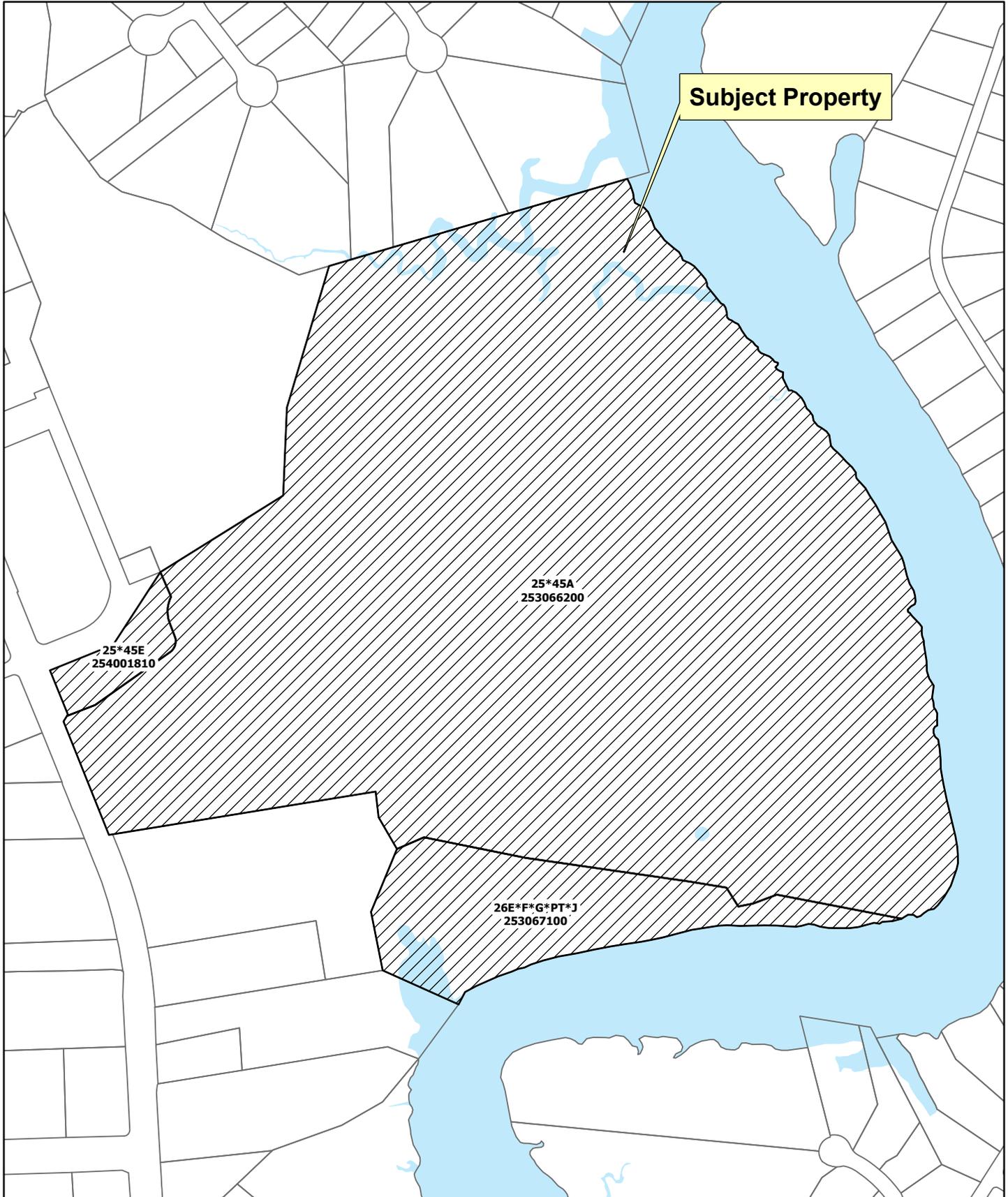
Property Owner Signature:  Date: 8/14/25

