

1. Planning Commission Meeting Documents

Documents: [CPC AGENDA 6.1.16.PDF](#), [CPC MEETING MINUTES 5.4.16.PDF](#), [CPC WORK SESSION MEETING MINUTES 5.18.16.PDF](#), [CU-16-366.PDF](#), [CU-16-367.PDF](#), [CU-16-368.PDF](#), [CU-16-369.PDF](#), [O3-16-01.PDF](#)



NEWPORT NEWS CITY PLANNING COMMISSION
2400 WASHINGTON AVENUE
NEWPORT NEWS, VIRGINIA 23607

MICHAEL F. CARPENTER
Chairman

(757) 926-8761

SHEILA W. McALLISTER
Executive Secretary

MARK W. MULVANEY
Vice-Chairman

- A G E N D A -

NEWPORT NEWS CITY PLANNING COMMISSION
June 1, 2016
4:00 P.M.
CITY COUNCIL CHAMBERS

- A. CALL TO ORDER**
- B. INVOCATION**
- C. MINUTES OF MAY 4, 2016**
- D. MINUTES OF THE MAY 18, 2016 WORK SESSION**
- E. PUBLIC HEARING**

DEFERRED CONDITIONAL USE PERMIT

CU-16-366, City of Newport News & YM Devco-10, LLC. (Deferred from Planning Commission meeting of May 4, 2016) Requests a conditional use permit to allow for the construction of a multi-modal transportation center and service/maintenance facility located on a portion of 550 Youngs Mill Lane, 490 Youngs Mill Lane, 13020 Mitchell Point Road, 199 & 201 Motoka Drive and 500 B Bland Boulevard on six (6) parcels totaling 38.85 acres and zoned R7 Medium Density Multiple-Family, R8 High Density Multiple-Family, R4 Single-Family and P1 Park. The Parcel Nos. are 140.00-01-04 & 08 & 09, 150.00-01-25, 109.00-08-24, and 120.00-01-05. **(Contact Planner: Saul Gleiser at 926-8076)(To be heard by City Council on June 28, 2016)**

TECH CENTER AT OYSTER POINT MASTER PLAN, PHASE ONE

O3-16-01, COMMONWEALTH OF VIRGINIA DEPARTMENT OF GENERAL SERVICES JEFFERSON LAB A/P. Requests approval of Phase One of the Tech Center at Oyster Point Master Plan. Phase One includes a 3.3 acre portion of property including a portion of the city right-of-way located at 628 Hofstadter Road zoned O3 Office/Research and Development. The Parcel No. is 162.00-02-03. **(Contact Planner: Saul Gleiser at 926-8076)(To be heard by City Council on June 28, 2016)**

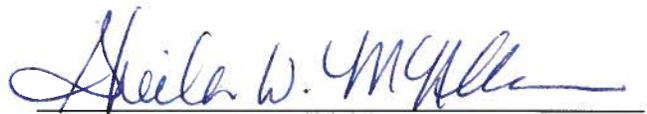
CONDITIONAL USE PERMITS

CU-16-367, Mishorim Gold Newport News LP. Requests a conditional use permit to allow for the operation of an amusement arcade located at 14346 Warwick Boulevard, Suite 402 (Denbigh Village Shopping Center) on a 27 acre parcel and zoned C1 Retail Commercial. The Parcel No. is 108.00-04-07. **(Contact Planner: David Watson at 926-3833)(To be heard by City Council on June 28, 2016)**

CU-16-368, TGMC LLC. Requests a conditional use permit to allow for the operation of a tattoo establishment located at 12567 Warwick Boulevard, Unit 101 on a 0.89 acre parcel zoned C2 General Commercial. The Parcel No. is 202.00-02-09. **(Contact Planner: Saul Gleiser at 926-8076)(To be heard by City Council on June 28, 2016)**

CU-16-369, All Generations Church. Requests a conditional use permit to allow for the operation of a group home located at 28 Harpersville Road on a 6.44 acre parcel zoned C1 Retail Commercial. The Parcel No. is 246.00-05-02. **(Contact Planner: David Watson at 926-3833)(To be heard by City Council on June 28, 2016)**

- F. EXECUTIVE SECRETARY REPORT
- G. COMMITTEE REPORTS
- H. UNFINISHED BUSINESS
- I. NEW BUSINESS
- J. ADJOURN MEETING



Sheila W. McAllister, AICP
Executive Secretary

MINUTES OF THE PLANNING COMMISSION MEETING
Wednesday, May 4, 2016
City Council Chambers
2400 Washington Avenue
Newport News, Virginia

PRESENT: Michael F. Carpenter, Chairman; Mark Mulvaney, Vice-Chairman; Willard G. Maxwell, Jr.; Sharyn L. Fox; Robert B. Jones; Daniel L. Simmons, Jr.; Lorraine P. Austin; Elizabeth W. Willis; N. Steve Groce; (Staff: Sheila W. McAllister, Director of Planning; Claudia Cotton, Manager of Current Planning; Flora Chioros, Planning Coordinator; Saul Gleiser, Senior Planner; David Watson, Planner; Johnnie Davis, Planner; Sandra Hitchens, Planner; Lynn Spratley, Deputy City Attorney; Jackie Kassel, Chief of Transportation Engineering; Bryan Stilley, Engineer II; Vince Urbano, Assistant Chief of Civil Design; Christine Mignogna, Zoning Administrator)

ABSENT: None

CALL TO ORDER

Ms. Austin read the Planning Commission's purpose as stated in Section 15.2-2210 of the Code of Virginia. She made a motion to adopt the agenda before the Planning Commission. Ms. Willis seconded the motion. The City Planning Commission voted to adopt the agenda by acclamation.

INVOCATION

Mr. Maxwell presented the invocation.

MINUTES

The minutes of the April 6, 2016 public hearing were approved as presented.

PUBLIC HEARING

CONDITIONAL USE PERMIT

DEFERRED CONDITIONAL USE PERMIT

CU-15-353, Centre Court Racquet Club. (Deferred from Planning Commission meeting of April 6, 2016) Requests a conditional use permit to allow for the operation of a mini-warehouse, single-entrance interior storage facility on two (2) parcels totaling 3.73 acres located at 12445 & 12447 Warwick Boulevard and zoned C1 Retail Commercial. The Parcel Nos. are 220.00-02-03 & 211.00-01-83.

Saul Gleiser, Senior Planner, presented the staff report (copy attached to record minutes).

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Ms. Austin asked if any portion of the storage facility would be climate controlled. Mr. Gleiser stated it is all climate controlled.

Ms. Austin asked if cars or trucks would be able to drive into the facility. Mr. Gleiser stated you cannot drive into the facility. He stated you can only access the facility through the single entrance.

Ms. Austin asked if there would be smoke detectors in the facility. Mr. Gleiser stated the facility will meet all fire code requirements and there will be emergency exits.

Mr. Carpenter opened the public hearing.

Mr. Tim Trant, 11815 Fountain Way, representative for the applicant, spoke in favor of the application. He thanked Planning staff for their assistance. Mr. Trant gave a brief presentation of the application.

Mr. Trant stated the applicant is comfortable with all of the conditions in the staff report except for one. He stated Condition No. 7 proposes to prohibit the use of temporary signage on the property. Mr. Trant stated that, given the narrow frontage on Warwick Boulevard, it is too narrow to accommodate both a proper entrance and a freestanding sign per city code. He stated the visibility of the property is limited by the narrow entrance to the facility and proposed enhanced landscaping which will obscure the building. Mr. Trant stated the applicant requests removal of the temporary sign limitation in the proposed conditions. He stated the applicant would like the ability to apply, in accordance with the sign ordinance, for a sign permit to utilize temporary signage during periods of low occupancy.

Ms. Fox asked if Mr. Trant is asking that a portable sign be brought out any time the applicant needs higher occupancy rates. Mr. Trant stated we are not asking for portable signage, but temporary signage, such as flags or balloons that are used to denote a promotion or a particular event that is occurring on that site. He stated you have to apply for a sign permit to be allowed to do that. Mr. Trant stated this kind of signage is temporary in nature and there is a specific duration of time in which you can do it.

Ms. Willis asked if the proposed addition will be set back any farther than the existing building. Mr. Trant stated that is correct. He stated the existing building will be partially demolished to make room for the proposed two-story addition. Mr. Trant stated the proposed two-story addition will not extend or protrude any further back on the property than the existing building. He stated the buffer area, which is mature and substantial, will remain.

Ms. Willis asked if they anticipate exterior lighting for safety. Mr. Trant stated there will be exterior lighting required by code that will include the rear of the property. He stated the lighting ordinance requirements within the city code limit glare and light onto adjacent properties. Mr. Trant stated the existing mature trees and growth that is in the rear of the property will also prohibit light from emanating onto the adjacent residences.

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He stated the applicant operates a similar facility in Hampton and had a complaint from an adjacent property owner about the lighting. Mr. Trant stated the applicant worked with the adjacent property owner to identify which light was generating a glare and installed a shield on that light to comply with code but still protect the interests of that adjacent property owner. Mr. Trant stated the applicant is committed to offering a similar approach on this project.

Mr. Trant stated that, in regard to Ms. Austin's questions about fire safety, the facility will be fully sprinkled with a fire suppression system throughout the building and there will be emergency access points, per code.

Mr. Mulvaney asked what the sign ordinance allows for temporary signage. Ms. McAllister stated she would not remove the entire condition. She stated the Planning Commission may want to take out the temporary portion of that condition and just add that temporary signage will be approved by the Department of Codes Compliance in accordance with the sign ordinance, which allows for 30-day temporary signs. Mr. Trant stated that the applicant is agreeable to that change. He stated they do not want the entire condition removed because it also contains some limitations on window signage, with which the applicant agrees.

Mr. Mulvaney stated that, with such a small footprint on Warwick Boulevard and where the entrance is, it seems that the signage would be extremely limited anyway. He stated that, with this being the only facility of its kind in the area, how important is the temporary signage for this facility if you are going to become a commodity. Mr. Trant stated the applicant has indicated, from their experience, that you would be amazed at the fairly dramatic impact proportionate to the very limited temporary signage that you get in lease-up and promotional periods. He stated it is very valuable. Mr. Trant stated the temporary signs would be very limited in both duration and its physical appearance given the nature of the entrance.

Mr. Mulvaney asked if the applicant can apply for a temporary sign every 30 days if they want to or is there a blackout period. Ms. McAllister stated the sign ordinance does not speak to that, so you can reapply every 30 days for a new temporary sign.

Ms. Fox asked if there is no permanent fixed sign due to the landscaping and the only signage is the building. Mr. Trant stated the only permanent signage that would be permitted on the property in its current configuration would be the building signage that you see proposed on the gable end.

Ms. Willis asked if there is ever a problem with trash with a facility like this. She asked if there is a dumpster available on the site. Ms. Willis asked when people are moving things in and out and possibly having their storage units emptied out for not paying rent, how is that trash disposed. Mr. Trant stated there is no on-site dumpster. He stated the site will be staffed by on-site management at all times when patrons have access to the building. Mr. Trant stated it is in the lease agreement that they are obligated to remove all rubbish from the property and the front office will be able to monitor that. He stated

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there is also a security gate beyond the office that would further help them to monitor the flow of traffic in and out, with video surveillance. Mr. Trant stated the applicant does not have rubbish disposal problems at their other facilities.

Mr. Groce asked how many people would be employed at this facility. Mr. Trant stated we anticipate that there will be two people: an on-site manager and an assistant manager. He stated there may be a third person that is on-site from time to time, to help in peak periods of leasing activity or maintenance.

Mr. Richard Vanderzee, 475 Cheshire Court, stated it was his understanding that this building was scheduled for storage or warehousing. Mr. Vanderzee stated he would like to know if a tenant has been identified, and if so, if that name could be divulged. Mr. Carpenter stated the property is proposed to be a self-storage development. He stated the developer is present and leases the building to an operator. Mr. Carpenter stated that, based upon the signage, the facility will be AAAA Self-Storage, which is a local operator based in Norfolk, Virginia.

Mr. Carpenter stated he is involved in the ownership of a piece of property directly across the street, and in a brief discussion with Ms. McAllister, it was determined that he has no conflict of interest, but he felt it was appropriate to disclose that information.

Mr. Carpenter closed the public hearing.

Ms. Fox made a motion to recommend approval of conditional use permit CU-15-353 to City Council, with Condition No. 7 amended to read "Temporary signs shall be permitted on the property in accordance with the city's sign ordinance." The motion was seconded by Mr. Jones.

Vote on Roll Call

For: Maxwell, Fox, Jones, Simmons, Mulvaney, Austin, Willis, Groce, Carpenter

Against: None

Abstention: None

The Planning Commission voted unanimously (9:0) to recommend approval of conditional use permit CU-15-353 to City Council, as amended.

CONDITIONAL USE PERMITS

CU-16-364, Julien Lloyd Allyn Jr. Trustee of The Lloyd Allyn Julien Jr. Revocable Trust. Requests a conditional use permit to allow for the construction of a small motor vehicle repair and service facility on property located at 12011 Jefferson Avenue and a portion of the property located at 12001 Jefferson Avenue totaling 0.84 acres and zoned C2 General Commercial. The Parcel Nos. are 172.00-01-36 & 02.

David Watson, Planner, presented the staff report (copy attached to record minutes).

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Ms. Fox asked how long would the used tires be left on the site and where would they be stored. Mr. Watson stated the tires are not generally stored on-site. He read Condition No. 10: Tire disposal shall be contracted exclusively to tire haulers that are certified by the Virginia Department of Environmental Quality (DEQ) as a waste tire hauler. A copy of the waste tire certification form, or manifest, provided by the tire hauler shall be kept on site for a period of no less than one year and shall be made accessible to city staff upon request. Mr. Watson stated the DEQ program is a voluntary program and requires the tire hauler to pass a DEQ records check, have a local business license, and have a viable destination for these tires, as well as a valid tax identification number. Ms. Fox asked how often the tires would be picked up. Mr. Watson stated it will depend on how much business they are doing. He stated if they are doing a lot of business, the tire hauler will come every day. Mr. Watson stated the applicant has an area on-site, but the tires would not be stored outside. He stated the Fire Department does not want the used tires on the property any longer than necessary. Ms. Fox asked if the used tires could be sitting on-site for weeks at a time. Mr. Watson stated no.

Mr. Carpenter asked if the used tires would be stored indoors. Mr. Watson stated yes, from the time it comes off the rim to the time the used tire is hauled away, it will remain indoors.

Mr. Mulvaney stated there is a minimum of 30 parking spaces noted in the staff report, but there are 26 actual lined spaces and 4 service bays. He asked if the four service bays serve as the additional parking spaces. Mr. Watson stated yes, the code defines the service bays as parking spaces.

Mr. Carpenter opened the public hearing.

Mr. Joe Frank, 2 Madison Circle, representative for the applicant, spoke in favor of the application. He thanked Planning staff for their assistance. Mr. Frank gave a brief presentation of the application.

Mr. Carpenter closed the public hearing.

Ms. Austin made a motion to recommend approval of conditional use permit CU-16-364 to City Council, as recommended by staff. The motion was seconded by Mr. Simmons.

Vote on Roll Call

For: Fox, Jones, Simmons, Mulvaney, Austin, Willis, Groce, Maxwell, Carpenter

Against: None

Abstention: None

The Planning Commission voted unanimously (9:0) to recommend approval of conditional use permit CU-16-364 to City Council, as amended.

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CU-16-365, Jerry W. Harris & John M. Harris & The Digges Company. Requests a conditional use permit to allow for the construction of a restaurant with a drive-through service on a 1.12 acre parcel located at 13921 Jefferson Avenue and a portion of 14523 Jefferson Avenue and zoned C1 Retail Commercial. The Parcel Nos. are 008.00-01-03 & 11.

Saul Gleiser, Senior Planner, presented the staff report (copy attached to record minutes).

Mr. Mulvaney stated on April 20, 2016, Mr. Everett Skipper, Director of Engineering, wrote a note about the traffic and the traffic analysis and the impacts in the subject area. He stated there are no conditions about traffic improvement in the staff report. Mr. Mulvaney asked if the Planning Commission approves this application and the traffic impact analysis comes back that it is not favorable, is it upon the city to make traffic improvements or on the developer. Mr. Gleiser stated the city is not asking for a traffic impact analysis, but a traffic study, which is less than an analysis. He stated the traffic study talks about a potential entry lane into the property, which will be dealt with during site plan review. Mr. Mulvaney asked if the entry lane is required, will the city be paying for it or the developer. Mr. Gleiser stated it would be the developer's responsibility.

Ms. Austin asked for clarification on where the eight foot sidewalk and the monument sign are located on the conceptual plan. Mr. Gleiser stated the sidewalk is not shown on the conceptual plan, but it will be located on the right-of-way. He stated the sign will be located within the property at the entrance.

Mr. Carpenter asked if the exterior materials would be a brick. Mr. Gleiser stated the building will have a brick and stone veneer.

Mr. Carpenter asked if the enclosure for the dumpster will be a masonry brick that matches the building. Mr. Gleiser stated yes, it will match the building.

Ms. Willis stated she attended the Lee Hall Corridor Overlay District Committee meeting and some of the concerns in the area were with the subject location being an entrance into Newport News that consideration be given to the visual effect it has and the landscaping. She stated they wanted some serious consideration put into the visual effect because of the buildings that will come along afterward, so they all have a good amount of landscaping. Ms. Willis stated there was a lot of concern about trash, and Condition No. 10 says the applicant would be cleaning it up every day. She stated the residents in Lee Hall were concerned about trash being created from people coming on and off the interstate and throwing things as they went, but if there are places for them to put their trash before they leave, it would be wonderful.

Mr. Mulvaney stated noise is not addressed in the conditions and the subject property is right across the street from the Navy housing complex. He asked if there has been consideration for the location of the outdoor speakers and time frames for operation. Mr. Gleiser stated that is the reason that you have the buffer between residential and

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commercial properties. He stated the buffer lessens any impact that the use will have on adjacent housing.

Mr. Carpenter opened the public hearing.

Mr. Bobby Singley, 423 N. Boundary Street, Williamsburg, representative for the applicant, spoke in favor of the application. He thanked Planning staff for their assistance. Mr. Singley gave a brief presentation of the application.

Mr. Carpenter closed the public hearing.

Ms. Fox made a motion to recommend approval of conditional use permit CU-16-365 to City Council, as recommended by staff. The motion was seconded by Mr. Mulvaney.

Vote on Roll Call

For: Jones, Simmons, Mulvaney, Austin, Willis, Groce, Maxwell, Fox, Carpenter

Against: None

Abstention: None

The Planning Commission voted unanimously (9:0) to recommend approval of conditional use permit CU-16-365 to City Council.

CU-16-366, City of Newport News & YM Devco-10, LLC. Requests a conditional use permit to allow for the construction of a multi-modal transportation center and service/maintenance facility located on a portion of 550 Youngs Mill Lane, 490 Youngs Mill Lane, 13020 Mitchell Point Road, 199 & 201 Motoka Drive and 500 B Bland Boulevard on six (6) parcels totaling 38.85 acres and zoned R7 Medium Density Multiple-Family, R8 High Density Multiple-Family, R4 Single-Family and P1 Park. The Parcel Nos. are 140.00-01-04 & 08 & 09, 150.00-01-25, 109.00-08-24, and 120.00-01-05.

Saul Gleiser, Senior Planner, presented the staff report (copy attached to record minutes).

Ms. Willis asked for clarification where the train turnaround would be located on the map. Mr. Gleiser deferred to the applicant's representative, Derek J. Piper, Engineer for the project. Mr. Piper pointed to the location of the train turnaround on the map, between Bland Boulevard and the train station.