Property Owner Signature: _____ Date: _____



PROPERTY MAP RZN2025-00004

EXHIBIT C



Author: KOSSAI
Date: 05-05-2025

0 145 290 580 870 1,160
Feet



Riversbend Rezoning Exhibit

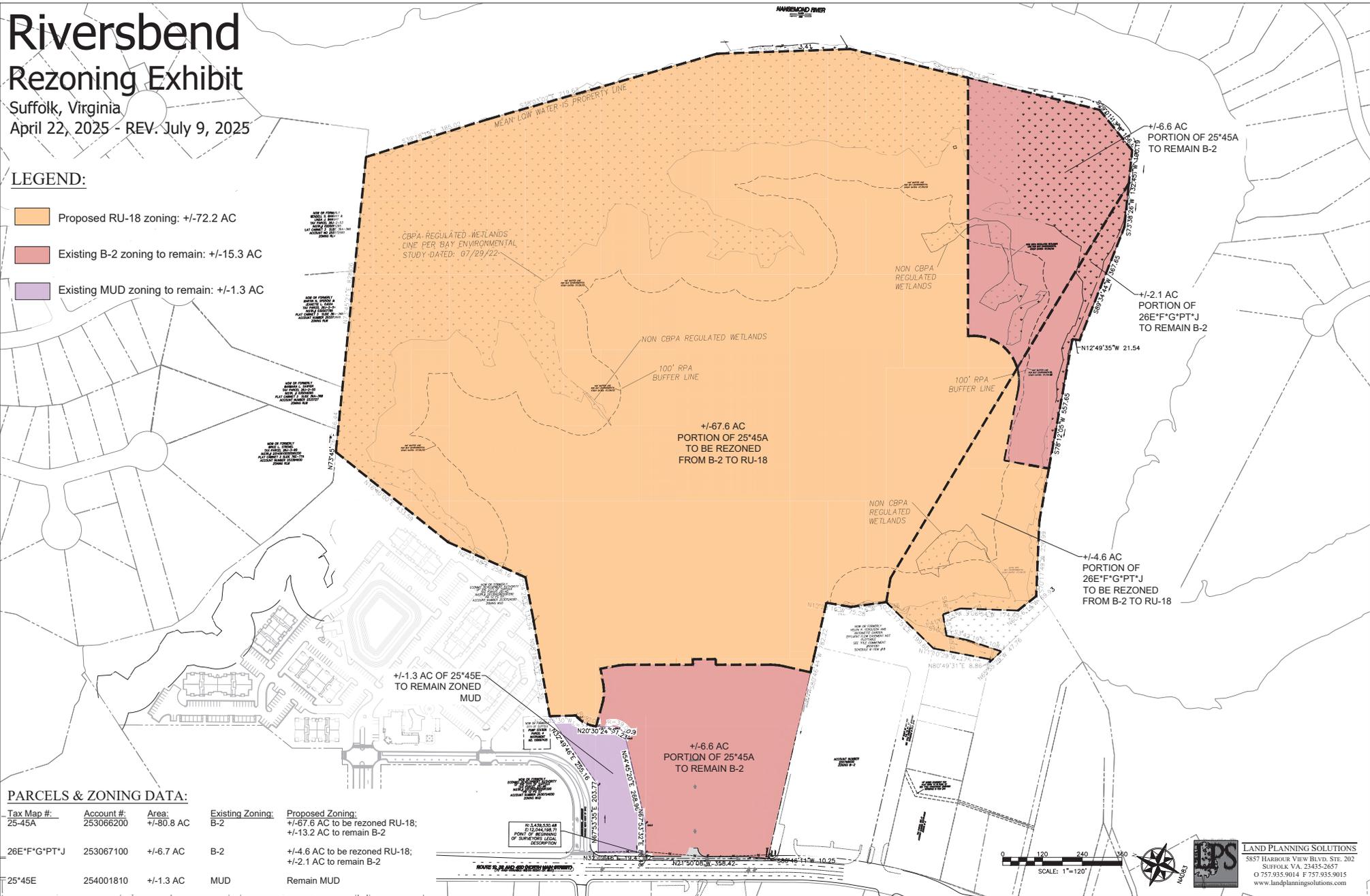
Suffolk, Virginia
April 22, 2025 - REV. July 9, 2025

LEGEND:

- Proposed RU-18 zoning: +/-72.2 AC
- Existing B-2 zoning to remain: +/-15.3 AC
- Existing MUD zoning to remain: +/-1.3 AC

PARCELS & ZONING DATA:

Tax Map #	Account #	Area	Existing Zoning	Proposed Zoning
25-45A	253066200	+/-80.8 AC	B-2	+/-67.6 AC to be rezoned RU-18; +/-13.2 AC to remain B-2
26E*F*G*PT*J	253067100	+/-6.7 AC	B-2	+/-4.6 AC to be rezoned RU-18; +/-2.1 AC to remain B-2
25*45E	254001810	+/-1.3 AC	MUD	Remain MUD



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

C:\Projects\NWR\PH031 - VDOT\Cadd\Preim\PH031 - Preliminary VDOT - Rezoning Master7 - 9Jul25.dwg, Plotted By: Amy, Plotted: Jul 09, 2025 - 11:38am

RIVERSBEND

Suffolk, Virginia
Revised July 11, 2025
Prepared for:



Prepared by:



LAND PLANNING SOLUTIONS
5857 HARBOUR VIEW BLVD, SUITE 202
SUFFOLK, VA 23435
O 757.935.9014 F 757.935.9015



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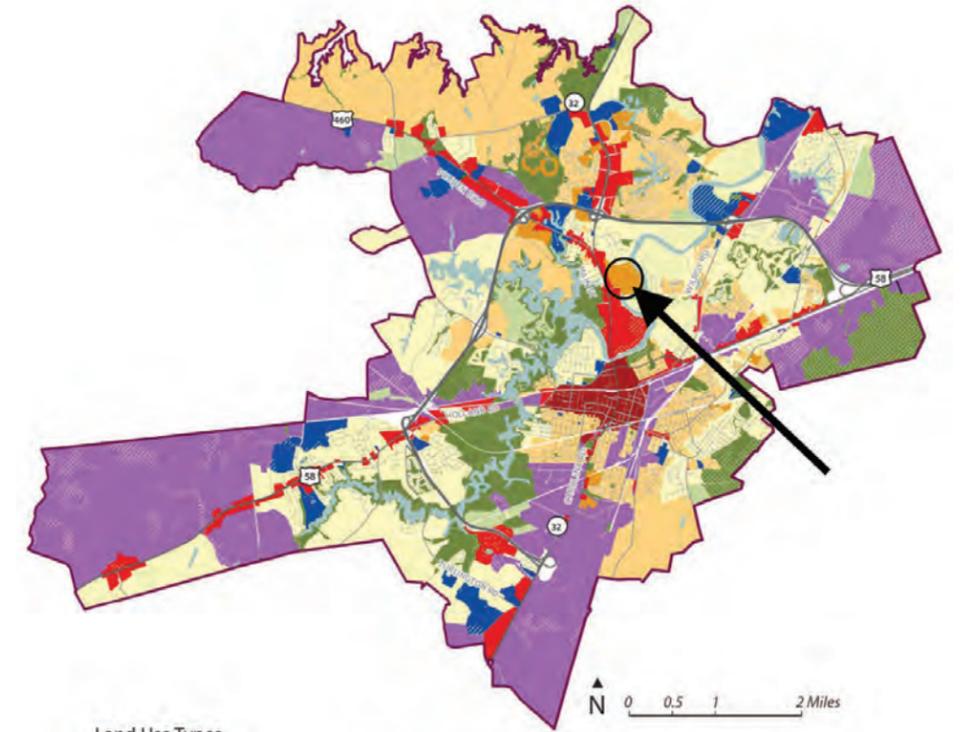
INTRODUCTION	PG 3
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- STREET SECTIONS	PG 7
OPEN SPACE	PG 8
ARCHITECTURE	PG 9
- ELEVATIONS	PG 10-11
AMENITIES	PG 12-13



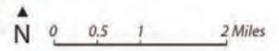


INTRODUCTION

Riversbend is located at 1700 North Main Street, Suffolk, Virginia. The site is located one mile south of the Route 58 Bypass and 1.1 miles north of the Constance Road/N. Main Street intersection. This proposed development is consistent with the 2045 Comprehensive Plan as the front of the property will remain part of the Commercial land use district and the majority of the rear of the site will be converted to the Multifamily land use district.