Ms. Austin stated a photo of the existing Amtrak train station provided in the staff report designated 70 parking spaces, and overflow parking occurs on the roadway going into the parking area and the train station. She stated she has seen the entryway lined up on both sides and overflow parking in the office building adjacent to the train station on the left. Ms. Austin stated there are 22 illegal parking spaces and, on a busy day, approximately 20 people parking in the office building next door, which totals 113 parking spaces, which is 17 parking spaces less than the 130 parking spaces proposed

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for a facility that may double in use. She stated that is not going to be enough parking. Ms. Austin asked what is the long-term plan. Mr. Gleiser stated there is enough space on the property to expand parking. Ms. Austin asked Mr. Gleiser to show her the area where parking could be expanded on the map. Mr. Gleiser showed Ms. Austin the location on the map.

Ms. Austin asked if people will be allowed to park their vehicles overnight. Mr. Gleiser stated yes, they will. Ms. Austin asked if there is a designated area for overnight parking. Mr. Gleiser stated he is not sure. Ms. Austin asked if there will be overnight security for parked vehicles. Mr. Gleiser stated it will be the city patrolling the city property. Ms. Austin asked if there will be security cameras covering the parking areas. Mr. Gleiser stated yes. He stated it is a requirement of site plan review that the parking area is appropriately lighted so you have lights on all of the parking areas.

Ms. Austin asked if there is a designated area for taxis. Mr. Piper stated there will be spaces designated in front of the facility for taxi parking spaces. Ms. Austin asked Mr. Piper to show her the location of the taxi parking spaces on the map. Mr. Piper showed Ms. Austin the location on the map. Mr. Piper stated the plan is that taxis will be able to drop off and pick up passengers from the taxi parking storage, which will be in designated spaces. Ms. Austin asked if the taxis would be lined up or come up as parking spaces open. Mr. Piper stated they would come up as taxi parking spaces open.

Ms. Austin asked where pedestrians would be able to access the train station from the sidewalks. Mr. Piper stated there will be sidewalks coming in on the entire entrance road and coming up the front access to the building. Ms. Austin asked if there will be a bikeway as part of the sidewalk or the roadway. Mr. Piper stated they plan to use widened lanes on the roadway for shared use. Ms. Austin asked if there would be a separate painted lane with bicycle symbols. Mr. Piper stated we were not planning on doing that. He stated they were just going to put up shared use signs and the 16-foot roadway would be sufficient width with low speeds of travel of 25 miles per hour or less. Ms. Austin stated that, as a person who rides a bicycle, she likes it when there are signs painted on the road so it is clear to the people in a motorized vehicle to leave space for bicyclists. Mr. Piper stated the main access road is a city street, so that can be permitted by the city street ordinance.

Ms. Austin asked if people would be able to go back and forth between the train station and the airport and if train station passengers would be able to access the airport's rental car stock. Mr. Piper stated we have had discussions with airport management of possibly extending their shuttle service. He stated there are some legal issues that would have to be worked through, because when they are on-site they are not commercial vehicles so there would be additional costs to be incurred by the airport. Mr. Piper stated the shuttle service at the parking lots at the airport cannot go from the parking lot to the train station parking lot. He stated this will be a multi-modal facility in proximity to the airport and people will probably not likely come in on a flight and leave on a train in the same trip. Ms. Austin stated you could arrive at the train station and

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wish you had a rental car. Mr. Piper stated yes, and we have thought about having kiosks on-site where passengers could access the rental car companies at the airport, who would deliver a car to the train station. He stated we would not have to put in additional parking for rental cars and use the facilities that already have multiple rental car vendors at the airport facility.

Ms. Austin asked if there will be a place that bicycles can be locked. Mr. Piper stated yes, we will have a bicycle storage facility.

Mr. Piper stated that in talking with Amtrak representatives, they recognize that on holiday weekends that the existing facility is parked full. He stated we have come to the conclusion that 130 parking spaces would be sufficient for opening day. Mr. Piper stated that, long-term, there are other portions of this property that could be utilized for parking. He stated we can do a master plan, and there is also potential where the existing parking lot could become a parking deck which could more than double the parking, but that is also based on long-term growth and passenger ridership, which is not an exact science. Mr. Piper stated the current plan for bicycle access is shared lane use, but if the city has requirements that the city street needs a designation, that is fine.

Ms. Austin asked if you are approaching the station, on the left in the area that could become a future parking area, what will it look like after the station is built. Mr. Piper stated it will be a planted landscaped area, with potential passenger recreation and a walking trail.

Mr. Carpenter asked if, when this project was initially begun, this location was or is still in the running for a complete interchange with Interstate 64. Mr. Piper stated there is no interchange planned for Bland Boulevard, and it is not in anyone's planning. Mr. Carpenter stated it was requested years ago but maybe turned down. He asked if it would be more likely that we get an interchange here now because it becomes a more significant location for transportation or are we less likely to get it because the train station is here. Mr. Piper stated it would be less likely because the CSX mainline is right there next to the interchange and it would be difficult building ramps because of the containments and how they would tie into Bland Boulevard. He stated most of the interchange would probably occur on the Jefferson Avenue side because of what you would have to do to get over the ramps on the CSX mainline.

Mr. Mulvaney asked if the existing Amtrak station would be abandoned. Mr. Gleiser stated yes.

Mr. Mulvaney asked if a traffic impact analysis has been done. Mr. Gleiser stated there was a traffic impact study and it was determined that the Level of Service (LOS) on the roads around the train station would not change and there are no necessary improvements to the roads. Mr. Mulvaney asked what the levels of service are currently in that area. Ms. Jackie Kassel, Chief of Transportation Engineering, stated the Bland Boulevard interchange was cancelled by the Federal Highway Administration (FHWA) in the 1990s and there is no funding in our plans for that interchange. She stated we have

requested that the Denbigh Boulevard bridge project which goes over the interstate be designed to accommodate a future interchange. Ms. Kassel stated that, while there are no plans for one there, we are making accommodations in the bridge project. She stated the current LOS at the busiest intersection nearby is the Warwick Boulevard and Bland Boulevard intersection and in the PM peak today that intersection is a LOS F, which is the worst grade, but if you look at the numbers in detail, the number of seconds of delay, what it is today and what it will be the day the train station opens, it will be about the same. Ms. Kassel stated the amount of traffic coming into that intersection will not impact the level of operation and the experience at Warwick Boulevard and Bland Boulevard. She stated the intersection of Bland Boulevard and Campbell Road operates with a LOS C today, and will remain a C with the train station. Ms. Kassel stated the amount of traffic does not have a great impact with just the train station opening up. Mr. Mulvaney asked if we looked at Bland Boulevard and Jefferson Avenue because that is the most likely place for commuters to travel. Ms. Kassel stated the traffic study did not go to Jefferson Avenue, but did show that about 80% of traffic would go that way, but the overall amount of traffic coming throughout the day to the train station would be approximately 350 vehicles and that impact is absorbed into the other traffic. Mr. Mulvaney stated he is concerned that the whole corridor could potentially become very crowded in the next year. Ms. Kassel stated it is very crowded today.

Mr. Carpenter opened the public hearing.

Mr. Derek J. Piper, 277 Bendix Road, Virginia Beach, applicant, spoke in favor of the application. He thanked Planning staff for their assistance. Mr. Piper gave a brief presentation of the application.

Mr. Jones asked if there would be food and drinks for sale at the multi-modal station. Mr. Piper stated right now we plan to have two staff members at the facility. He stated we have considered restaurants and retail space, but right now, there are only two trains a day running several hours apart and three trains on Fridays. Mr. Piper stated that, as the frequency of trains increases there could be more amenities there, but right now the plan for offering food and drinks would be vending machine services.

Mr. Jones asked what type of security would be at the station. Mr. Piper stated we will have the required site security cameras. He stated that although Amtrak is a lease holder, this will be a city operated and maintained facility, similar to the Denbigh Community Center. Mr. Piper stated as a city facility, we will rely more on policing from the city Police staff. He stated we will have a conversation with the Police Department as we get closer to opening. Mr. Piper stated we will have cameras in the interior and exterior of the building.

Ms. Fox stated there are 350 vehicle trips daily for the traffic forecasted. She asked if that is with the current train traffic at the existing train station. Mr. Piper stated no, 350 vehicles a day is a requirement based on a 20 year projection looking at future ridership. He stated the arrival and departure of trains is not year-round peak hours.

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Mr. Piper stated the peak of the facility is not aligning with the peak of the surrounding roadway, but a couple of hours before or after that peak. He stated a lot of the traffic concerns are really the traffic problems in those peak AM and peak PM hours, which is not when the trains will be arriving and departing.

Ms. Fox asked what is the traffic count for the existing railroad station. Mr. Piper stated he does not know that. He stated that, in talking with the Amtrak representative earlier, that facility is full from a parking standpoint on holiday weekends, but generally those lots are not filled at other times. Ms. Fox stated it does seem to create an issue with traffic.

Mr. Groce stated he had the opportunity to see a presentation on this facility about 18 months ago at the Denbigh Community Center. He stated this is a very nice project. Mr. Groce asked if the residents in the immediate area where this project will be developed were invited to that presentation. Mr. Piper stated we advertised the presentation in the newspaper, similar to what you would see when VDOT advertises a project. He stated the public hearing will be advertised the same way in the next couple of days for the June 2, 2016 National Environmental Policy Act (NEPA) public hearing.

Ms. Austin asked if the city will own the facility and Amtrak will be leasing the facility. Mr. Piper stated he believes that is the case, but the lease agreement terms have not been worked out. He stated the city plans to own and maintain the station building. Mr. Piper stated the city will own the service facility and lease it to Amtrak. He stated Amtrak will operate and maintain the land area and buildings on the service facility. Mr. Piper stated the service facility buildings are not publicly owned buildings.

Ms. Austin asked when the train is stopped at the station, will it be on new track that is apart from the CSX mainline. Mr. Piper stated yes, on one of the side tracks located 40 feet from the existing track.

Mr. John Bender, 40 Massachusetts Avenue, Washington, DC, representative for Amtrak, spoke in favor of the application. He thanked the city of Newport News. Mr. Bender stated this new facility will meet our future needs for passengers and multi-modal facilities within the city of Newport News. He stated the goals of the Department of Rail and Public Transportation (DRPT) are to increase passenger rail within the Commonwealth.

Mr. Carpenter stated he is sure we share the same goals and are hopeful that Amtrak will pay the city a lot of rent. Mr. Bender stated he would not count on that, but it will be worked out.

Mr. Arthur Singleton-Bey, 117 Jenness Lane, stated his family has resided on Jenness Lane for 35 years and there is concern within the community. Mr. Singleton-Bey stated that we have been talking about a bike trail and traffic, but the city has not put any sidewalks on Campbell Road. He stated Campbell Road goes right into Bland Boulevard and people will be coming to the train station but there are no sidewalks, but

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there are provisions for bicycles. Mr. Singleton-Bey stated now you need to look out for bicycles and cars as you walk to Amtrak. He stated they can find the money for this multi-modal station, but what about the sidewalks to get to the multi-modal station. Mr. Singleton-Bey stated he has been here since Jefferson Avenue was a two-lane highway, and he watched Patrick Henry Mall and Jefferson Commons, as well as Bland Boulevard develop. He stated his issue is the sidewalks, because for 35 years, First Baptist Denbigh Church has been there and the parishioners cannot walk to church because there are no sidewalks.

Ms. Suzanne Grummel, 18 Colony Road, stated her house is very close to Warwick Springs. She stated she is not concerned with the train station. Ms. Grummel stated its design and what it will bring to the city is wonderful. She stated her concern is with the repair facility and that there will be an entrance at Warwick Springs. Ms. Grummel stated that on her small little two-lane street which connects with Warwick Springs and is a prime location for a possible entrance in the future, we have three very large multi-family complexes, houses on both sides of the street, and children at different times during the day coming down and getting the bus at the intersection of Colony Road and Warwick Springs, further up closer to Warwick Boulevard. She stated we do not have any sidewalks and the children walk down the street. Ms. Grummel stated there are primary school children who go by themselves, as well as middle schoolers and high school students. She stated they use the streets to walk down to the bus stop and wait for the bus, and the busses come down and have to turn around on Warwick Springs to go back out. Ms. Grummel stated we have a lot of traffic for our little two-lane road. She stated the repair facility trucks could come down at certain times, but it is very nebulous and it is not acceptable to her as a parent and a resident, to not know when my children have to watch out for vehicles. Ms. Grummel asked that if her tiny little street will be used as an access point for the repair facility, that you help to qualify when those trucks come down, and if you cannot do that, then at least install sidewalks on which the children may walk.

Mr. Richard Vanderzee, 475 Cheshire Court, stated he worked with the city Engineering Department all of last year at which time we had a meeting and discussed for two hours some of the problems that had not been covered in the initial environmental report. He stated two of his concerns have been included in the final environmental report, which he understands has not yet been approved by the federal government. Mr. Vanderzee stated he would caution the Planning Commission about taking any action tonight until they get more information and each and every member take an extensive look at the Bland Boulevard area. He stated it will create devastating congestion added to the existing congestion in this city. Mr. Vanderzee stated there is a new school bus facility to be located very close to the Bland Boulevard area. He stated another reason to be cautious is that there is erroneous information in this analysis. Mr. Vanderzee stated there is a listing for 550 Youngs Mill Road and 490 Youngs Mill Road. He stated they are not located in the area that is designated. He stated he met with people at the office on Youngs Mill Road and they know nothing about any building or apartments at those addresses. Mr. Vanderzee stated that is worth some investigation by someone. He stated some of the addresses listed are also unfound. Mr. Vanderzee stated he has

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been up and down the railroad line several times and 13020 Mitchell Point Road is unbound and should be further identified. He stated there are some good points that have been brought up, but the proposed cost of this project is \$38.9 million and that is minimum. Mr. Vanderzee stated that was the base before the environmental assessment. He stated he suspects there will be some additions added in the construction process. Mr. Vanderzee stated that is a problem for him as a taxpayer. He stated he is retired and having a tough time, so he is trying to watch the city dollars a lot more than the city is watching. Mr. Vanderzee stated he could go on and on and name 100 items if he was asked to, and he would be glad to come back and give the Planning Commission a list of them. He asked that the Planning Commission delay decision making on this program. Mr. Vanderzee stated it is too big a development and we are concerned about the private investment area and the construction area with the homes at every entrance to the addresses up on the hill. He stated he would be very concerned if he was in the private gated community having trucks, busses and bikes, up and down the road all day. Mr. Vanderzee stated he does not want the Planning Commission to make a decision based on erroneous information and exaggerated estimates of what this project is going to do for the city.

Ms. Karen Ness, 136 Ruston Drive, spoke in opposition of the application. Ms. Ness stated she just moved a year and one-half ago from a bedroom community in Pennsylvania. She stated they did not realize when they bought their house here in Newport News that 200 yards away there were train tracks that run night and day. Ms. Ness stated the first night when the trains were blowing their horns, she bolted up in bed. She stated they are loud and the decibel levels are deafening. Ms. Ness stated she has neighbors who said their kids were crying in the night because it was so loud they could not sleep and it was affecting their school. She stated when you are bringing something like that into an area that is zoned residential; you need to know there will be a lot of impact. Ms. Ness stated the property values will probably come down and make it harder to sell a house in that area. She stated that living near a train track, the house vibrates and the windows rattle. Ms. Ness stated this will possibly cause damage to homes. She stated it does not make any sense to put this in a residential area. Ms. Ness stated that right up the road to the north is an industrial park where it would make more sense to put the multi-modal facility, or on another site that is not residential. She stated to take an area that is only residential and stick something like this there is a nightmare for the community. Ms. Ness stated when she was working in Harrisburg, Pennsylvania, there was a turnaround junction and a homeless camp sprung up right across the street from the tracks. She stated that may be another problem on top of the crime and everything else we have to deal with if you bring this here. Ms. Ness asked that the Planning Commission look at the entire impact to the community, environmentally, financially to the homeowners. She stated we are destroying a community bringing in a mess like this here.

Ms. Karen Pogoloff, 713 Windy Way, is President of the Windy Knolls Condominium Association and Secretary of the Windy Knolls Community Board. Ms. Pogoloff stated her comments will be from her personally, but they are based on discussions with owners and residents within Windy Knolls. She stated nobody has mentioned Aspen

Meadow Lane, which is the road that comes down Campbell Road into Windy Knolls, and it is our understanding that it is the road that will be the primary entrance into this new transportation center. Ms. Pogoloff stated currently, it is a two-lane road, with an exit onto Campbell Road, which is a very busy short cut for many people. She stated it is almost impossible to get out of in the morning or get into in the evening. Ms. Pogoloff stated we have between 400 and 500 cars within Windy Knolls currently, and there are two more apartment buildings coming in the next three to six months, which will increase the number of cars. She stated that, currently, to get into Windy Knolls, if you come off of Bland Boulevard onto Campbell Road, there is room for two cars to turn. Ms. Pogoloff stated she cannot tell the Planning Commission how many times she has almost been hit as people come over the hill on Campbell Road and cannot see that there is a turn lane. She stated if you are exiting from Windy Knolls and you are turning right onto Bland Boulevard, going toward the interstate, again, there is only room for two cars to turn, and generally there are four to six cars. Ms. Pogoloff stated that, with Campbell Road only being two lanes, it is already a significant problem. She stated Bland Boulevard is extremely busy, and most of the time on the weekends, it is almost impossible to travel down there. Ms. Pogoloff stated there have been several accidents and a few deaths already. She stated she does not believe the transportation study takes any consideration of the reality of living there. Ms. Pogoloff stated currently, Windy Knolls is a quiet community, and many of us chose it because it is on a dead end. She stated we live in a gated community and the only way we can get in is from Aspen Meadow Lane. Ms. Pogoloff stated any construction over the next couple of years will impact our ability to sell our properties, which are already in a community that is very depressed because of the economy. She stated we have owners who are over \$100,000 upside down from when they bought their condos 8 years ago. Ms. Pogoloff stated we were optimistic that this plan would impact the value of our properties in the future. She stated in the short-term it will make it virtually impossible for us to sell with the kind of construction that will happen. Ms. Pogoloff stated she sees a different property value. She stated we have had numerous foreclosures and were just starting to have a positive trend in the next year and she believes this will impact it negatively. Ms. Pogoloff stated several of the board members are present, but she really wants the Planning Commission to take into consideration the impact this will have on the community.

Ms. Willis asked where the gate is located in the gated community. Ms. Pogoloff stated you would take Aspen Meadow Lane to Knolls Drive and then there is a circle, and at the end of the circle is a clubhouse with a gate on each side. She stated there is no exit beyond coming on Aspen Meadow Lane. Ms. Willis asked if they would have to remove any gates or change the gated part of the community. Ms. Pogoloff stated no.

Ms. Fox asked how the construction vehicles get to the existing construction site. Ms. Pogoloff stated they come on Aspen Meadow Lane and then there is a road that goes to the left. She stated the trucks come in through there all day long.

Mr. Joseph Blumber, 522 Knolls Drive, is a member of the Windy Knolls Condominium Association. Mr. Blumber stated he is optimistic with the long-term and what this can do

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to possibly improve the city overall. He stated that, being a close neighbor, our property values may even benefit, but that is a great unknown. Mr. Blumber stated he has great concerns with the scope of the plans at this point, which are 60% complete. He stated they do not adequately address the access issues to the transportation center and Windy Knolls condominiums. Mr. Blumber stated Campbell Road does not have sidewalks or curbs and is a very narrow two-lane road with deep ditches on either side for the majority of the road. He stated this road will be the primary access for people coming from Warwick Boulevard and travelling west on Warwick Boulevard to get into the train station. Mr. Blumber stated right now very little of the traffic actually goes up to Bland Boulevard and makes a turn onto Bland Boulevard, and then comes back onto Campbell Road, and cross a bridge which is not much wider than from his position at the podium to the back wall of City Council Chambers. He stated in that distance is where the turn lane is into Aspen Meadow Lane, which is maybe two car lengths, and beyond that traffic will back up into the Bland Boulevard intersection with Campbell Road. Mr. Blumber stated that, with these issues in that area and Aspen Meadow Lane is not even mentioned in the proposal is concerning. He stated currently, Aspen Meadow Lane is the road that is the entrance and at its intersection with Campbell Road, you simply make a U-turn to go onto Bland Boulevard. Mr. Blumber stated you are barely on Campbell Road for any distance at all. He stated at this time, Aspen Meadow Lane served as nothing more than the entrance to the Windy Knolls Condominium Association and apartment community, and for the city's trucks that go into the "dirt piles." Mr. Blumber stated his unit is on the third floor and in the winter when the leaves are down, he can look down on the Bland Boulevard bridge and those "dirt piles." He stated he would be very glad to be able to look out and see the improvements that he sees in the pictures for what this train station will be, but he has serious concerns about the traffic, which seems to be sloughed off as not a big issue. Mr. Blumber stated the traffic issues have not been adequately addressed. He stated the turn lane from Campbell Road to Aspen Meadow Lane is barely adequate for what we have now and any added traffic will make entry from Aspen Meadow Lane to Bland Boulevard nearly impossible. Mr. Blumber stated that, from Aspen Meadow Lane to Warwick Boulevard, if you want to go west from Aspen Meadow Lane coming out, it is an almost impossible turn because of the way the intersection at Campbell Road is set up. He stated it does not go straight across at a 90 degree angle, and for some unknown reason, when they put the concrete barrier in, they extended it out well beyond the stop line on Bland Boulevard. Mr. Blumber stated you actually have to travel to the right and then make an extremely sharp left turn or go up Campbell Road, which is this narrow little road with deep ditches on either side. He stated Campbell Road, as has been mentioned, is the short cut from Warwick Boulevard to Jefferson Avenue via Bland Boulevard and gets a lot of traffic. Mr. Blumber stated that traffic backs up from the intersection to in front of the church in the evenings, and to get out, you have to hope for the good graces of someone in that line to allow you out. He stated it is a major problem for us there. Mr. Blumber stated he does not see where the plan addresses anything beyond the intersection with Knolls Drive and Aspen Meadow Lane. He stated Aspen Meadow Lane will be the entrance road, and they do not even give a thought or mention to Campbell Road. Mr. Blumber stated he thinks that the bridge that crosses Lucas Creek Road will probably have to be widened and also should be raised because

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if we have heavy rains, Lucas Creek comes up and just about runs over the road. He stated if there is a high tide at the same time, he has seen it flood five times in five years. Mr. Blumber stated the bridge for Campbell Road that crosses Lucas Creek will be under water and it backs up water all the way to Warwick Boulevard. He asked if we have people with a train coming in and this street is flooded, what is going to be done about it. Mr. Blumber stated that at the intersection of Aspen Meadow Lane with Campbell Road there is a retaining wall that is the sign for Windy Knolls apartments and condominiums. He stated we currently maintain mowing the lawn from Campbell Road on both sides of Aspen Meadow Lane and all the way back to our condominiums because the city will only mow it about three times a year, which leaves the weeds standing about waist high. Mr. Blumber stated this would be unacceptable and certainly an unattractive entrance to our property. He stated people who might be interested in buying at Windy Knolls would wonder if anything will be done because once this becomes the access to the train station, will the city do any better about maintaining Aspen Meadow Lane than what they do right now.

Ms. Willis stated they have done a lot of work at the pump station that is down at Warwick Boulevard and Bland Boulevard. She asked Mr. Blumber if he has noticed any difference in the water since they have improved that pump station on Lucas Creek. Mr. Blumber stated it has flooded only once since then.

Mr. Carpenter closed the public hearing.

Ms. Willis stated it seems that the traffic on Campbell Road is something that would behoove the city and Amtrak to resolve once everything is in position, which will only enhance Amtrak with better access in and out.

Ms. Willis asked if there are any plans in the works to address the sidewalks at the corner, because it will be very hard for people to get out and get to the train station if you cannot get off Aspen Meadow Lane.

Ms. Kassel stated there is a sidewalk that is running down Aspen Meadow Lane, and there is one that the city added on Campbell Road from Bland Boulevard to the church. She stated we also have plans to improve Campbell Road to the north, which is under design now. Ms. Kassel stated we are going to improve drainage and add a sidewalk and widen the road, installing a curb and gutter. She stated there is a project under design to improve Campbell Road to the north. Ms. Kassel stated it is a valid concern about the close spacing between Aspen Meadow Lane and Bland Boulevard. She stated there is an abbreviated turn lane in which two cars can fit. Ms. Kassel stated it looks like there is some area for improvement there with the opening of the train station. She stated the city did not recommend any improvements at this time, just the train station. Ms. Kassel stated if the site was to be built out the study does look into future growth and possible dual right turns coming out of Aspen Meadow Lane. She stated we will need another study, depending on what develops, to see if a signal is warranted at that location. Ms. Kassel stated today, the intersection operates at a LOS A, which is acceptable and does not show any degradation to the intersection LOS with

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improvements at Aspen Meadow Lane and Campbell Road. She stated Bland Boulevard and Campbell Road is a LOS C, and Bland Boulevard and Warwick Boulevard is a LOS F. Mr. Carpenter asked if Campbell Road north is where the church backs up to Warwick Boulevard. Ms. Kassel shared a map with Planning Commission showing each intersection.

Mr. Groce asked which parts of Campbell Road would be widened. Ms. Kassel stated to the north of Bland Boulevard, across Bland Boulevard from the train station in the Warwick Lawns neighborhood. Mr. Groce asked if there was anything that could be done with Campbell Road and Aspen Meadow Lane. Ms. Kassel stated right now we do not have a project to do any improvements to the south on Campbell Road.

Mr. Mulvaney stated he is not comfortable with the information he received tonight and completely understands the impact of what we are trying to do. He stated he would like to dig into this a little further before he makes a decision this evening. Mr. Mulvaney stated he would like a work session on the matter.

Mr. Mulvaney made a motion to defer conditional use permit CU-16-366 to the next Planning Commission public hearing on June 1, 2016. The motion was seconded by Ms. Austin.

Vote on Roll Call

For: Simmons, Mulvaney, Austin, Willis, Groce, Maxwell, Carpenter

Against: Fox, Jones

Abstention: None

The Planning Commission voted 7:2 to defer conditional use permit CU-16-366 to the next Planning Commission public hearing on June 1, 2016.

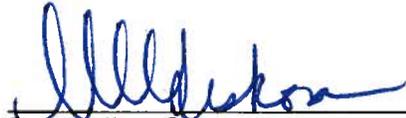
Mr. Carpenter asked when a work session could be scheduled. Ms. McAllister stated May 18, 2016. Mr. Carpenter stated that a work session is scheduled for May 18, 2016.

EXECUTIVE SECRETARY REPORT

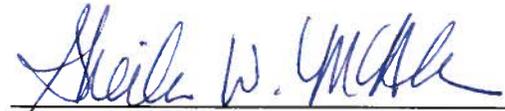
Ms. McAllister stated that the plan amendment and conditional zoning case for the Peninsula Airport Commission property at Jefferson and Brick Kiln Boulevard will be heard by City Council on May 10, 2016 at 7:00 P.M.

Ms. McAllister stated the June 1, 2016 public hearing will also include a review of a Master Plan for Phase One of the Tech Center at Oyster Point at 12050 Jefferson Avenue and 628 Hofstadter Road; a conditional use permit for an amusement arcade at 14346 Warwick Boulevard, Suite 402; a conditional use permit for a tattoo establishment at 12567 Warwick Boulevard, Unit 101; and a conditional use permit for a group home at 28 Harpersville Road.

There being no further business, the meeting adjourned at 6:50 P.M.



Recording Secretary



Executive Secretary

MINUTES OF THE PLANNING COMMISSION WORK SESSION
Wednesday, May 18, 2016
10th Floor Conference Room of the City Hall Building
Newport News, Virginia

PRESENT: Michael F. Carpenter, Chairman; Mark Mulvaney, Vice-Chairman; Willard G. Maxwell, Jr.; Sharyn L. Fox; Robert B. Jones; Daniel L. Simmons, Jr.; Lorraine P. Austin; N. Steve Groce; (Staff: Sheila W. McAllister, Director of Planning; Claudia Cotton, Manager of Current Planning; Britta Ayers, Manager of Comprehensive Planning; Flora Chioros, Planning Coordinator; Saul Gleiser, Senior Planner; Johnnie Davis, Planner; Lynn Spratley, Deputy City Attorney; Everett Skipper, Director of Engineering; John Kaoudis, Assistant Director of Engineering; Jackie Kassel, Chief of Transportation Engineering; Bryan Stilley, Engineer II; Vince Urbano, Assistant Chief of Civil Design; Sherry Graham, Inspector III) **Guests:** Derek J. Piper, Parsons Brinckerhoff; John Hendrickson, II, WSP | Parsons Brinckerhoff; Stephen Smiley, Virginia Department of Rail and Public Transportation

ABSENT: Elizabeth W. Willis

Mr. Mulvaney opened the work session at 4:00 PM. He introduced the first item on the work session agenda: Conditional use permit to allow for the construction of a multi-modal transportation center and service/maintenance facility located on a portion of 550 Youngs Mill Lane, 490 Youngs Mill Lane, 13020 Mitchell Point Road, 199 & 201 Motoka Drive and 500 B Bland Boulevard on six (6) parcels totaling 38.85 acres and zoned R7 Medium Density Multiple-Family, R8 High Density Multiple-Family, R4 Single-Family and P1 Park.

Mr. Everett Skipper, Director of Engineering, introduced Mr. Derek Piper from Parsons Brinckerhoff, Project Manager, to lead the presentation. Mr. Skipper stated a copy of today's presentation will be emailed to the Planning Commission after the work session, in order to give them an opportunity to review the information in more detail. He stated we will be holding public meetings for both this project and the Campbell Road project between now and the June 1, 2016 public hearing to ensure that any other public commentary is addressed. Mr. Skipper stated he will provide the Planning Commission with notes from those meetings before action is taken at the June 1, 2016 public hearing.

Mr. Mulvaney stated Chairman Michael F. Carpenter had arrived and turned the meeting over to Mr. Carpenter at 4:05 P.M.

Mr. Piper began his presentation, introducing the agenda: Project Site, Project Traffic Study Summary, Bland Boulevard and Jefferson Avenue Traffic Impacts, Service Facility Traffic, No-Build Traffic compared to Build Traffic; and Area Transportation Projects. He displayed a site plan graphic and stated the site plan has been updated with some things that came out of a value engineering study, which was required of this

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project, in an attempt to save money. Mr. Piper stated they are now proposing to use the fire access road to build a temporary six bus bay parking and turnaround area. He stated that, if this site is developed further in the future, then the bus bays would be permanently relocated, but the same six bus bays would be provided in the new location. Mr. Piper stated we have provided a taxi drop-off area after re-orienting the parking lot. He stated we still have 130 permanent parking spaces and an overflow parking area which can be built in the initial phase of construction that offers another 25 to 30 parking spaces. Mr. Piper stated these updates were made in response to comments they have received and cost-saving initiatives.

Mr. Piper stated the Traffic Impact Summary is a summary of what kind of impact this project would have on traffic. He stated the total vehicle trips per day at the train station on a daily basis is projected at 357. Mr. Piper stated the trains arrive Monday through Friday, with a slight schedule change on the weekends. He stated trains will arrive at 11:45 A.M. and 6:52 P.M. and depart at 9:15 A.M. and 5:20 P.M. Mr. Piper stated the peak hour for the adjacent streets is 5:00 to 6:00 P.M. and does not really coincide with when the trains arrive and depart, with the exception of the 5:20 P.M. train, when people would be arriving at the train station. He stated we looked at the current traffic volumes and Level of Service (LOS) for the adjacent intersections with the current No-Build condition and the Build condition. Mr. Piper stated the approach of Aspen Meadow Lane, as you are approaching Campbell Road, has 59 trips on it and would have 169 in the future, which would still continue a LOS A. He stated Campbell Road at Aspen Meadow Lane currently has 794 and will increase to 851, which is still a LOS A. Mr. Piper stated Bland Boulevard in the vicinity of Campbell Road has 3,321 trips and after build will have 3,348 trips, and will stay at a LOS C. He stated there is a future expansion of Windy Knolls of 48 units, which will add 480 trips per day with a P.M. peak of 48 trips. Mr. Piper stated the expansion of those units generates more traffic than the multi-modal transportation center in its initial development phase.

Mr. Piper introduced the traffic impact summary to the service facility. He stated primary access to the service facility will be off of Colony Road during construction and then Warwick Springs Drive. Mr. Piper stated the total trips per day is roughly 30 personal vehicles and pick-up trucks, a daily trash truck, and one tractor-trailer every three to four weeks for delivery. He stated that, based on what is out there now, this intersection operates at a LOS C and adding these 30 trips to the P.M. peak at this intersection has nearly no change.

Mr. Mulvaney asked if the impact numbers include the 480 trips per day for Windy Knolls. Mr. Skipper stated no, we did not add those because we understand they will be following construction. Mr. Mulvaney asked if you add the 480 trips to the build numbers, would the LOS change in any of those places. Mr. Skipper stated no. He stated we would anticipate changes of service in excess of 1,200 to 1,500 trips, depending on the condition of the roadway.

Ms. Austin stated the Aspen Meadow Lane difference between Build and No-Build is 110, but the difference in traffic at Bland Boulevard and Campbell Road is only 20. She asked if everyone would be turning left out of Aspen Meadow Lane. Mr. Skipper stated it means a proportion will turn left and a portion will go straight across Bland Boulevard to Campbell Road on the other side. Mr. Piper stated this number represents Bland Boulevard as it is approaching Campbell Road. He stated there are multiple decision points for travelers, they can go left out of Aspen Meadow Lane, south on Campbell Road, and after they turn right onto Campbell Road, they can go left, through, or right. Mr. Piper stated that by the time the traffic disperses, there is a very minor impact or change to volume on Bland Boulevard. Mr. Carpenter asked if 357 vehicle trips per day is what we are expecting when this facility opens. Mr. Piper stated the 357 trips per day is a 20 year projection. Mr. Carpenter stated he is disappointed there is only a prospective 357 people who are going to use this facility, which is going to cost millions of dollars. Mr. Skipper stated there are a number of elements as to why the station would be built. He stated these numbers are based on two daily trains. Mr. Skipper stated there is some future consideration that it will become three or higher, but in the five year projection, over three daily trains is not anticipated. He stated that is why we are not showing any higher numbers associated with the trains, because none of those plans are in place today and we do not foresee them in the current projected numbers from the state or from Amtrak. Mr. Skipper stated we do anticipate, and would like to see, higher numbers but for context, an additional train is going to add 50% of the increased numbers. He stated the important part to recognize about that is an additional train would operate at different hours, and would not add any more to the peak hours. Mr. Skipper stated the reason you see 100 trips in the peak for Aspen Meadow Lane is because there is a train departure in the middle of the day. He stated an additional train would be off-peak somewhere different and would not add more during the peak, but it would add more during some other portion of the day. Mr. Piper stated a trip is a vehicle, and there could be more than one person in a vehicle, so those numbers are not just one person coming to the train station.

Mr. Carpenter stated we are getting started on studying bus rapid transit, and it is his hope that a rapid bus transit station would be at the multi-modal station, and may drive the 357 daily trips numbers higher. Mr. Skipper stated it is possible, but it would be limited because the bus rapid transit would have multiple stations throughout the entire run of the city. He stated the multi-modal transportation center would be one of the locations where there would be transfers, but we would anticipate the transfers would be to get on a train as opposed to get in a car, or transfer on a shuttle to the airport, or an inter-city bus. Mr. Carpenter stated his hope is bus rapid transit would add to the train service, not necessarily cars coming and going.

Mr. Mulvaney stated there is a 63 car delta for which the data does not account. He asked how 357 cars is calculated with a 63 car delta missing. Mr. Piper stated 357 is number of daily trips. He stated when you talk about hourly volume and peak hour volume, there are some trips that are in the A.M. and some that are intermittent throughout the day. Mr. Mulvaney asked if the 357 is not represented completely in the

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trips. Mr. Skipper stated it is represented completely, but it is represented in the portion that is assigned to peak hours. He stated when we talk about 480 trips per day for the increase of units at Windy Knolls, it is on the basis of an average 10 trips per day per residential unit. Mr. Skipper stated the P.M. peak is only 48 trips, so 10% is the typical rule of thumb assigned for residential housing in the peak hour.

Mr. Piper stated the service facility traffic will consist of 30 personal vehicles, one trash truck, and one tractor-trailer every three or four weeks. He stated the intersection of Colony Road and Warwick Boulevard has 700 trips per day with a P.M. peak of 450. Mr. Piper stated we will have a half-dozen vehicles at most of the P.M. peak hour and the daily trips is inconsequential at this intersection. Mr. Skipper stated the P.M. peak does not coincide with the anticipated shift changes. He stated with this number of vehicles, if you assume that half of them are occurring in the morning and half in the evening, it is not on the peak periods at all. Mr. Skipper stated if it were on the peak periods, it would have a very small negligible impact, but it is not even there because it is not measurable.

Mr. Piper shared graphics showing the intersections that were studied and a summary table with data from the future No-Build to the Build condition of those intersections.

Mr. Piper stated we got some questions at the last meeting about the intersection of Bland Boulevard and Jefferson Avenue. He stated this intersection carries now, in the P.M. peak, almost 8,200 vehicles. Mr. Piper stated the additional vehicles in the P.M. peak from the project would be about 8,700 vehicles, which would be a 1% increase. He stated it is understood that the intersection fails today, but the incremental amount that we are adding to it is almost unmeasurable.

Mr. Piper stated this project is very long and linear and the track from the multi-modal transportation center to the service area would include 2,000 feet of track work. He stated the access into the service facility on a daily basis is from Colony Road to Warwick Springs. Mr. Piper stated traffic improvements to this area will be public street extensions with a private driveway to the service facility. He stated there is a little roadway that ties into Live Oak Lane, which is a required secondary access for the Fire Department, which will be gated and locked for fire emergency access only. Mr. Piper stated we may use Live Oak Lane during construction while some of the roads are being built as this is the only way in to the service facility, but after construction this will be closed.

Mr. Mulvaney asked, with regard to the Bland Boulevard and Jefferson Avenue intersection, at what point in the failure mode do we take a look at the additional traffic, where it is still a LOS F, do we say 'although we are already a failure, we really need to fix this because we are beyond a failure'. Mr. Skipper stated we continue to look at all of the intersections in the city for what improvements can be made. He stated that recently, we have been retiming a number of intersections throughout the city and making a number of changes. Mr. Skipper stated that, with this particular intersection,

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when the Radius apartments and associated facilities were constructed, it required a number of physical changes that added lanes and altered the signals. He stated we have also been looking at how we handle the right-turns in those areas and the left-turns. Mr. Skipper stated one of the things that we are anticipating which will be of significant assistance is the proposed Jefferson Avenue Ramp C that the Virginia Department of Transportation (VDOT) has now evaluated as favorable and requested review by the Federal Highways Administration (FHWA). He stated VDOT expects to have a response on that request in approximately 18 months, so we can potentially begin construction that quickly. He stated Mr. Mulvaney is correct that there are intersections with traffic problems and we should make the distinction that Bland Boulevard is operating at a LOS D in both directions and that is not what we would like for it to be. Mr. Skipper stated we would consider a LOS C to be where we want the Bland Boulevard and Jefferson Avenue to operate.

Mr. Carpenter asked how Jefferson Avenue Ramp C would help the intersection of Bland Boulevard and Jefferson Avenue. He stated it appears to him that it will put more traffic into that intersection. Mr. Skipper stated no, what it does is route traffic off of Jefferson Avenue that would not have to go up Jefferson Avenue to get to Bland Boulevard. He stated the intersection of Bland Boulevard and Jefferson Avenue would see lower total traffic, which is approximately 700 vehicles according to VDOT's analysis in the peak hour. Mr. Skipper stated that is a very substantial change. He stated traffic will exit on Ramp C and either go to the shopping center or along an improved Chatham Drive to Bland Boulevard. Mr. Skipper stated the issue is usually that people are trying to access the housing along Warwick Boulevard off of Bland Boulevard.