- Land Use Types**
- Mixed Use Core
 - Traditional Neighborhood
 - Village
 - Suburban Neighborhood
 - Commercial
 - Rural Neighborhood
 - Employment Center
 - Rural Conservation
 - Office/Institutional
 - Rural Agriculture
 - Multifamily Neighborhood
 - Parks and Open Space

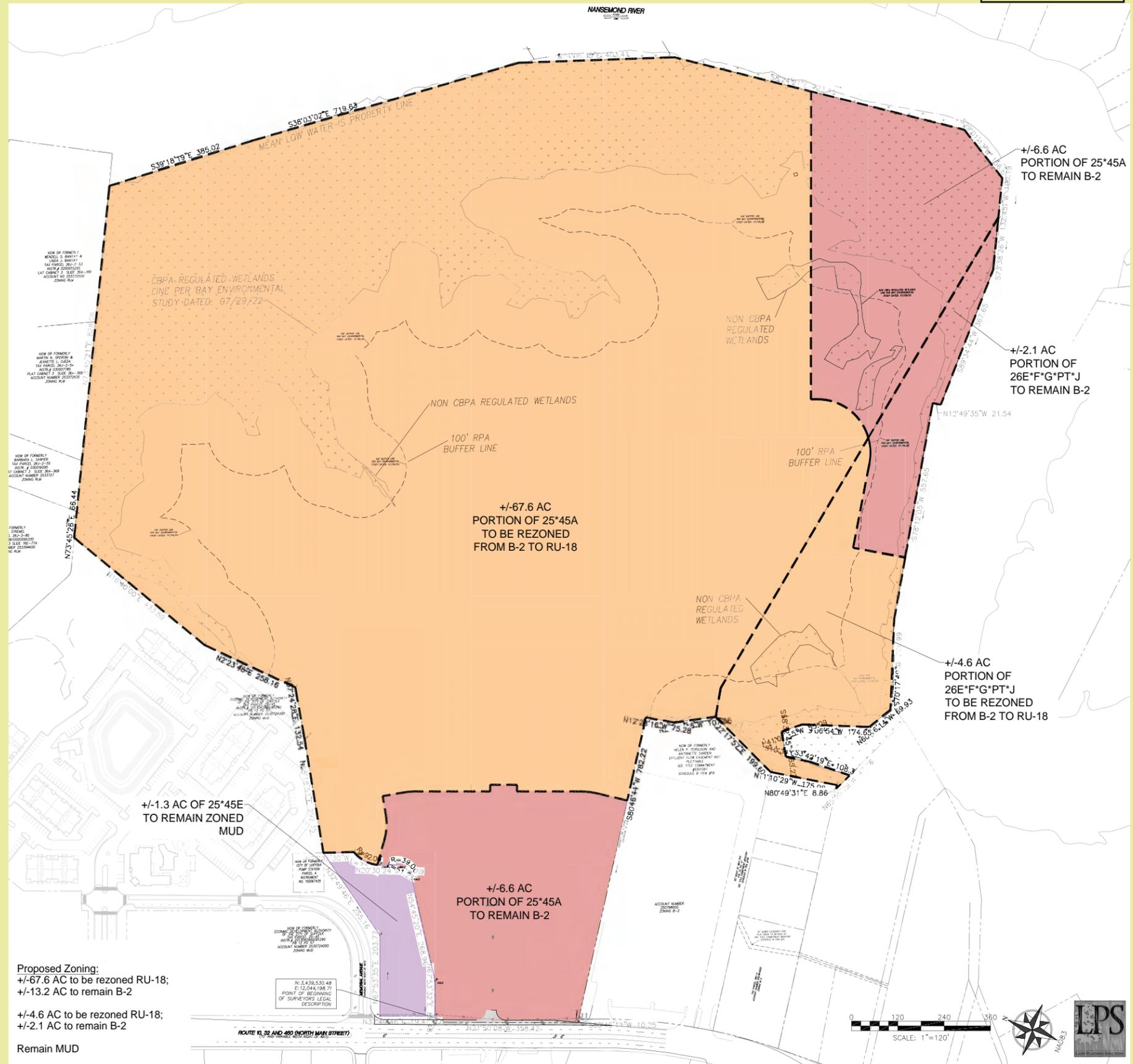


REZONING

The affected parcels include Tax Map Parcels 25*45A, 26E*F*G*PT*J, and 25*45E. The first two parcels are currently zoned B-2, General Commercial, and SCOD, Special Corridor Overlay District. The third parcel, Tax Map 25*45E, is owned by the Economic Development Authority and would remain zoned MUD to allow for a +/-1.6-acre park. The majority of the property will be rezoned to the RU-18, Residential Urban zoning district, to develop a total of roughly 497 dwelling units. A +/-6.6-acre site fronting North Main Street adjacent to the Ford dealership is reserved for commercial use and a second +/-8.7-acre commercial site is reserved at the southeastern corner of the property along the Nansemond River to allow for a small public marina, restaurant or event space, and community clubhouse and pool.

LEGEND:

- Proposed RU-18 zoning: +/-72.2 AC
- Existing B-2 zoning to remain: +/-15.3 AC
- Existing MUD zoning to remain: +/-1.3 AC



Proposed Zoning:
 +/-67.6 AC to be rezoned RU-18;
 +/-13.2 AC to remain B-2
 +/-4.6 AC to be rezoned RU-18;
 +/-2.1 AC to remain B-2
 Remain MUD

CONCEPTUAL MASTER PLAN

Riversbend is proposed to develop a total of roughly 497 dwelling units comprised of a mix of 4-story active adult buildings, 4-story back-to-back townhomes, and 3-story front and rear loaded townhomes. The front commercial site contains a historic 3-story brick building approximately 38,000 square feet in size that is suitable for office space and has the potential for two vertical mixed-use buildings. The rear commercial site along the Nansemond River will allow for a public marina, restaurant or event space, and community clubhouse and pool.

SITE DATA:

Tax Map #: 25-45A, 26E*F*G*PT*J, 25*45E

Current Zoning:	B-2 (SCOD) & MUD
Proposed Zoning:	B-2 (SCOD), MUD and RU-18
Total Site Area:	+/-88.8 ac.
Area to Remain B-2:	+/-15.3 ac.
Area to Remain MUD:	+/-1.3 ac.
Proposed RU-18 Area:	+/-72.2 ac.
Critical Area:	+/-35.9 ac.
Net Site Area:	+/-36.3 ac.

TABULATION:

RU-18 Development:

4 Story Condo Active Adult (Mosaic):	168 units
Parking Provided:	296 space or 1.7 per unit
4 Story Back to back Towns (Romeo & Juliet):	200 units
3 Story Townhomes Front Load (20x42'):	75 units
3 Story Townhomes Rear Load(20x42'):	54 units
Total Units Provided:	497 units
Net Density:	13.7 units/acre

Notes:

1. No 1 bedroom units are proposed.
2. Permits shall be pulled to remove any AST/UST that may be on-site through the Fire Marshal's Office.