Ms. Fox asked how the Bland Boulevard and Jefferson Avenue intersection and the traffic there is tied into our discussion for a conditional use permit for the transportation facility. Mr. Mulvaney stated Mr. Skipper presented the Bland Boulevard and Jefferson Avenue intersection and said it was a failure and they are adding more vehicles to it. Ms. Fox stated we are supposed to be talking about land use issues and asked what we should be addressing. She stated if we are here for a work session for transportation planning and the city traffic, that is one thing, but we are here for a discussion on a conditional use permit for a specific project. Ms. Spratley stated Ms. Fox has raised an issue on the relevance of certain aspects of questions and concerns regarding this project. She stated there are certain requirements that need to be met before the Planning Commission recommends a conditional use permit to City Council. Ms. Spratley stated these requirements are in the zoning ordinance and requirements in the state code and many of them are very subjective. She stated traffic is a concern that legitimately should be considered in terms of deciding whether a use should be permitted or not permitted. Ms. Spratley stated traffic is a legitimate land use concern when you are looking at whether or not a use should come into the city. She stated you can have a general discussion about what is relevant or not later. Mr. Carpenter asked if traffic is a legitimate concern. Ms. Spratley stated yes.

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Mr. Skipper stated he would like to reiterate that we included the discussion on Ramp C because the Planning Commission asked us to discuss it, and the point from our perspective is that yes, there is a change in traffic, but that change in traffic is less than 1% of the existing traffic. He stated it is not something that we would normally adjust for or anticipate a change in anything and does not change the LOS or alter the delays and that is why we shared that information because it does not affect the intersection substantially.

Mr. Mulvaney stated that, not only are we looking at the specific plan, but Ramp C was brought up which potentially, when you combine them together, the Planning Commission needs to look at all of the components of what it is going to do in the future; not only for this intersection but how it will improve traffic overall. He stated you need to look at the full impact of this project. Mr. Skipper stated he agreed and that is why they did not raise any objection to discussing it; however, we continually look at ways to improve the traffic network across the city. He stated one of the items that has not been substantially discussed is the potential for a connection along Avenue G past the airport. Mr. Skipper stated our belief is that would also be something that would tend to remove a significant amount of traffic from Jefferson Avenue that would want to reach the hospital and medical facilities and housing off of Denbigh Boulevard. He stated some of the traffic may detour through Kiln Creek and some may come off of Jefferson Avenue in that area.

Mr. Piper stated we have a public meeting set up for Monday, May 23, 2016 at the Denbigh Community Center to present the plan for this project. He stated we will have more details and more boards showing the traffic and we can get into a detailed discussion with the citizens who attend that meeting. Mr. Skipper stated our intent is to be able to show at the Planning Commission public hearing we have heard any additional concerns from the public and share with you what the responses are to those concerns so the Planning Commission will be informed.

Mr. Skipper stated at any given point the city has approximately 200 active projects, and about 30 of those are normally specifically traffic related, but all have some level of impact on traffic issues. He shared a graphic of all of the projects within the area of the multi-modal station. He stated the Warwick Boulevard and Bland Boulevard intersection improvements will raise the level of that intersection. Mr. Skipper stated as you come down both Warwick Boulevard and Bland Boulevard you are dipping into a bowl and when we have major storms, the intersection floods. He stated Warwick Boulevard is a primary evacuation route in the city, and our intent is to actually raise the street by three feet in order to get it out of the flood plain. Mr. Skipper stated this project is affiliated with some up and down stream storm drainage improvements that will help move the water more rapidly as well. He stated Hampton Roads Sanitation District (HRSD) is upgrading facilities all over the city and the region and they are looking at spending approximately \$2 billion on those efforts. Mr. Skipper stated the HRSD - Lucas Creek - Woodhaven Intercept Force Main Replacement - Phase II project is one of those projects. He stated we have a safety improvement project at Warwick Boulevard,

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Tabbs Lane and Beechmont Drive, which we have identified through crash records as being an improvement we want. Mr. Skipper stated these projects typically involve changing turning lanes, configurations, and adding islands to channelize traffic to reduce accidents. He stated sometimes these changes involve signalization changes, but almost always at this stage we are adding pedestrian enhancements. Mr. Skipper stated the 2015 Fall Citywide Resurfacing and Concrete Program involves repaving and sometimes adjustments. He stated occasionally we add new sidewalks. Mr. Skipper stated the Citywide Stormwater Slip Lining project is where we have older pipes that might be deteriorating and we slide a new pipe inside. He stated the new pipe is a little smaller, but by being plastic, it is slicker and water moves a little quicker and we gain some capacity when we do these kinds of projects. Mr. Skipper stated we are currently working on the I-64 Six-Lane Widening - Segment 1 project. He stated the Turnberry Channel Improvements is an environmentally driven stream enhancement project. Mr. Skipper stated it helps a little bit with quantity of water because we are reshaping the stream, but mainly it is all about improving water quality as it moves through the city and eventually into the river and the bay. He stated all of the city's projects and their status is available on the city's website on the Engineering webpage. Mr. Skipper stated if you click on Project Status, you will see a map where all of the projects are individually shaded. He stated you can click on those individual projects to learn more about each one, as well as send an email directly to the project manager if you have any questions.

Mr. Skipper stated we were interested in the number of Campbell Road residents who showed up at the May 4, 2016 public hearing. He stated we had a December public meeting on the Campbell Road project, which may not have been as successful as he thought it would be in communicating everything the residents needed to hear. Mr. Skipper stated we will have another meeting to ensure we fully inform the Campbell Road residents and will forward their questions and comments to the Planning Commission. He stated the schedule for the Campbell Road project is a 2018 to 2020 project, which will be following right behind the completion of the transportation center. Mr. Skipper stated the reason for that is it is driven by revenue sharing monies which are programmed four to five years in advance. He stated that, unfortunately, the money for that project was scheduled in that way. Mr. Skipper stated the money for the transportation center is from two sets of entirely different federal funds. He stated the transportation center became a project that had an immediately available schedule, versus Campbell Road which is something the residents have been requesting for a number of years. Mr. Skipper stated we have a number of similarly situated streets, such as Richneck Road, which was in a similar condition years ago, which had asked for repairs for many years, and it took 20 years to accommodate the improvements. He stated Deep Creek Road was in the same situation, and Saunders Road is currently in the same kind of condition. Mr. Skipper stated we are looking for funds for all of those and are scheduling those projects as rapidly as possible. He stated the one big element we heard very clearly from everyone is that we had in the preliminary designs a five foot sidewalk, and we were asked to upgrade it to a multipurpose path, and that has been included in the project. Mr. Skipper stated we will be notifying the residents of this change at the upcoming public hearing. Ms. McAllister asked to what portion of

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Campbell Road is Mr. Skipper referring. Mr. Skipper stated we are talking about Campbell Road from Bland Boulevard, northward toward Warwick Boulevard. Ms. McAllister asked if we are improving the other side of Campbell Road, which was the subject of a lot of the complaints for citizens walking to the church, and the portion that they consider the cut-through from Bland Boulevard to Warwick Boulevard. Mr. Skipper stated today, that roadway has a seven foot sidewalk that goes up to the church and has speed bumps that were installed as part of a traffic control program. He stated the volume of traffic on that section of Campbell Road is low enough that it does not reach the levels of being a project that we would consider a priority for funding or expansion of the roadway; however, we will be increasing that seven foot sidewalk to eight feet. Mr. Skipper stated when we built it, seven feet wide was the sidewalk standard and now we would have eight feet as the standard that we use for multipurpose paths. He stated we will be adding that additional foot as part of these projects. Ms. McAllister asked if the road way beyond the church is still open ditches or if it is curb and gutter on both sides. Mr. Skipper stated it is open ditches the entire way. Mr. Piper stated the roadway is improved to Aspen Meadow Lane.

Mr. Piper stated all of the graphics and renderings from today's presentation of what the transportation center will look like in the future will be available at the public meeting. He stated they will show the actual improvements starting at Bland Boulevard and tying into Warwick Boulevard. Mr. Piper stated the project will all include street trees and beautification.

Mr. Mulvaney stated the portion of road past the church is what the citizens were asking about. He stated we are improving Campbell Road all of the way out, but there is nothing being done on the other side of Aspen Meadow Lane. Mr. Skipper stated we will try to learn more about that concern in the additional meetings. He stated our perspective would be that we have the wide sidewalks all the way up through the church area and there is nothing from there on Campbell Road to Warwick Boulevard. Mr. Skipper stated we are struggling to envision what the concern would be because you will have good access to the church and on the new sidewalks on the other side of Campbell Road up to the transportation center. He stated we believe we have it addressed, but we will go back and make sure we share that information. Ms. McAllister stated that if you live on Sharon Drive and you want to go to the church, you do not have a sidewalk to get you there. Mr. Skipper stated what he would say is that the concern usually raised is Campbell Road, which was formally Route 60, has a significant amount of traffic that travels through and the concern is always that we do not want that traffic and we would like for it not to be there and we want to do something about it. He stated the levels that we find here are not so substantial that we believe that is an issue. Mr. Skipper stated the speeds at which traffic travels has reduced substantially since the speed bumps were installed, although there are still speeders, as there are speeders on almost every other street. He stated we understand that it is a concern and we will try to balance that with what we learn at the public meetings.

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Ms. Austin asked if the sidewalk on the south side of Campbell Road is across the street from the church. She stated there is a kind of cliff there adjacent to the cemetery. Mr. Skipper stated it goes up to the speed bump which is also a high visibility crosswalk and crosses there at the church. Ms. Austin stated she had a conversation with Mr. Skipper and the simple cheap solution for all of the concerns about the traffic going from Warwick Boulevard to Aspen Meadow Lane on Campbell Road is to make it a dead end at Campbell Road and make a circle there so that you can get in from Bland Boulevard into Aspen Meadow Lane, and you can get to the church from Warwick Boulevard or you can put another driveway in from Aspen Meadow Lane into the church's north parking lot. Ms. McAllister stated if you make that a cul-de-sac you are dumping more traffic at the Bland Boulevard and Warwick Boulevard intersection. Ms. Austin stated yes, they would have to come in straight instead of cutting through. Mr. Skipper stated the other concern would be that the church would also be forced to go in the other direction. He stated we have looked at this area on several occasions because citizens were concerned about traffic and asked us to look at it. Mr. Skipper stated we have considered the possibility of a cul-de-sac or a closure directly in front of the church so the church would potentially still have access to both sides. He stated the difficulty though is it does remain a public street with substantial traffic. Mr. Skipper stated you may recall that two years ago, we looked at a similar circumstance on a neighborhood road, Gwen Circle, that was less traveled and we discussed the potential for putting in a cul-de-sac. He stated Gwen Circle crosses over the major run of Lucas Creek as it approaches the river, and our goal was to enhance the flow and environmental sensitivity in that area by closing Gwen Circle. Mr. Skipper stated we were not able to see that through, due to public outcry over the traffic. He stated local citizens loved the idea but everybody else did not. Mr. Skipper stated we would anticipate that would be the same general concern here because the amount of traffic that travels through this road would make it very difficult to consider closing. Mr. Mulvaney stated it may also be difficult because that area is serviced by the fire station at the airport. He stated if you block that road off and fire cannot come down Campbell Road, they are not going to come down Bland Boulevard to Warwick Boulevard to work their way back. Mr. Skipper stated they would have no other option. Mr. Mulvaney stated that would increase response time and that is a lot more important than putting a cul-de-sac in to reduce traffic. Mr. Skipper stated he would need to look at their response maps because he is not sure what their options would be for response time.

Ms. Austin asked if paint would be used to mark where bicycles can go or will the sidewalk on Aspen Meadow Lane back to the transportation center will be a multipurpose sidewalk. Mr. Piper stated it will be designed for a multipurpose path.

Mr. Mulvaney asked what is the proposed construction begin date. Mr. Piper stated there will be three projects: on-site work; track work and building the service center; and then the transportation center construction. He stated the first one will be bid this fall and potentially start in the winter but he would guess that the contractor would push to start in January due to the holidays.

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Mr. Gleiser asked if the sidewalk going to the transportation center will be an eight foot sidewalk. Mr. Skipper stated yes. He stated the existing sidewalks that are currently seven feet will be widened to eight feet to provide a multipurpose path.

Mr. Mulvaney asked if there is an Amtrak maintenance facility that is part of the conditional use permit application. Mr. Skipper stated yes. He stated what occurred was there is not enough capacity to include both the ability to turn at the primary train station site and to include a maintenance facility. Mr. Skipper stated the challenge with turning is that rail passengers do not like to ride backwards, so Amtrak turns the trains around. He stated at the current train station there used to be a facility within a few hundred yards of where they could make that turn next to the Wal-Mart off of Jefferson Avenue. Mr. Skipper stated they were denied that and now have to go down to 39th Street, which meant that the Amtrak cars were occupying the mainline rail for extended periods to get down to 39th Street to turn around and come back to the train station twice a day. He stated one of the very important issues was having a turning facility as part of this project, which this does. Mr. Skipper stated unfortunately, that left us without space to do the maintenance. He stated right now, on the way back from the turn, Amtrak stops at a CSX switch yard, uses their maintenance facility there, and then bring the train back. Mr. Skipper stated this facility would be used to do things like clean, adjust breaks, attach the cars to temporary power so the cars can be heated and cooled and replace toiletries for the trains. He stated that is where those other trips we talked about from Colony Road is for the workers who would be at this location. Mr. Skipper stated they will be performing limited services. He stated this is not like some of the Verizon maintenance facilities that we have throughout the city where they are congregating a number of employees who are loading trucks and driving all over the city to maintain things. Mr. Skipper stated employees will not be coming here and going elsewhere to maintain things. He stated there will be a few employees who come to this site and work on the trains that are here.

Ms. Austin asked what are the hours the employees would be working at the service facility. Mr. Skipper stated there will be some employees in the late evening, who could potentially work overnight. He stated there will be some employees working during the day because they would be turning the train over during the day. Mr. Skipper stated Amtrak has suggested that the maximum operating capacity would be about 15 employees total, with perhaps two shifts of 7 employees each.

Ms. Austin asked if, when the facility is under construction before the roadway is built at the end of Colony Road, if they will be using Youngs Mill Road to access Live Oak Lane. Mr. Piper stated Live Oak Lane will be the primary access because nothing else is built and this is the shortest route while all of the roadways are being constructed and utilities being installed. He stated they have a 30-foot right-of-way that we can take into the building and a 20-foot driveway. Mr. Piper stated we would anticipate that during the construction period they would also be using an alternate access to the service facility. Ms. Austin asked where is Youngs Mill Road. Mr. Piper showed Youngs Mill Road on a map. Mr. Skipper stated Live Oak Lane is a private extension of Youngs Mill

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Road. Ms. Austin asked would they be renting that area to pay for usage. Mr. Piper stated yes.

Mr. Carpenter asked if Live Oak Lane has apartment complexes or condominiums. Ms. McAllister stated they are apartments. Mr. Carpenter asked who owns the land. Mr. Skipper stated an LLC owns the land that is controlled by Thomas Meehan. He stated Mr. Meehan has already agreed to provide the necessary improvements to us for the project. Mr. Skipper stated he is not certain about access during construction. Ms. McAllister stated you would not be able to use the road back there because it is a private street and access to the facility would need to be on a public street. Mr. Skipper stated the access he is certain we have is fire emergency access which would be controlled. He stated he was not certain about construction access.

Mr. Carpenter asked if the location of the actual facility is owned by Mr. Meehan. Mr. Skipper shared a map showing the land owned by Mr. Meehan and controlled by corporations.

Mr. Carpenter stated Ms. Beth Willis had emailed a list of questions to be asked in her absence. He asked if all of Ms. Willis' questions had been addressed. Mr. Skipper stated Ms. Willis had asked about the function of the sanitary sewer pump station at Bland Boulevard. He stated it is working very well. He stated we did have some substantial overflow issues at the station during significant storms previously, and that was repaired with the renovation of the pump station approximately 18 months ago. Mr. Mulvaney asked if the improvements to the intersection at Bland Boulevard will assist that pump station because you are raising the roadway. Mr. Skipper stated it does not help. He stated that even though we are raising the road, the amount of the water still collects in the area. Mr. Skipper stated if that water was to enter the pump station it could cause flooding, so what we did was redirect everything, increased the capacity of the station itself and the pumps to move the flow out. He stated all of those things contributed to improvements, but the amount of water is still basically the same even though the road is higher.

Ms. Cotton stated Ms. Willis had a second set of questions regarding the rail improvements, which have been addressed. She asked if the high speed rail improvements between Washington, D.C. and Richmond and points south, if that is intended to be done, if it is funded, and if it would make any difference between Newport News and Richmond. Mr. Piper stated this is not part of the high speed rail corridor. Mr. Gleiser stated he talked to the Amtrak representative about that and it is not part of the high speed rail project and it will not make any difference. He stated the only difference would be if they correct the railroads approaching Richmond so the trains might be on time.

Mr. Carpenter asked if anyone had any more questions for Mr. Piper or Mr. Skipper. Mr. Groce stated all of his questions about the traffic analysis that came up at the last Planning Commission public hearing have been answered.

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Ms. Fox stated she did not understand what we are actually supposed to be considering. She stated she understands discussing traffic as it relates to this conditional use permit, but not the overall city traffic.

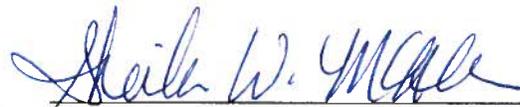
Mr. Carpenter introduced the second item on the work session agenda: Open Discussion. He stated it is appropriate that we talk about our questions and our discussions. Mr. Carpenter stated that recently we have Commissioners asking questions that may relate to traffic, or how a project might negatively affect a neighborhood. He stated that, in his opinion, those are good questions, and we kind of have two camps where one camp is asking the questions and the other camp is wondering why those questions are being asked. Mr. Carpenter stated we need to have a discussion to make sure we are moving in the same direction and giving appropriate time and respect to the applicant, their representatives, city employees, citizens and fellow Planning Commissioners. He stated he would like a high functioning Planning Commission. The Planning Commission discussed the matter.

Mr. Carpenter asked if there is any further discussion. Ms. Cotton stated an agenda item on the June 1, 2016 public hearing agenda is "Tech Center at Oyster Point Master Plan, Phase One". She stated this is for the first phase of the research park. Ms. Cotton stated the Commission's review of this plan is not like a conditional use permit or rezoning. She stated we are establishing the development parameters for the property. Ms. Cotton stated the way the ordinance is written, the Planning Commission has to make a recommendation and City Council has to approve the master plan. She stated the way the ordinance is set up, it does not have setback requirements for anything zoned O3, so the master plan rules how it is developed. The Planning Commission discussed the O3 Office/Research and Development district requirements.

There being no further discussion, the meeting adjourned at 5:25 P.M.