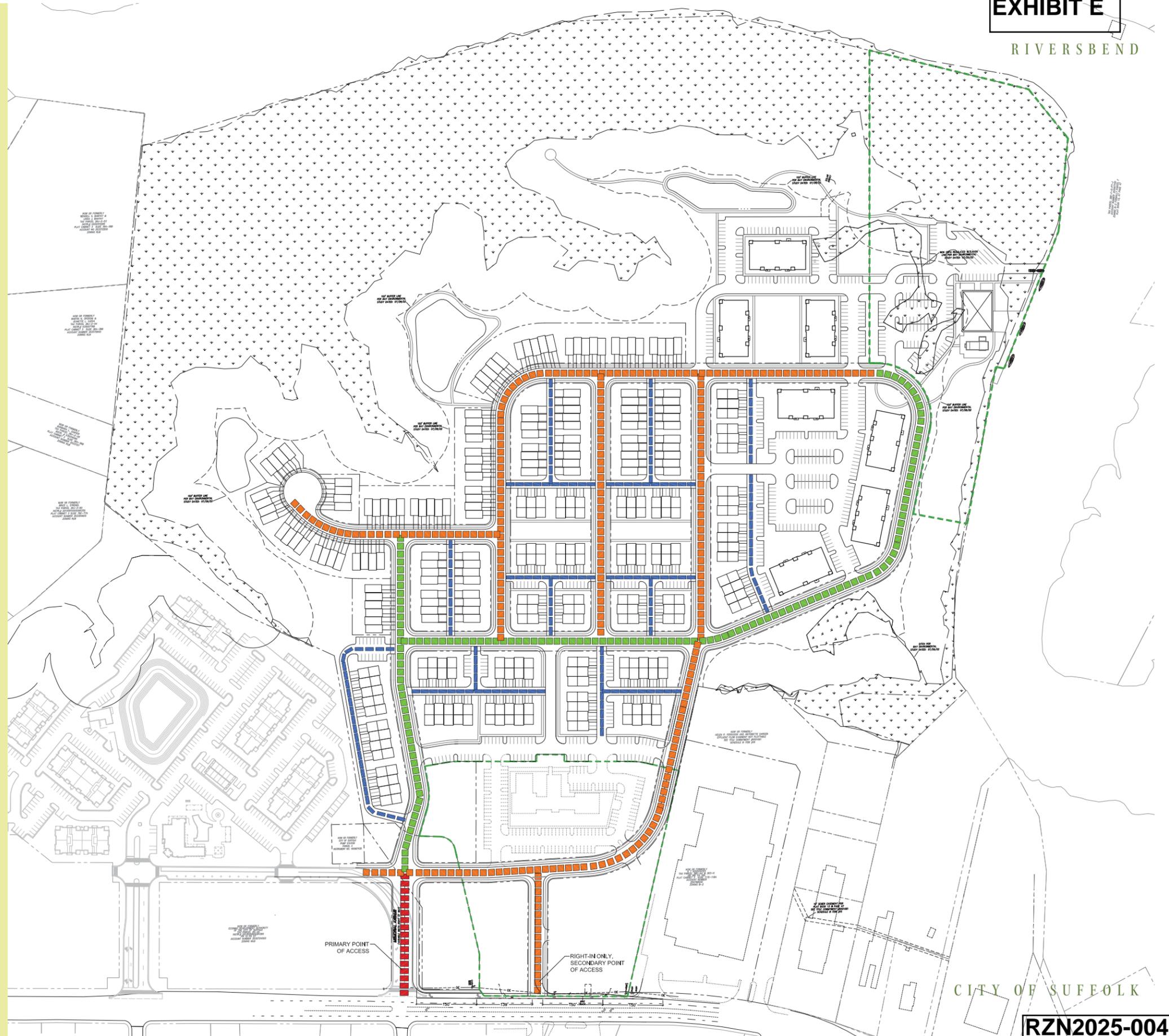
STREETS

LEGEND:

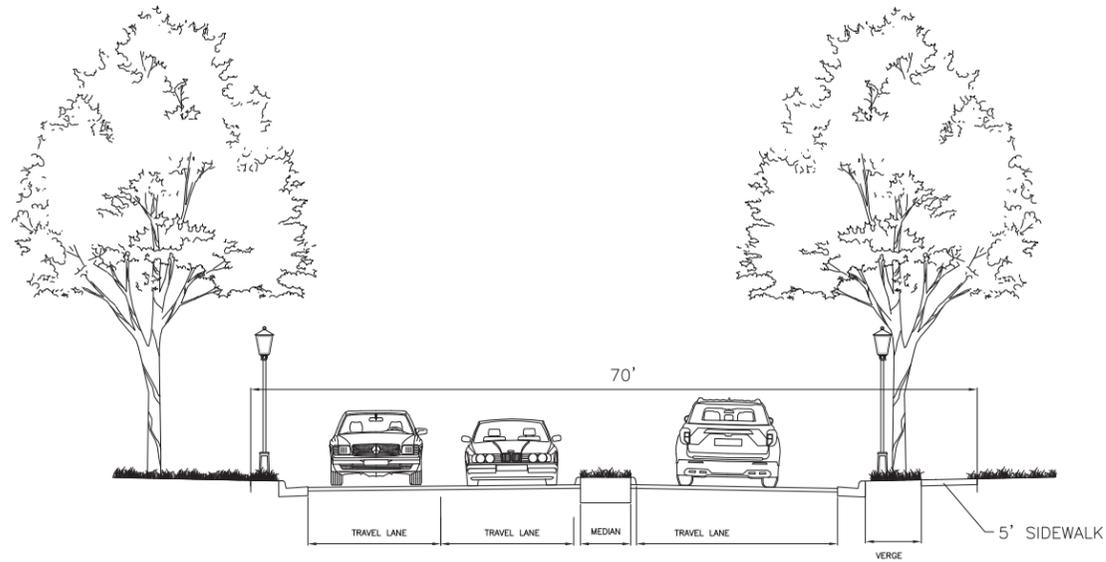
-  70' PUBLIC ROW (ENTRY ROAD)
-  60' PUBLIC ROW
-  50' PUBLIC ROW
-  PRIVATE ALLEYS

Notes:

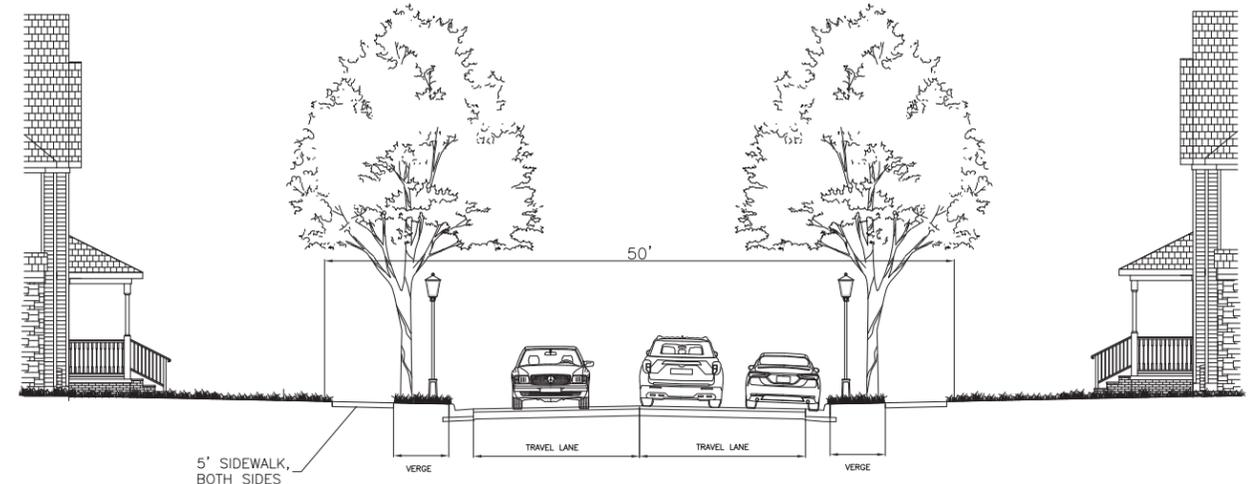
1. Local residential street segments carrying 400 vehicles per day shall feature 36-foot pavement width.
2. Streets providing access to the boat ramp and restaurant shall be adequately designed to accommodate vehicles with trailers.