Recording Secretary



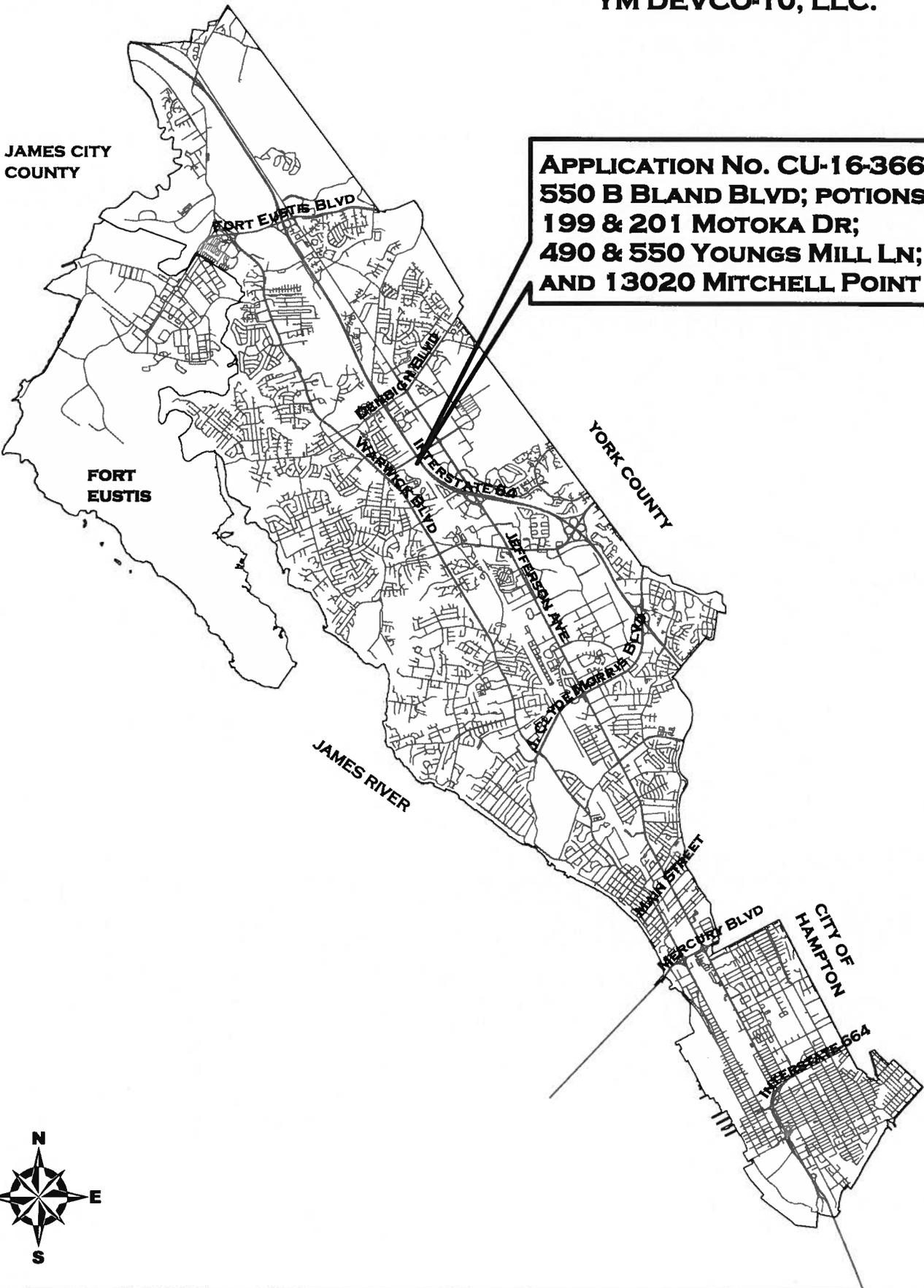
Executive Secretary

**CITY OF NEWPORT NEWS
PLANNING COMMISSION
JUNE 1, 2016**

**CONDITIONAL USE PERMIT
APPLICATION NO. CU-16-366
CITY OF NEWPORT NEWS &
YM DEVCO-10, LLC.**

JAMES CITY
COUNTY

**APPLICATION No. CU-16-366
550 B BLAND BLVD; POTIONS OF
199 & 201 MOTOKA DR;
490 & 550 YOUNGS MILL LN;
AND 13020 MITCHELL POINT RD**



FORT
EUSTIS

YORK COUNTY

JAMES RIVER

CITY OF
HAMPTON



CONDITIONAL USE PERMIT NO. CU-16-366

THE CITY OF NEWPORT NEWS & YMDEVCO-10, LLC.

APPLICANT/OWNER The City of Newport News & YMDEVCO-10, LLC.

ZONING P1 Park, R8 High Density Multiple-Family Dwelling, R7 Medium Density Multiple-Family Dwelling and R4 Single-Family Dwelling (Appendix A-1)

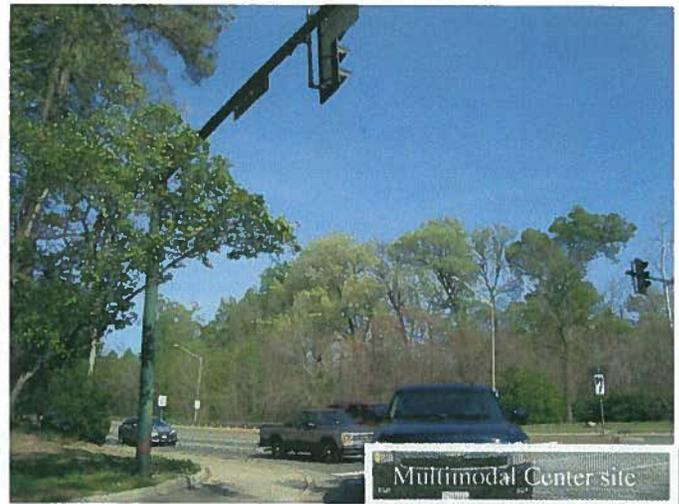
LOCATION 500 B Bland Boulevard and portions of 199 and 201 Motoka Drive, 490 and 550 Youngs Mill Lane and 13020 Mitchell Point Road

FRAMEWORK Transportation, Natural Area/Open Space and Medium Density Residential (Appendix A-5)

PRESENT USE Vacant

ACREAGE Approximately 40.44 acres

REQUEST Transit Terminal with Service/Maintenance Facility (Multimodal Transportation Center)



BACKGROUND

At the May 4, 2016 meeting, the Planning Commission requested a work session. Planning Commission voted to defer action to the June 1, 2016 public hearing and scheduled a work session for May 18, 2016 to get additional information to answer questions raised during the meeting. (See Appendix A-9.)

As a result of the Commission's comments as well as the value engineering process for the project, the site plan to the multimodal transportation center site was revised. The changes include the relocation of the bus drop off area and the reduction of the main entrance road. In addition, overflow parking will accommodate an additional 32 spaces for a total of 162 spaces. (See Appendix A-2.)

Further, the Department of Engineering noted that all sidewalks into and around the project will be 8-foot sidewalks that accommodate bikeways. The Department also informed the Commission that improvements to Campbell Road both north and south are being funded and scheduled to take place in 2018-20. (See Appendix A-10.) Also as a result of the public comments, the Department held a third public information meeting for the project on Monday, May 23, 2016.

FACTS

- North** A vacant lot and single-family homes (Warwick Lawns) on properties zoned R4 Single-Family Dwelling and Heritage Trace apartments on property zoned R8 High Density Multiple-Family Dwelling. Youngs Mill apartments on property zoned R7 Medium Density Multiple-Family Dwelling.
- South** Single-family homes on properties zoned R4 Single-Family Dwelling. Vacant parcels zoned R7 Medium Density Multiple-Family Dwelling.
- East** Interstate I-64, Jefferson Commons shopping center, Walmart shopping center on properties zoned C1 Retail Commercial. Chesapeake Village Mobile Home Park on property zoned C1 Retail Commercial and Patrick Henry Place on property zoned R7 Medium Density Multiple-Family Dwelling with proffers.
- West** Windy Knolls condominiums on property zoned R7 Medium Density Multiple-Family Dwelling. Youngs Mill apartments and a vacant property zoned R7 Medium Density Multiple-Family Dwelling.

Zoning History The properties have been zoned P1 Park, R8 High Density Multiple-Family Dwelling, R7 Medium Density Multiple-Family Dwelling and R4 Single-Family Dwelling since the citywide comprehensive rezoning became effective August 1, 1997.

Regulatory Review The zoning ordinance allows a transit terminal by conditional use permit in all multi-family zoned districts as well as in the P1 Park district. The service/maintenance facility is considered a major component of the transit facility. The project consists of two sites that sit approximately a mile apart and connected by rail. The larger site located at 500 B Bland Boulevard will house the transportation center. An approximately 5-acre site a mile southeast from the transportation center will house the service and

maintenance facility for daily servicing and light maintenance of the trains.

The zoning ordinance does not specify off-street parking requirements for the proposed use. However, based upon Amtrak station guidelines and projected demand, it was determined that a minimum of 125 parking spaces would be needed to adequately service the transportation center. The proposal specifies 162 spaces for the station, including a 32-space overflow lot. For the service facility, which will be accessed by a proposed access road off of Warwick Springs Drive, the site plan shows 30 parking spaces which will be sufficient to accommodate all workers as well as managers and other supervisors. (See Appendix-A-2.)

Although no buffer is required between the property and the surrounding residentially zoned properties, in order to provide some screening and protection to the adjacent existing and any future residential development, the applicant is proposing a 20-foot vegetative buffer that will be planted in accordance to the zoning ordinance stipulations for a transitional buffer of that size. (See Appendix-A-2.)

A Traffic Impact Study was prepared by Parsons Brinckerhoff which has been reviewed and accepted with revisions per recommendations by the Department of Engineering. The study revealed negligible impacts on adjacent roadways as a result of trip generation from the proposed transportation center. No improvements to the public right-of-way were deemed to be necessary for the proposed transportation center. However, it was noted that if any development beyond the station is to occur on the site, a new traffic impact report will be required. (See Appendix A-7 & A-8.)

As required by the Federal Highway Administration (FHWA) regulations, an environmental assessment report was prepared by the firm of WSP/Parsons Brinckerhoff on behalf of the Virginia Department of Transportation and the City of Newport News. This document was approved by FHWA on April 7, 2016. The assessment analyzes the potential social, economic, and environmental effects associated with the development of the proposed multimodal transportation center. In addressing Environmental Justice (EJ) issues the study acknowledges that the increase in traffic related to the location of the service and maintenance facility will disproportionately affect minority populations and low-income populations as it will introduce various types of vehicular traffic in a residential neighborhood. However, the study claims that the mix of traffic will be consistent with existing traffic as 90 percent of the new daily traffic trips would be employee vehicles and pickup trucks. According to the study, another mitigating factor is that employee traffic will be during non-peak hours and any non-employee vehicles trips will be limited to no more than six per day. The chosen alternative will not require the displacement of any residents.

Prior to the hearings for the conditional use permit, the city sponsored two community information meetings. The first one took place on April 11, 2013, at the First Baptist Church of Denbigh. The second one on December 10, 2014 at the Denbigh Community Center and was attended by approximately 50 people. At these meetings, representatives of Parsons Brinckerhoff made

a presentation explaining the different alternatives and answered questions. A majority of the attendees expressed support for the project. As a result of the public comments heard during the May 4, 2016 Planning Commission meeting, the Department of Engineering decided to hold a third informational meeting on May 23, 2016.

The departments of Codes Compliance, Engineering, Public Works, Public Utilities, Fire, Police, Parks, Recreation and Tourism and Development have no objection to the request.

Comprehensive Plan Review The *Framework for the Future 2030* comprehensive plan land use map designates the area where the transportation center will be located as transportation, and is also surrounded by a designation of natural area/open space. The proposed use is consistent with both designations. The area where the service and maintenance facility will be located is designated medium density residential; this area is adjacent to the railroad which is appropriately designated for transportation land uses. (See Appendix A-5.)

The *Framework for the Future 2030* comprehensive plan and the Hampton Roads Transportation Improvement Plan among other long range documents include a new multimodal station and identify and recommend the Bland Boulevard site for its location. The *Framework* specifically mentions a commuter rail station as well as a multimodal station as part of the transportation policy strategies and states that one of the multimodal terminals should be located near the airport.

ANALYSIS

The city of Newport News in collaboration with the Virginia Department of Rail and Public Transportation and the Virginia Department of Transportation are proposing to construct a multimodal transportation center that will allow Newport News to link with good public transit connections throughout the Hampton Roads region and beyond. The center will provide for a new Amtrak facility that is integrated with the city's and the region's vision for other transportation modes including light rail/bus rapid transit, commuter rail from Williamsburg, local and thruway bus as well as user friendly bike and pedestrian access. The proposed location allows for easy access to the Newport News Williamsburg International Airport.

The proposed center will be located off of Bland Boulevard and south of Interstate I-64, adjacent to the CSX Transportation right-of-way. The new location will allow for a larger station building and parking facilities capable of accommodating future ridership increases. The new facility will be accessible by bus and an 8-foot multi-use path that will allow for bicycle and pedestrian access. A service facility for daily servicing and light maintenance of trains will be located on a 5 acre vacant parcel, approximately a mile to the southeast of the station and will be accessed from a proposed access road off of Warwick Springs Drive.

The existing station is served by Amtrak's Northeast Regional service with two departing northbound trains daily and two arriving southbound trains

daily. A third southbound arriving train is provided on Fridays. Amtrak service utilizes the rail facilities of CSX. The existing station at 9302 Warwick Boulevard is located at the west end of the CSX maintenance yard and was opened for service in 1981. The existing station is deficient in a number of measures including parking, waiting room capacity, platform size and canopy, baggage handling and ticketing as well as operational issues with maintenance and turning of Amtrak trains.

Amtrak service to Newport News is anticipated to expand pending completion of improvements to the High Speed Rail corridor from Washington, D.C. to Richmond, Virginia. Ridership is anticipated to double from its current level, making it even more pressing for a station that can adequately handle existing and forecasted demand.

The transportation center will include a station building, passenger platform and bus passenger drop-off area. The proposed building and platform canopy designed by Niles Bolton and Associates are of a contemporary design, with an architecturally interesting use of low maintenance materials such as precast concrete and aluminum. The canopy mimics the lines of the building. The site design elements include water features and allows for the placement of civic art pieces uniting the different areas and creating a sense of place that provides the city with a landmark space. (See Appendix A-3.)

A modern train station like the one proposed requires a service facility where trains can layup to be serviced, including interior clean up, provision replenishment, emptying of toilettes and refueling of locomotives. Light duty repairs that include brake changes, air conditioning repairs and other mechanical repairs will also take place at this facility. Although rare, the need to bring in a crane for some repairs may be necessary. This is a 24-hour operation with two shifts that will only serve Amtrak trains. It is anticipated that the facility will employ about 30 people. It is anticipated that a tractor trailer will make deliveries to the site every 3 to 4 weeks. Otherwise, maintenance pickup trucks are expected to come into the site 4 to 6 times a day.

The service facility should preferably be adjacent to the station, however given the topography of the proposed center's site this was not a feasible alternative. After looking at different alternatives, it was evident that the closest level area in proximity to the center is at the proposed location off of Warwick Springs Drive. It does not require demolitions or displacement of any residents, and reduce existing or potential conflicts with CSX operations. There are safety and operational hazards associated with passenger train maintenance and turn-around on existing CSX facilities, where the Amtrak trains need to turn around today, as well as the service facility that is accessed from 72nd Street off of Jefferson Avenue. The current service facility does not provide optimal access to the trains and is too far from the proposed transportation center to continue to be used. Being only a mile from the station, this location will enable Amtrak to service the trains efficiently and have them promptly back at the station on schedule.

Understanding that the proposal calls for a 24-hour operation within an area

that is zoned for residential development, the applicant is proposing some mitigating features. The site plan shows a 20-foot transitional buffer area that will be complemented by the installation of additional vegetation and sound walls that will provide additional screening and minimize the visual impact of the operation on the adjacent residential properties as well as further contain the noise from reaching the residential buildings. (See Appendix A-4.)

The site includes a utilitarian building that will provide office space as well as storage space for equipment and supplies that will be screened by the proposed landscape and noise walls. (See Appendix A-3.)

CONCLUSION

The proposed multimodal transportation center will provide a much needed service not only to the city but the region. It will complement the services provided by the Newport News/Williamsburg International Airport, and in the future will be a station for mass transit. The center will be accessible to pedestrians and cyclists as well as those making use of mass transit or their own vehicles.

The proposed development will provide a landmark space that will feature architecturally interesting structures and well-designed landscapes and hardscapes that provide space for the display of civic art improving the visual character of the area and this gateway to the city.

The proposed location is consistent with the adopted *Framework for the Future 2030* comprehensive plan land use map and transportation strategies.

Proposed features such as landscaped buffers and sound and screening walls will help mitigate any potential negative impacts that the service facility may have on adjacent residential properties.

STAFF RECOMMENDATION

Recommend approval of conditional use permit CU-16-366 to allow for the operation of a Transit Terminal with Service/Maintenance Facility (Multimodal Transportation Center) at 500 B Bland Boulevard and portions of 199 and 201 Motoka Drive, 490 and 550 Youngs Mill Lane and 13020 Mitchell Point Road with the following conditions:

1. The applicant shall submit a class 1 Site Plan to the Department of Engineering for review by the Site Plan Review Committee and approval by the Director of Engineering; this site plan shall be in general conformance with the plans prepared by Parsons Brinckerhoff, dated November and December, 2015 and March, 2016, found in Appendix A-2 and shall conform to this conditional use permit, the city's Site Regulations and the Zoning Ordinance.
2. The applicant shall submit to the Department of Planning building elevations and exterior building materials consistent with the elevation

drawings dated December 23, 2015 prepared by Niles Bolton Associates and found in Appendix A-3 to be reviewed and approved by the Director of Planning prior to the issuance of a building permit. The building shall be constructed in substantial conformance with the approved elevations and materials.

3. The applicant shall submit a landscape plan, which is consistent with the requirements of the Site Regulations and this permit, to be approved by the Director of Planning prior to conditional site plan approval. This landscape plan shall be in general conformance to the plans prepared by Parsons Brinckerhoff, dated November and December, 2015 and March, 2016, found in Appendix A-2. All landscaping shall be installed in accordance with the approved plan and shall be maintained in a healthy condition in perpetuity. The use approved by this permit shall not commence until the landscaping has been installed.

4. The applicant shall cause a 20-foot transitional buffer area to be installed and maintained in perpetuity along the north, west and south sides of the service and maintenance facility property as shown on the plans prepared by Parsons Brinckerhoff dated November, 2015, found in Appendix A-2.

5. A combination noise and screening wall will be installed along the transitional buffer area. The location will be in general conformance with Figure 2: Proposed Noise Wall and Screening Wall Locations of the Newport News Transportation Center (NNTC) Service Area noise wall analysis prepared by Parsons Brinckerhoff dated April, 2016 and found in Appendix A-4. The walls' design and materials shall be reviewed and approved by the Director of Planning.

6. Freestanding signs shall be monument style not to exceed eight (8) feet in height, including the base. The design of the freestanding signs and all building signs shall be submitted to the Department of Planning and approved by the Director of Planning prior to the issuance of a sign permit. No portable signs shall be permitted on the Property.

7. The applicant shall submit the proposed elevations and exterior surface materials for a masonry dumpster enclosure to the Department of Planning to be reviewed and approved by the Director of Planning prior to the issuance of a building permit. The applicant shall construct the dumpster enclosure in substantial conformance with the approved elevations and materials. The container within the enclosure shall be a closed container.

8. The applicant shall screen all heating, ventilation, and air conditioning equipment from view from the public rights-of-way and adjacent properties in a manner reviewed and approved by the Director of Planning.

9. The applicant shall cause a plan ("the Plan") to be prepared for the installation and operation of digital video equipment (the "Equipment") with recording devices and capability sufficient to include date and time that

recording is made. The Equipment shall provide surveillance coverage encompassing both the front, side and rear exteriors of the business. The Plan shall be submitted for review and approval by the Police Department. The Plan shall include an operational period for the Equipment, which shall include all operating hours of the business and one hour or more after the close of business. Once the Plan is approved, the applicant shall install the Equipment in accord with the provisions of the Plan; and operate, record, and maintain the Equipment to provide for the required surveillance coverage. The Equipment and recordings made thereby shall be subject to periodic inspection by the Police Department at reasonable times. Commencement of the use authorized by this conditional use permit shall constitute acceptance of the conditions of this permit, including consent for such inspections. Surveillance tapes or recorded data must be maintained in a condition permitting review of the information recorded or stored therein or thereon for a period of time no less than thirty (30) days.