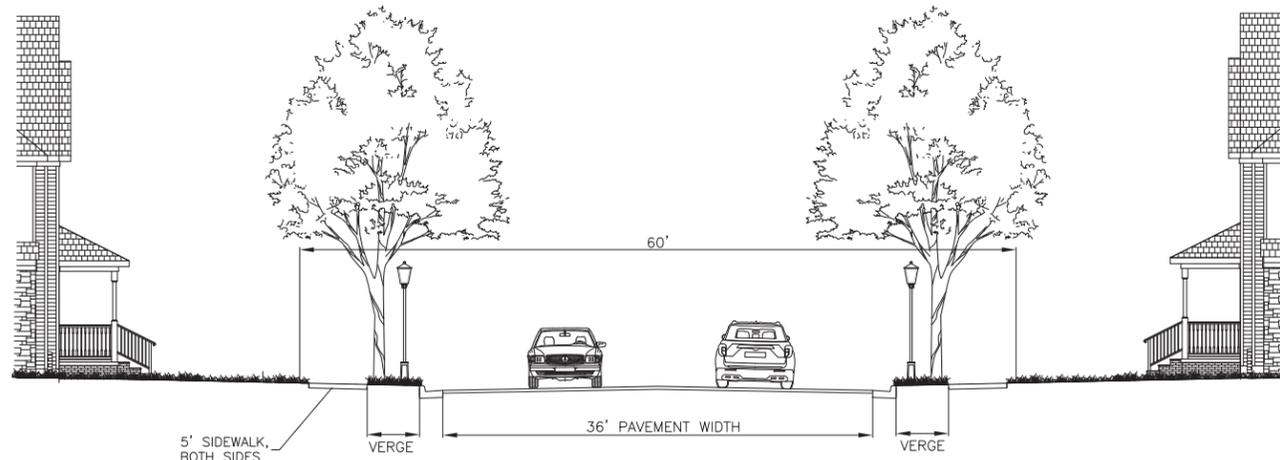
STREET SECTIONS



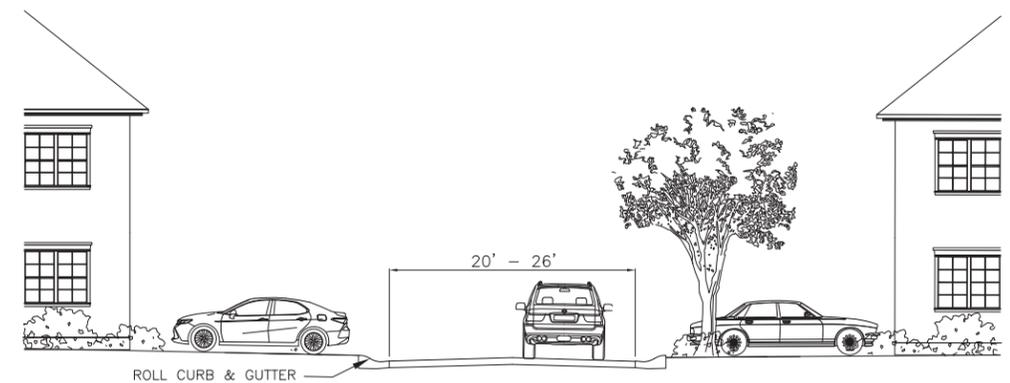
70' PUBLIC ROW - ENTRY ROAD
 NOT TO SCALE
 NO ON-STREET PARKING



50' PUBLIC ROW
 NOT TO SCALE
 ON-STREET PARKING ONE SIDE ONLY



60' PUBLIC ROW
 NOT TO SCALE



PRIVATE ALLEYS
 NOT TO SCALE

OPEN SPACE PLAN

SITE DATA:

Tax Map #: 25-45A, 26E*F*G*PT*J, 25*45E

Current Zoning:	B-2 (SCOD) & MUD
Proposed Zoning:	B-2 (SCOD), MUD and RU-18
Total Site Area:	+/-88.8 ac.
Area to Remain B-2:	+/-15.3 ac.
Area to Remain MUD:	+/-1.3 ac.

Proposed RU-18 Area:	+/-72.2 ac.
Critical Area:	+/-35.9 ac.
Net Site Area:	+/-36.3 ac.

LEGEND:

- WETLANDS
- PRESERVED TREE CANOPY/RPA BUFFER
- PONDS
- OPEN SPACE
- PARKS/GREENS
- PRESERVED TREES IF POSSIBLE
- SIDEWALKS

PATTERN BOOK

Riversbend will feature over 35 acres of environmentally sensitive areas, a waterfront boardwalk, pool, and numerous pocket parks, greens between buildings, and trails for residents to enjoy. All of these open space areas interspersed throughout the community will encourage outdoor recreation.

CITY OF SUFFOLK



CITY OF SUFFOLK



ARCHITECTURE

The architectural design of the community blends timeless character with contemporary living. This section showcases the elevations of proposed condos, townhomes, and back-to-back townhomes, illustrating a cohesive aesthetic that emphasizes quality, variety, and a strong sense of place.

ACTIVE ADULT CONDOS



//011

RIVERSBEND

BACK TO BACK TOWNHOMES



PATTERN BOOK



CITY OF SUFFOLK

*IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY

// 012

RIVERSBEND

REAR LOAD TOWNHOMES

PATTERN BOOK



CITY OF SUFFOLK

*IMAGES ARE FOR ILLUSTRATIVE PURPOSES ONLY



*SIDE ELEVATION APPLICABLE TO FRONT AND REAR LOAD TOWNHOMES



AMENITIES

All amenities shall be architecturally integrated with their surroundings in terms of size, shape, color, texture, and lighting so that they are complimentary to the overall design of the buildings.

The overall landscape shall be designed to unify and be in harmony with the various components of the development through the use of appropriate plantings along the streetscape, buffers and entrances to the community.



WATERFRONT DINING



BIKE RACKS



BENCHES



MARINA



TRAILS



FULL CUTOFF LIGHTING