10. If approved, the ordinance approving this conditional use permit shall be prominently displayed within the establishment at all times until the use is abandoned.

11. Violation of any of the above conditions and safeguards attached thereto shall be deemed a violation of the Zoning Ordinance, and, in addition, shall serve as grounds for revocation of the conditional use permit by the City Council.

12. A Certificate of Use and Occupancy shall be obtained prior to the operation of any business use on the Property. If applicable, the use approved by this conditional use permit shall not begin until a site plan is approved and fully implemented. If applicable, any landscaping component of the site plan shall be maintained in a healthy condition for the duration of the use authorized by this permit.

13. The applicant, as well as successors, assigns, and agents, shall comply with all codes, ordinances and regulations of federal, state and local government.

14. The applicant, as well as his successors, assigns, and agents, shall obtain all necessary licenses, approvals, or conditional approvals, and permits prior to commencing any use, which is authorized by this conditional use permit or law. The applicant, as well as successors, assigns, and agents shall maintain all necessary licenses, approvals, and permits for the entire period of time during which the real property, whether improved or otherwise is put to a use which is authorized by this conditional use permit.

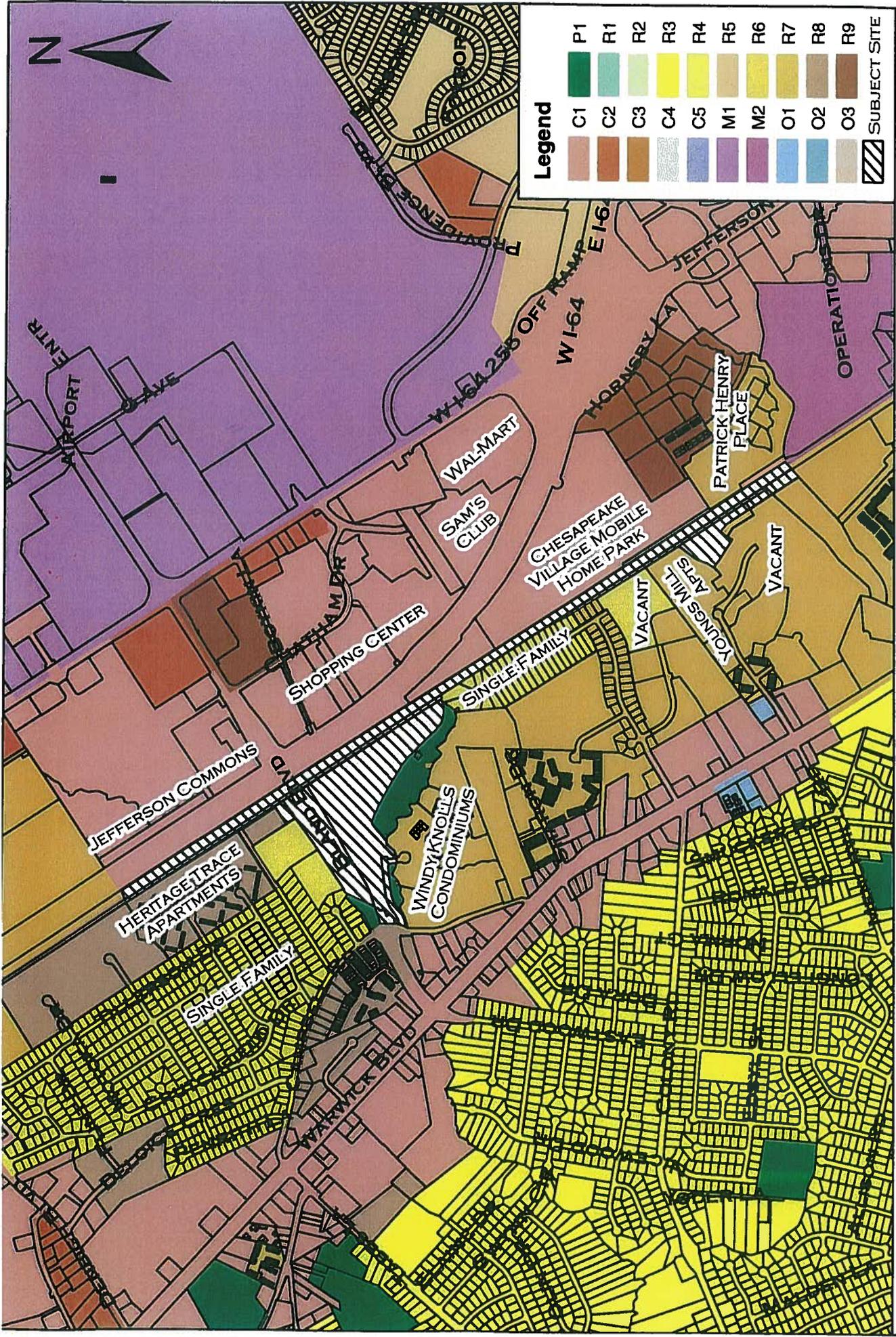
15. Notwithstanding any other provision of law, this conditional use permit is being approved due, in part, to the mitigating effects of each and every condition attached hereto; therefore, the conditions contained in this conditional use permit are not severable; in the event that any condition contained herein, of part thereof, is found by a court of competent jurisdiction to be invalid, unconstitutional or otherwise unenforceable, then

the use permitted by this conditional use permit shall be void and the use permitted by this conditional use permit shall be invalid. If this conditional use permit becomes void as a result of a condition or a part thereof, or conditions there in, being ruled invalid, unconstitutional or otherwise unenforceable, the property owner shall be afforded the right to reapply for a conditional use permit.

16. Notwithstanding any other provision of law, this conditional use permit is being approved due, in part, to the mitigating effects of each and every condition contained herein; as such, in the event of an amendment to the zoning of the property is produced by a comprehensive implementation of a new or substantially revised Zoning Ordinance, the conditions imposed by the conditional use permit shall continue in effect.

APPENDIX

- A-1 VICINITY/ZONING MAP**
- A-2 SITE PLANS**
- A-3 ELEVATIONS**
- A-4 NNTC NOISE WALL ANALYSIS FIGURE 2**
- A-5 *FRAMEWORK FOR THE FUTURE 2030 LAND USE MAP***
- A-6 AERIAL MAP**
- A-7 TRAFFIC IMPACT STUDY CONCLUSIONS**
- A-8 DEPARTMENT OF ENGINEERING COMMENTS**
- A-9 EXCERPTS FROM THE CITY PLANNING COMMISSION MINUTES OF MAY 4, 2016**
- A-10 EXCERPTS FROM THE CITY PLANNING COMMISSION MINUTES OF MAY 18, 2016**

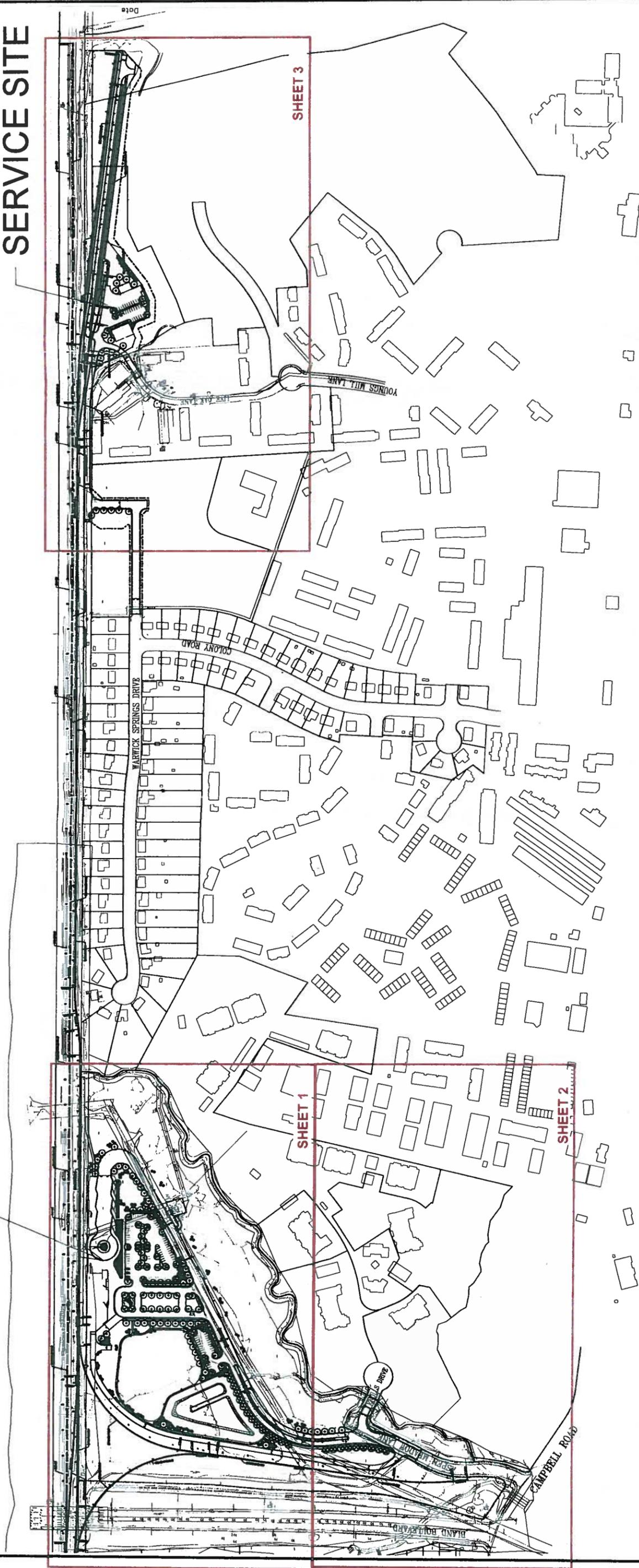


**CITY OF NEWPORT NEWS &
YM DEVCO-10, LLC**

CU-16-366

STATION SITE

SERVICE SITE



JOB TITLE NEWPORT NEWS TRANSPORTATION CENTER	CITY OF NEWPORT NEWS DEPARTMENT OF ENGINEERING 2400 WASHINGTON AVE. 7th FLOOR NEWPORT NEWS, VA. PHONE: 926-8611	DESIGNED	REVISIONS	FILE NO.
		DRAWN by	DATE	DATE: March, 2016
		CHECKED		SCALE
		APPROVED		
		Date		
		DIRECTOR OF ENGINEERING		



**PARSONS
BRINCKERHOFF**
277 BENDIX ROAD, SUITE 300
VIRGINIA BEACH, VA 23452

NOTE:
CONTACT MISS UTILITY OF VIRGINIA
AT LEAST 48 HOURS BEFORE GROUND
PENETRATION OR EXCAVATION AT 811.



PROJECT # : 113009
 DRAWN BY : CF/BP/MO
 CHECKED BY : PML
 DATE : 12/23/2015

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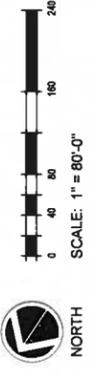
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 DEPARTMENT OF ENGINEERING
 NEWPORT NEWS, VA
 PHONE: 928-9811
 2400 WASHINGTON AVE.
 7TH FLOOR

NEWPORT NEWS
 TRANSPORTATION CENTER
 OVERALL SITE PLAN

SHEET
L1.00

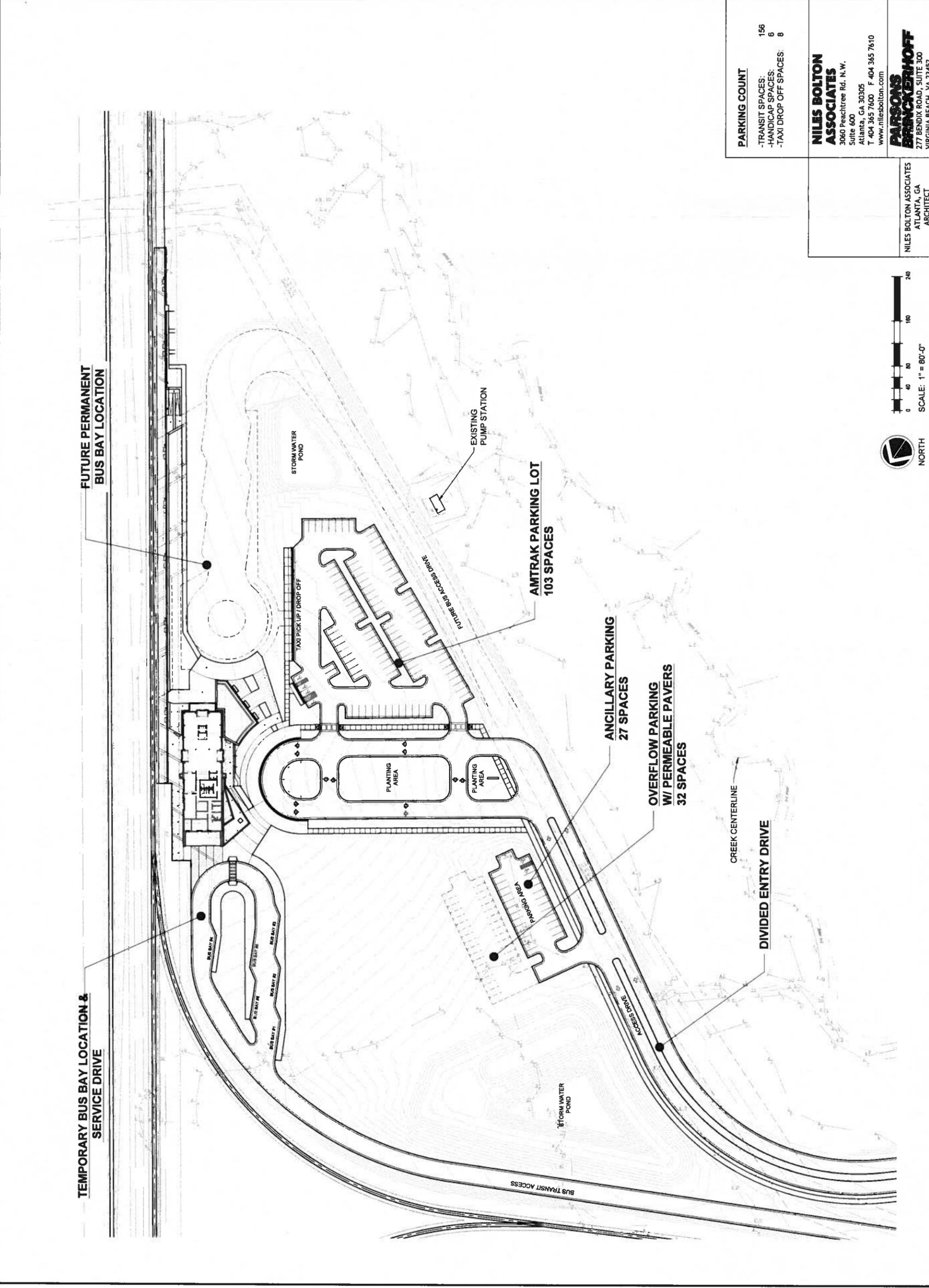
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 3060 Peachtree Rd. N.W.
 Suite 600
 Atlanta, GA 30305
 T. 404.365.7600 F. 404.365.7610
 www.nilesbolton.com

NILES BOLTON ASSOCIATES
 ATLANTA, GA
 ARCHITECT



PARKING COUNT

-TRANSIT SPACES:	156
-HANDICAP SPACES:	6
-TAXI DROP OFF SPACES:	8





DESIGNED: XXXX XXXX XXXX
 DRAWN BY: XXXX XXXX XXXX
 CHECKED: XXXX XXXX XXXX
 APPROVED: DIRECTOR OF ENGINEERING
 Date: _____

DATE: _____
 REVISIONS: _____

CITY OF NEWPORT NEWS
 DEPARTMENT OF ENGINEERING
 NEWPORT NEWS, VA
 PHONE: 926-8611
 2400 WASHINGTON AVE.
 7th FLOOR

NEWPORT NEWS
 TRANSPORTATION CENTER
 JOB TITLE: _____
 FILE NO.: _____
 DATE: November, 2015
 SCALE: _____

SHEET
 2

**PARSONS
 BRINCKERHOFF**
 277 BENDY ROAD SUITE 300
 VIRGINIA BEACH, VA 23462

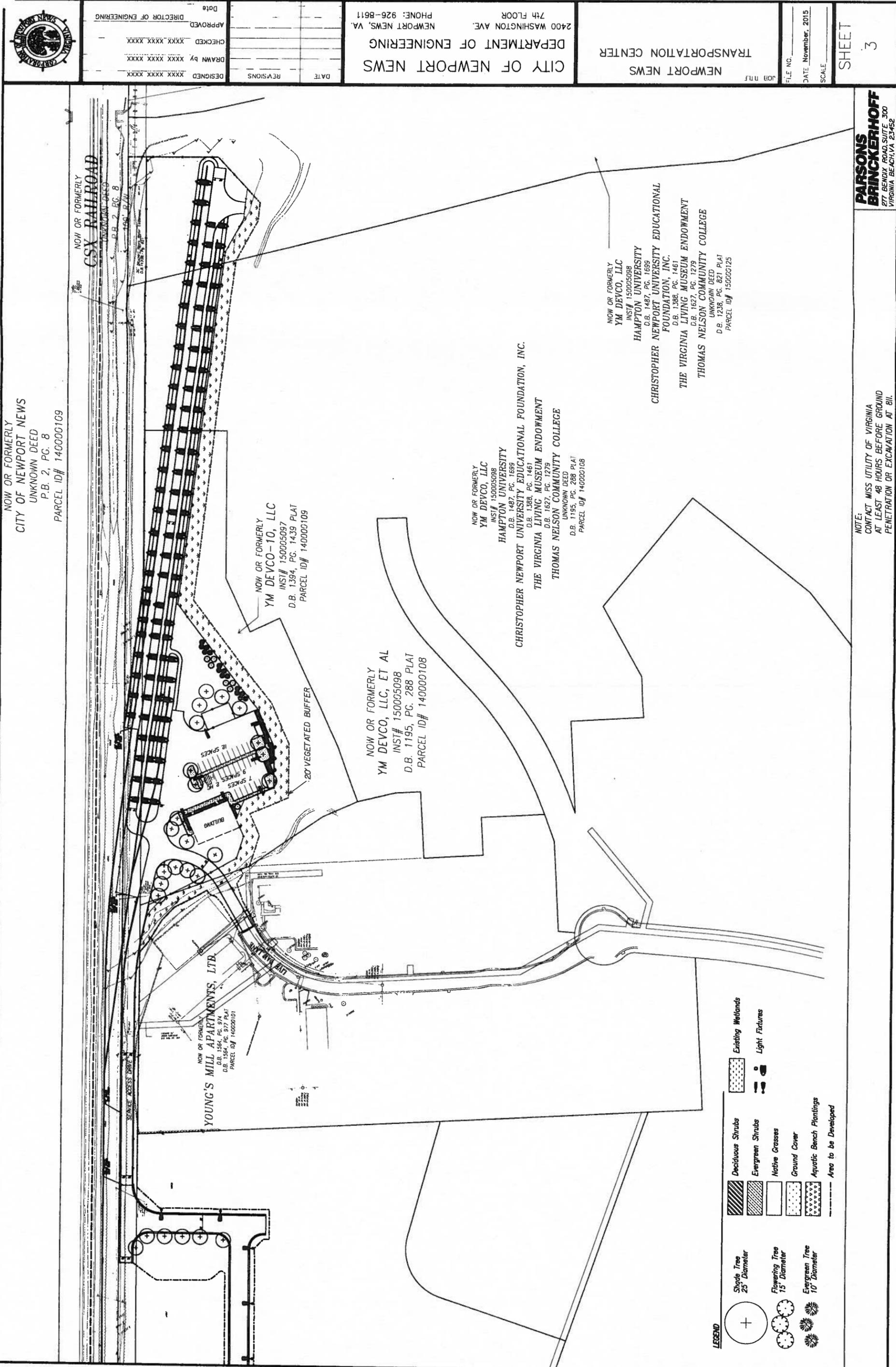
NOTE:
 CONTACT MISS UTILITY OF VIRGINIA
 AT LEAST 48 HOURS BEFORE GROUND
 PENETRATION OR EXCAVATION AT BIL.

MATCHLINE - SEE SHEET 1



LEGEND

	Shade Tree 25" Diameter		Existing Wetlands
	Flowering Tree 15" Diameter		Deciduous Shrubs
	Evergreen Tree 10" Diameter		Evergreen Shrubs
	Native Grasses		Light Fixtures
	Ground Cover		Aquatic Bench Plantings
	Area to be Developed		



NOW OR FORMERLY
CITY OF NEWPORT NEWS
UNKNOWN DEED
P.B. 2, PG. 8
PARCEL ID# 140000109

NOW OR FORMERLY
CSX RAILROAD

NOW OR FORMERLY
YM DEVCO-10, LLC
INST# 150005097
D.B. 1394, PG. 1439 PLAT
PARCEL ID# 140000109

NOW OR FORMERLY
YM DEVCO, LLC, ET AL
INST# 150005098
D.B. 1195, PG. 288 PLAT
PARCEL ID# 140000108

NOW OR FORMERLY
YM DEVCO, LLC
INST# 150005098
D.B. 1487, PG. 1699
HAMPTON UNIVERSITY
D.B. 1388, PG. 1461
THE VIRGINIA LIVING MUSEUM ENDOWMENT
D.B. 1627, PG. 1279
THOMAS NELSON COMMUNITY COLLEGE
UNKNOWN DEED
D.B. 1195, PG. 288 PLAT
PARCEL ID# 140000107

NOW OR FORMERLY
YM DEVCO, LLC
INST# 150005098
HAMPTON UNIVERSITY
D.B. 1487, PG. 1699
CHRISTOPHER NEWPORT UNIVERSITY EDUCATIONAL
FOUNDATION, INC.
D.B. 1388, PG. 1461
THE VIRGINIA LIVING MUSEUM ENDOWMENT
D.B. 1627, PG. 1279
THOMAS NELSON COMMUNITY COLLEGE
UNKNOWN DEED
D.B. 1238, PG. 821 PLAT
PARCEL ID# 155000125

- LEGEND**
- Shade Tree 25" Diameter
 - Flowering Tree 15" Diameter
 - Evergreen Tree 10" Diameter
 - Deciduous Shrubs
 - Evergreen Shrubs
 - Native Grasses
 - Ground Cover
 - Aquatic Bench Plantings
 - Area to be Developed
 - Existing Wetlands
 - Light Fixtures



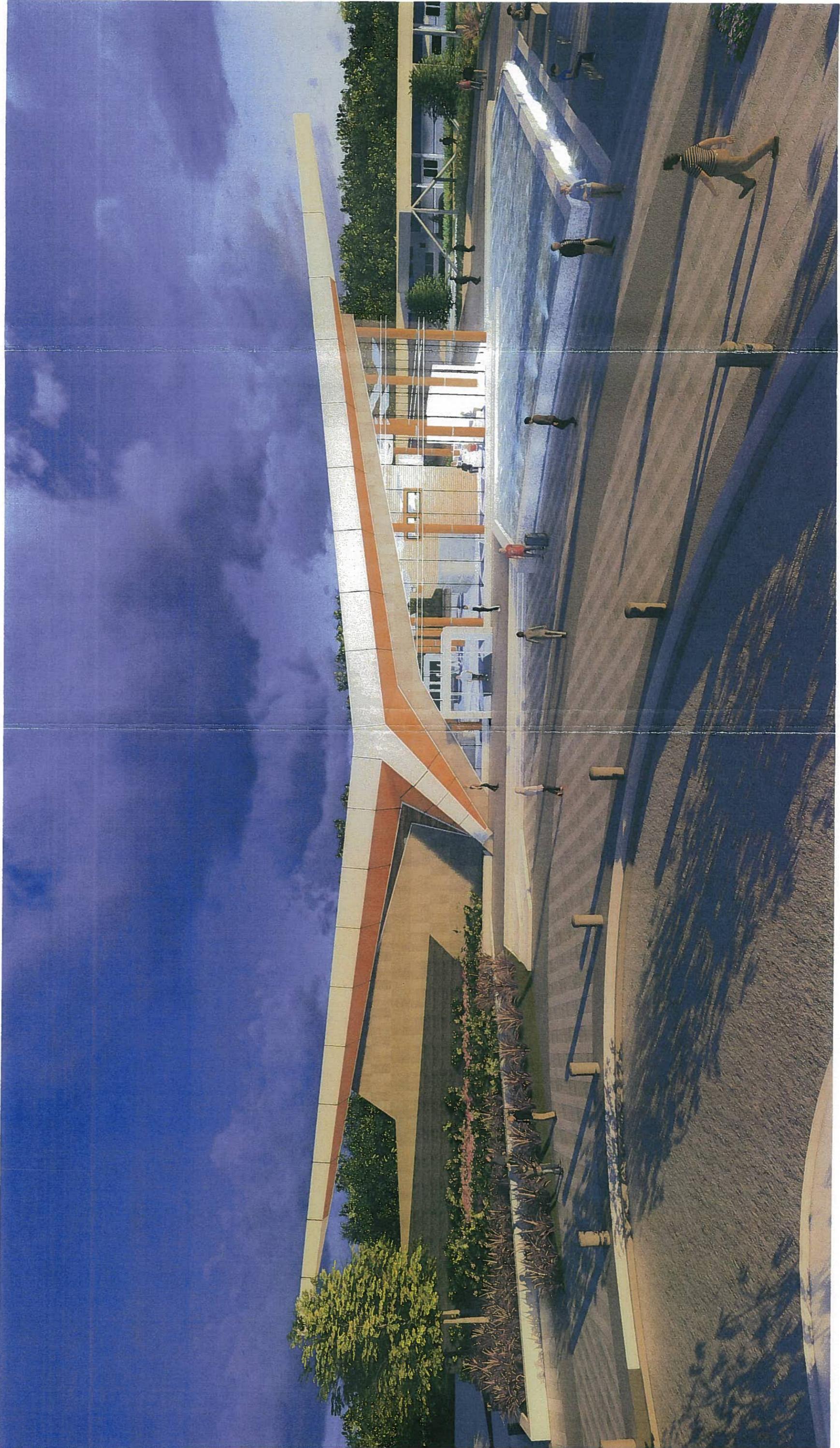
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CHECKED	XXXX XXXX XXXX
APPROVED	DIRECTOR OF ENGINEERING
DATE	

CITY OF NEWPORT NEWS
DEPARTMENT OF ENGINEERING
NEWPORT NEWS, VA
PHONE: 926-8611
2400 WASHINGTON AVE.
7th FLOOR

NEWPORT NEWS
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JOB NO. _____
FILE NO. _____
DATE: November, 2015
SCALE _____
SHEET 3

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PENETRATION OR EXCAVATION AT BIL.

PARSONS
BRINCKERHOFF
277 BENDIX ROAD, SUITE 300
VIRGINIA BEACH, VA 23462







SHEET
A3.00

SCHEMATIC DESIGN
12/23/2015

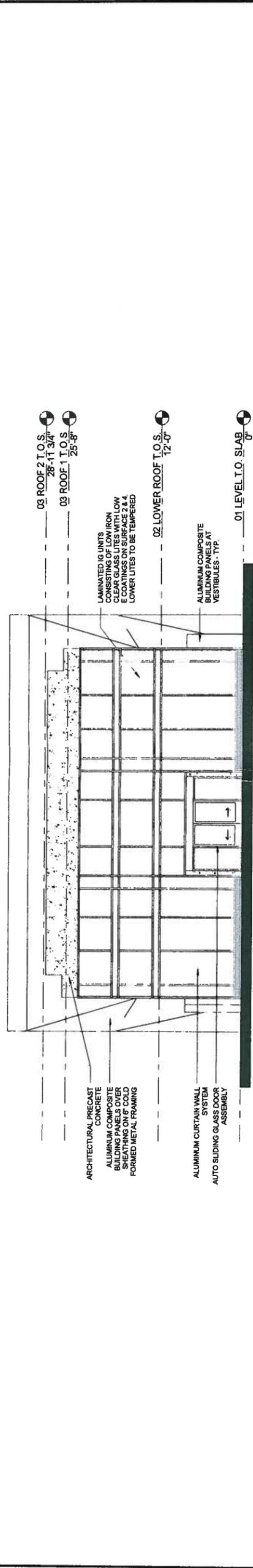
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Suite 600
Atlanta, GA 30305
T 404 365 7600 F 404 365 7610
www.nilesbolton.com

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277 BENDIX ROAD, SUITE 300
VIRGINIA BEACH, VA 23452

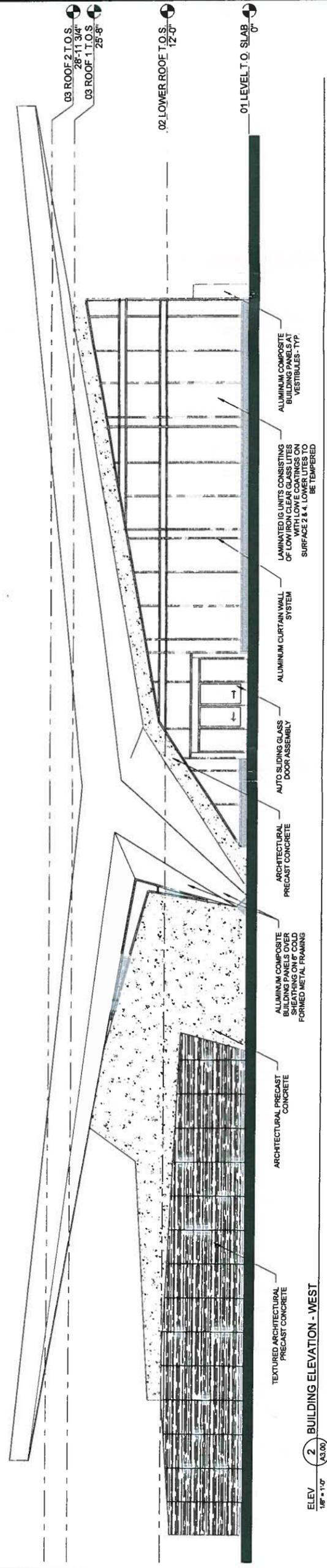
NEWPORT NEWS
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STATION ELEVATIONS

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DEPARTMENT OF ENGINEERING
NEWPORT NEWS, VA
2400 WASHINGTON AVE.
7TH FLOOR
PHONE: 926-8611

PROJECT #: 113009
DRAWN BY: AJM
CHECKED BY: LL
DATE: 12/23/2015



1 BUILDING ELEVATION - SOUTH
ELEV. 1/8" = 1'-0"
A3.00



2 BUILDING ELEVATION - WEST
ELEV. 1/8" = 1'-0"
A3.00

03 ROOF 2 T.O.S. 28'-11 3/4"
03 ROOF 1 T.O.S. 25'-8"
LAMINATED IG UNITS CONSISTING OF LOW IRON CLEAR GLASS LITES WITH LOW E COATINGS ON SURFACE 2 & 4. LOWER LITES TO BE TEMPERED.
02 LOWER ROOF T.O.S. 12'-0"
ALUMINUM COMPOSITE BUILDING PANELS AT VESTIBULES - TYP.
01 LEVEL T.O. SLAB 0"

03 ROOF 2 T.O.S. 28'-11 3/4"
03 ROOF 1 T.O.S. 25'-8"
02 LOWER ROOF T.O.S. 12'-0"
01 LEVEL T.O. SLAB 0"

ARCHITECTURAL PRECAST CONCRETE
ALUMINUM COMPOSITE BUILDING PANELS OVER SHEATHING ON 6" COLD FORMED METAL FRAMING
ALUMINUM CURTAIN WALL SYSTEM
AUTO SLIDING GLASS DOOR ASSEMBLY

TEXTURED ARCHITECTURAL PRECAST CONCRETE
ARCHITECTURAL PRECAST CONCRETE
ALUMINUM COMPOSITE BUILDING PANELS OVER FORMED METAL FRAMING
ARCHITECTURAL PRECAST CONCRETE
AUTO SLIDING GLASS DOOR ASSEMBLY
ALUMINUM CURTAIN WALL SYSTEM
LAMINATED IG UNITS CONSISTING OF LOW IRON CLEAR GLASS LITES WITH LOW E COATINGS ON SURFACE 2 & 4. LOWER LITES TO BE TEMPERED.
ALUMINUM COMPOSITE BUILDING PANELS AT VESTIBULES - TYP.



PROJECT # : 113009
 DRAWN BY: AJM
 CHECKED BY: LL
 APPROVED: _____
 DATE: 12/23/2015

No.	Description	Date
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NEWPORT NEWS
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 STATION ELEVATIONS
 SHEET TITLE

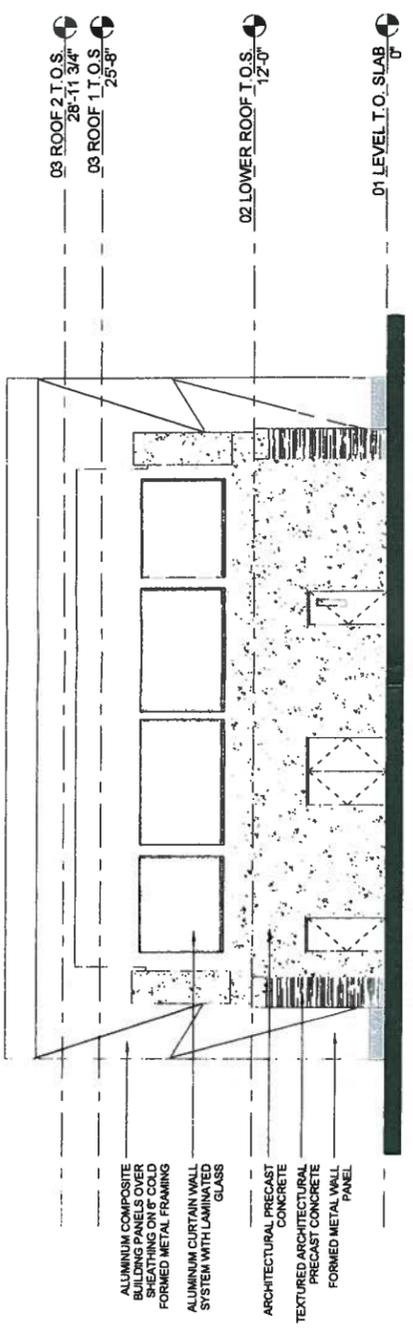
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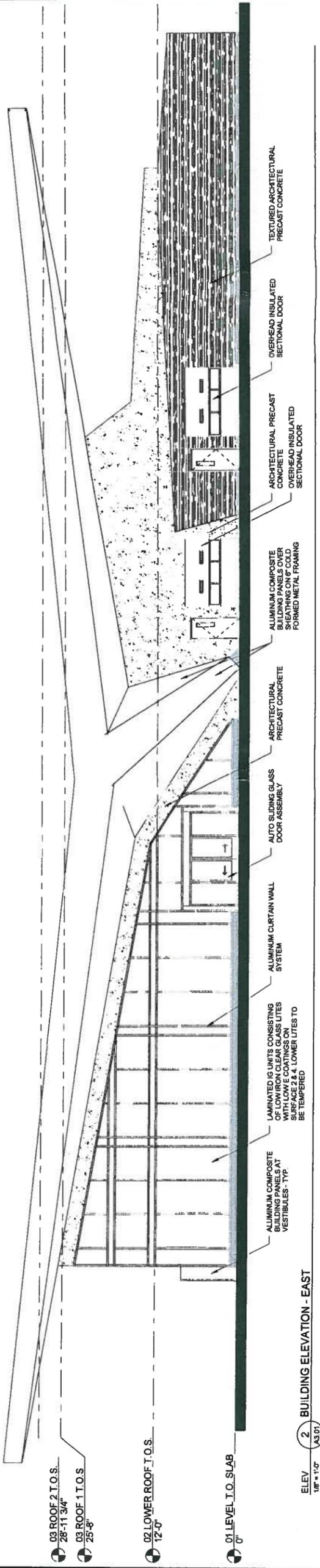
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 Suite 600
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 ATLANTA, GA
 ARCHITECT



ELEV 1 BUILDING ELEVATION - NORTH
 1/8" = 1'-0" A3.01



ELEV 2 BUILDING ELEVATION - EAST
 1/8" = 1'-0" A3.01



PROJECT # : 113009
 DRAWN BY: KR
 CHECKED BY: LL
 APPROVED: _____
 DATE: 12/23/2015

No.	Description	Date
A	SCHEMATIC DESIGN	12/23/15

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 NEWPORT NEWS, VA
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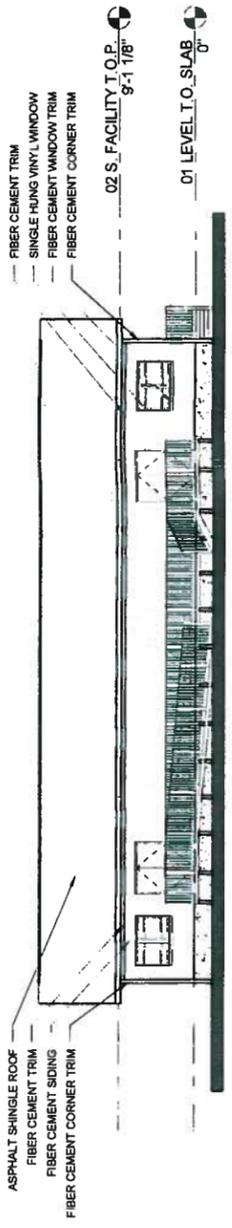
NEWPORT NEWS
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 SERVICE FACILITY
 SHEET TITLE

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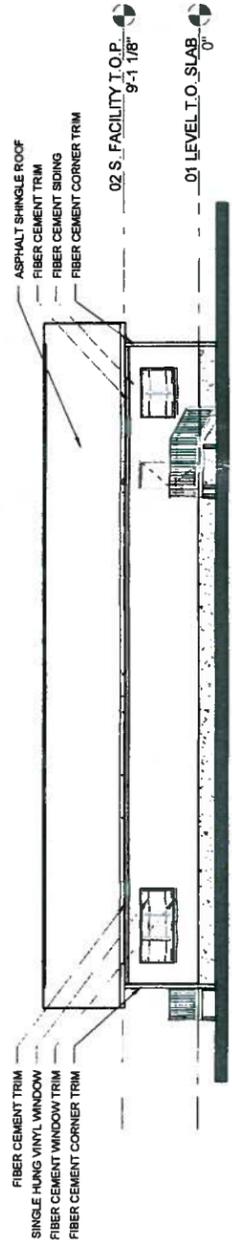
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 Suite 600
 Atlanta, GA 30305
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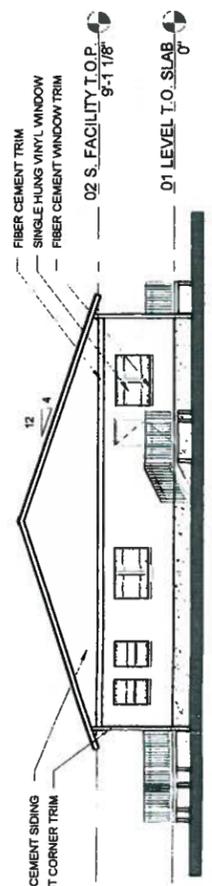
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 ATLANTA, GA
 ARCHITECT



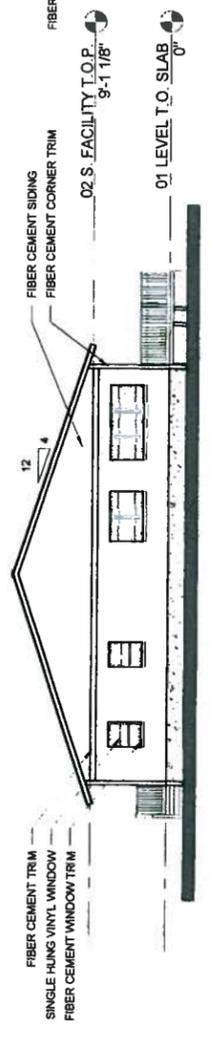
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 3/32" = 1'-0" A7.00



ELEV 4 SERVICE FACILITY - WEST
 3/32" = 1'-0" A7.00



ELEV 5 SERVICE FACILITY - NORTH
 3/32" = 1'-0" A7.00



ELEV 2 SERVICE FACILITY - SOUTH
 3/32" = 1'-0" A7.00

SHEET
A2.00

Issue Date

JOB TITLE
NEWPORT NEWS
TRANSPORTATION CENTER
SITE PLAN

CITY OF NEWPORT NEWS
DEPARTMENT OF ENGINEERING
NEWPORT NEWS, VA
PHONE: 928-8611
2400 WASHINGTON AVE
7TH FLOOR

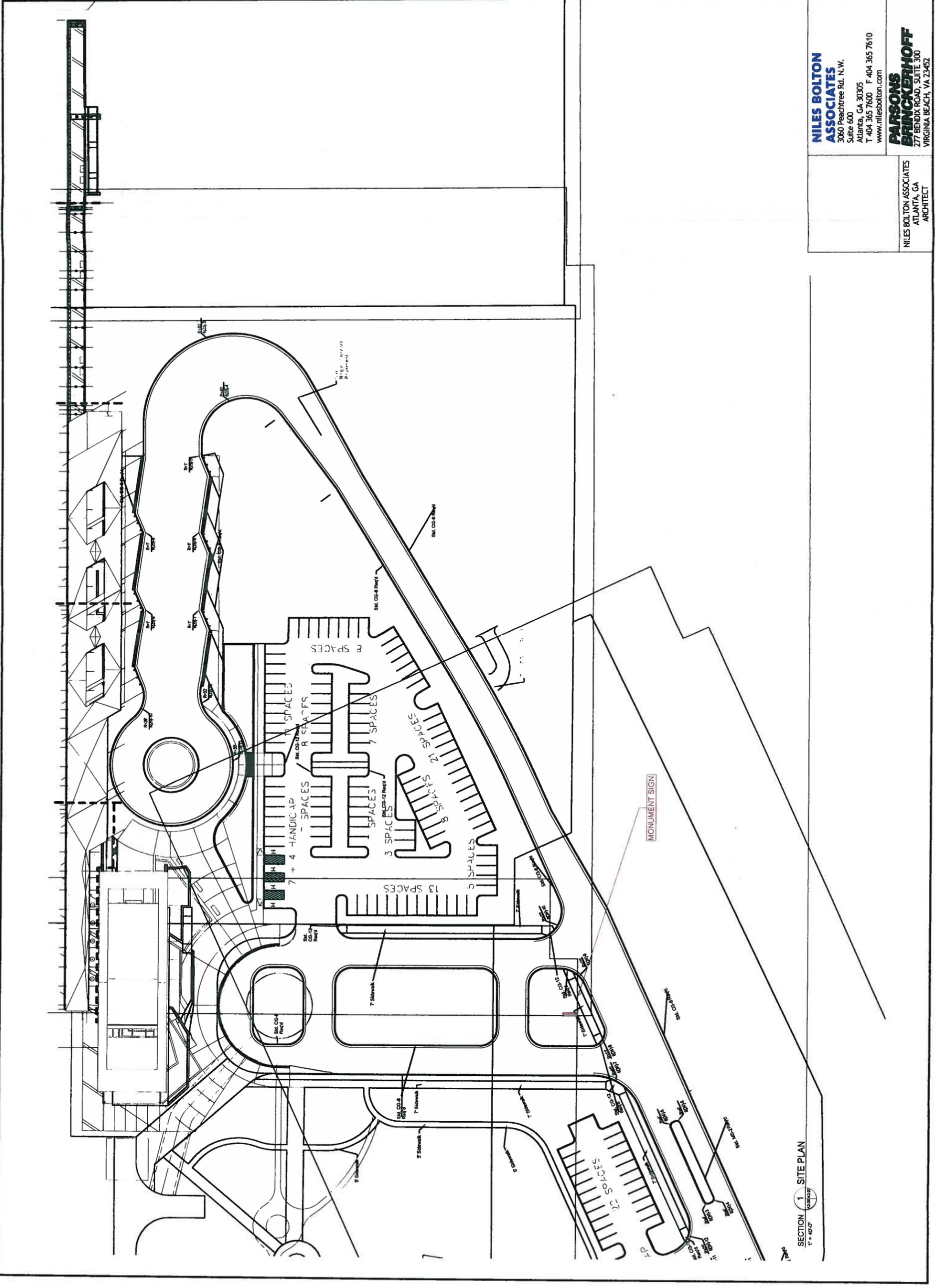
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CHECKED BY: Checker
APPROVED: _____
DATE: 07/09/02



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3060 Peachtree Rd. N.W.
Suite 600
Atlanta, GA 30305
T 404 365 7600 F 404 365 7610
www.nilesbolton.com

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VIRGINIA BEACH, VA 23452

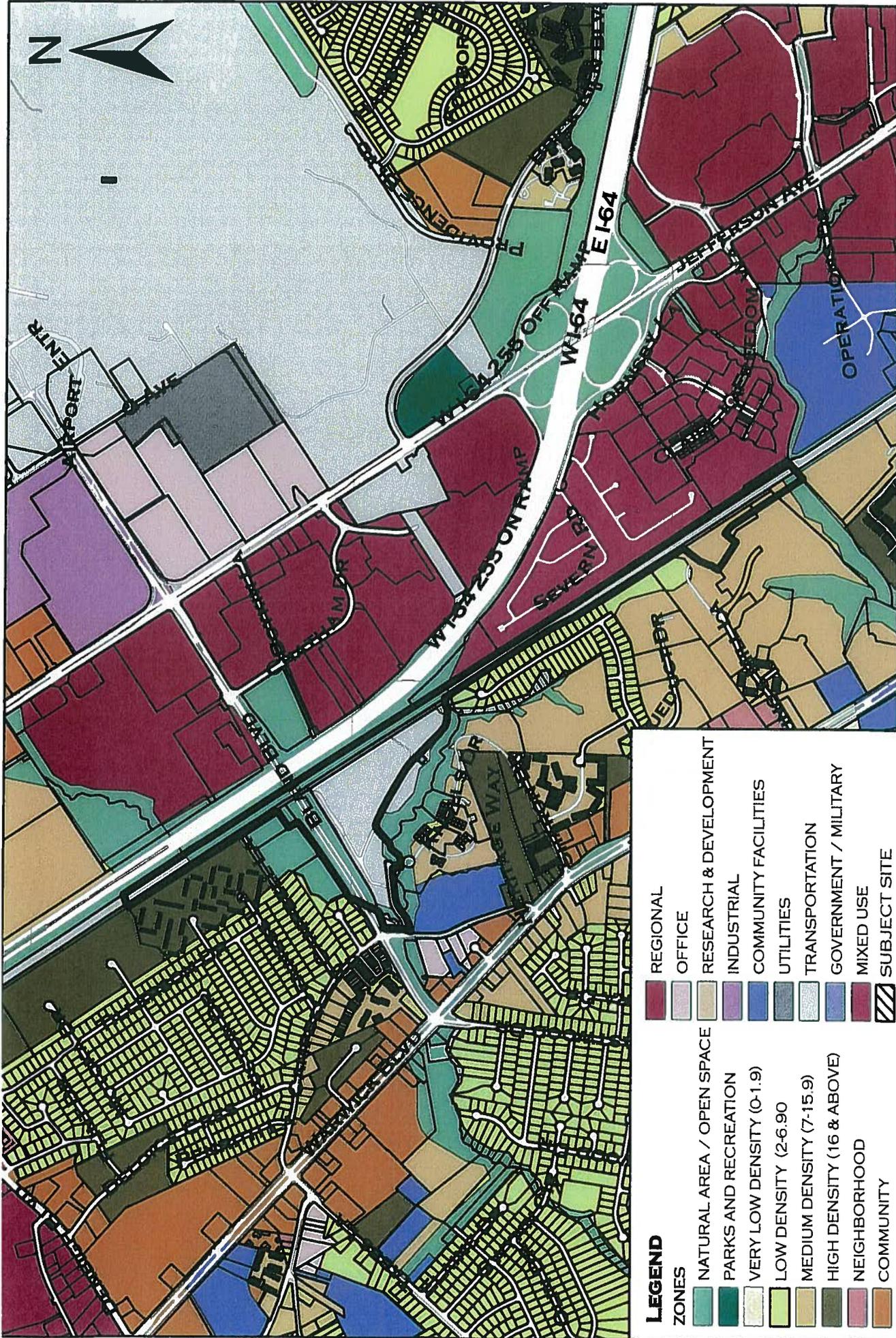
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ATLANTA, GA
ARCHITECT



SECTION 1 SITE PLAN
1" = 40'-0"

Figure 2: Proposed Noise Wall and Screening Wall Locations





LEGEND

ZONES	
[Light Green Box]	NATURAL AREA / OPEN SPACE
[Dark Green Box]	PARKS AND RECREATION
[Light Yellow Box]	VERY LOW DENSITY (0-1.9)
[Yellow Box]	LOW DENSITY (2-6.90)
[Light Green Box]	MEDIUM DENSITY (7-15.9)
[Dark Green Box]	HIGH DENSITY (16 & ABOVE)
[Pink Box]	NEIGHBORHOOD
[Orange Box]	COMMUNITY
[Purple Box]	REGIONAL
[Light Purple Box]	OFFICE
[Light Blue Box]	RESEARCH & DEVELOPMENT
[Brown Box]	INDUSTRIAL
[Dark Blue Box]	COMMUNITY FACILITIES
[Light Blue Box]	UTILITIES
[Light Green Box]	TRANSPORTATION
[Dark Blue Box]	GOVERNMENT / MILITARY
[Red Box]	MIXED USE
[Hatched Box]	SUBJECT SITE

CITY OF NEWPORT NEWS & FRAMEWORK FOR THE FUTURE 2030

YM DEVCO-10, LLC

Newport News Transportation Center Traffic Report

6.0 Conclusions and Recommendations

The analysis results show that Concept B (Station Only) will have the least development generated traffic and will have the lowest impact on surrounding roadways. Concept F (Full Site Development in 2040) on the other hand, will generate the largest amount of traffic in the peak hours and has the greatest impact on the surrounding roadways. Although Concept F impacts the level of service and delay the most, the change from the No Build 2040 scenario and the Build 2040 scenario for level of service and delay is fairly minor overall.

It is assumed that the initial site work (opening year) can only include the transportation center, as presented in Concept B. However, the station and site will be set up to allow for future development of Concept F as the full build out in 2040. If Concept F is developed in phases, some improvements in the Build scenario may need to be made to accommodate the growth in traffic from the specific site development. It is also noted that Bland Boulevard and Warwick Boulevard will need capacity improvements regardless of the development of the station site. Although there are many potential improvements that can be considered, the most viable option is providing additional capacity northbound right turns from Campbell Road onto Bland Boulevard in the form of a second right turn lane. This will improve the level of service and queuing along Campbell Road and allows traffic to more easily turn right out of Aspen Meadow Lane, reducing delay. The addition of a right turn lane can also be utilized in the other improvement scenarios.

None of these improvements have the significant improvement that was intended due to LOS issues evident in background and no-build conditions, improvements #1 (Provide additional capacity for northbound right turns from Campbell Road onto Bland Boulevard in the form of a second right turn lane) and #3 Signalize Aspen Meadow Lane (coordinated to Bland Blvd and Campbell Rd signal) and provide additional capacity for northbound right turn lanes from Campbell Road onto Bland Boulevard) have the best potential impact and should be considered as the conceptual planning of the site continues into the design phase.

City of Newport News

Department of Engineering

January 13, 2016

To: Chief of Civil Design, V. Urbano

From: Chief of Transportation, J. Kassel

Subject: Traffic Impact Study – Multimodal Station

Transportation Engineering has completed its review of the December 2015 Revised Traffic Report submittal for the Multimodal Center in the City of Newport News, Virginia. The proposed rezoning would convert the existing fallow land to a transportation hub with additional yet indeterminate development. The transportation hub (station only) is proposed to generate 350 vehicle trips daily of which 204 will be AM peak hour of the generator and 146 will be PM peak hour of the generator.

Improvements to the public right-of-way, based on the demands contributed to site development, are divided into three (3) distinguishing categories; those that are essential to development access, those secondary improvements that are critical to intersection operations in close proximity to the site and those major improvements that are considered being beyond the scope of a single development. Development of this site at the trip generation potential proposed must satisfy concerns related to both essential improvements and secondary improvements to offset extended backs of queues and excessive motorist delays.

Category I: Improvements Essential to Development Access

These are improvements that directly contact the development site at the entrances or frontage streets. Category I improvements are funded by the developer and are included in the study analysis.

- None Identified

Category II: Secondary Improvements

These are improvements that are critical to intersection operations in close proximity to the site. Category II improvements are funded by the developer study analysis.

- None Identified.

Category III: Major Improvements Beyond the Scope of a Single Development

These are major roadway improvements and additions that are too costly and too large to be supported by a single development. Category III improvements are not to be included in the analysis portion of the study.

- None Identified

Your cooperation in developing a traffic impact study to support the redevelopment of this site is appreciated. It shall be noted that, as identified in this report at the time of any additional development beyond the initial station occurs on this site a new, not revised, traffic impact report will be required that looks at volumes, generation rates and distributions patterns based on the road network at the time of the proposed expansion. Should you have any questions or require additional information, please do not hesitate to contact me at (757) 926-8666 or David Wilkinson of Transportation Division staff at (757) 926-8690.



F012 Jacqueline M. Kassel, P.E.

JMK/DTW

pc: Director of Engineering, E. Skipper
Asst. Director of Engineering, J. Kaoudis
Asst. Chief of Transportation Engineering, D. Wilkinson
Parsons Brinkerhoff, Inc.

EXCERPTS FROM PLANNING COMMISSION MINUTES

May 4, 2016

CU-16-366, City of Newport News & YM Devco-10, LLC. Requests a conditional use permit to allow for the construction of a multi-modal transportation center and service/maintenance facility located on a portion of 550 Youngs Mill Lane, 490 Youngs Mill Lane, 13020 Mitchell Point Road, 199 & 201 Motoka Drive and 500 B Bland Boulevard on six (6) parcels totaling 38.85 acres and zoned R7 Medium Density Multiple-Family, R8 High Density Multiple-Family, R4 Single-Family and P1 Park. The Parcel Nos. are 140.00-01-04 & 08 & 09, 150.00-01-25, 109.00-08-24, and 120.00-01-05.

Saul Gleiser, Senior Planner, presented the staff report (copy attached to record minutes).

Ms. Willis asked for clarification where the train turnaround would be located on the map. Mr. Gleiser deferred to the applicant's representative, Derek J. Piper, Engineer for the project. Mr. Piper pointed to the location of the train turnaround on the map, between Bland Boulevard and the train station.

Ms. Austin stated a photo of the existing Amtrak train station provided in the staff report designated 70 parking spaces, and overflow parking occurs on the roadway going into the parking area and the train station. She stated she has seen the entryway lined up on both sides and overflow parking in the office building adjacent to the train station on the left. Ms. Austin stated there are 22 illegal parking spaces and, on a busy day, approximately 20 people parking in the office building next door, which totals 113 parking spaces, which is 17 parking spaces less than the 130 parking spaces proposed for a facility that may double in use. She stated that is not going to be enough parking. Ms. Austin asked what is the long-term plan. Mr. Gleiser stated there is enough space on the property to expand parking. Ms. Austin asked Mr. Gleiser to show her the area where parking could be expanded on the map. Mr. Gleiser showed Ms. Austin the location on the map.

Ms. Austin asked if people will be allowed to park their vehicles overnight. Mr. Gleiser stated yes, they will. Ms. Austin asked if there is a designated area for overnight parking. Mr. Gleiser stated he is not sure. Ms. Austin asked if there will be overnight security for parked vehicles. Mr. Gleiser stated it will be the city patrolling the city property. Ms. Austin asked if there will be security cameras covering the parking areas. Mr. Gleiser stated yes. He stated it is a requirement of site plan review that the parking area is appropriately lighted so you have lights on all of the parking areas.

Ms. Austin asked if there is a designated area for taxis. Mr. Piper stated there will be spaces designated in front of the facility for taxi parking spaces. Ms. Austin asked Mr. Piper to show her the location of the taxi parking spaces on the map. Mr. Piper showed Ms. Austin the location on the map. Mr. Piper stated the plan is that taxis will be able to drop off and pick up passengers from the taxi parking storage, which will be in

designated spaces. Ms. Austin asked if the taxis would be lined up or come up as parking spaces open. Mr. Piper stated they would come up as taxi parking spaces open.

Ms. Austin asked where pedestrians would be able to access the train station from the sidewalks. Mr. Piper stated there will be sidewalks coming in on the entire entrance road and coming up the front access to the building. Ms. Austin asked if there will be a bikeway as part of the sidewalk or the roadway. Mr. Piper stated they plan to use widened lanes on the roadway for shared use. Ms. Austin asked if there would be a separate painted lane with bicycle symbols. Mr. Piper stated we were not planning on doing that. He stated they were just going to put up shared use signs and the 16-foot roadway would be sufficient width with low speeds of travel of 25 miles per hour or less. Ms. Austin stated that, as a person who rides a bicycle, she likes it when there are signs painted on the road so it is clear to the people in a motorized vehicle to leave space for bicyclists. Mr. Piper stated the main access road is a city street, so that can be permitted by the city street ordinance.

Ms. Austin asked if people would be able to go back and forth between the train station and the airport and if train station passengers would be able to access the airport's rental car stock. Mr. Piper stated we have had discussions with airport management of possibly extending their shuttle service. He stated there are some legal issues that would have to be worked through, because when they are on-site they are not commercial vehicles so there would be additional costs to be incurred by the airport. Mr. Piper stated the shuttle service at the parking lots at the airport cannot go from the parking lot to the train station parking lot. He stated this will be a multi-modal facility in proximity to the airport and people will probably not likely come in on a flight and leave on a train in the same trip. Ms. Austin stated you could arrive at the train station and wish you had a rental car. Mr. Piper stated yes, and we have thought about having kiosks on-site where passengers could access the rental car companies at the airport, who would deliver a car to the train station. He stated we would not have to put in additional parking for rental cars and use the facilities that already have multiple rental car vendors at the airport facility.

Ms. Austin asked if there will be a place that bicycles can be locked. Mr. Piper stated yes, we will have a bicycle storage facility.

Mr. Piper stated that in talking with Amtrak representatives, they recognize that on holiday weekends that the existing facility is parked full. He stated we have come to the conclusion that 130 parking spaces would be sufficient for opening day. Mr. Piper stated that, long-term, there are other portions of this property that could be utilized for parking. He stated we can do a master plan, and there is also potential where the existing parking lot could become a parking deck which could more than double the parking, but that is also based on long-term growth and passenger ridership, which is not an exact science. Mr. Piper stated the current plan for bicycle access is shared lane use, but if the city has requirements that the city street needs a designation, that is fine.

Ms. Austin asked if you are approaching the station, on the left in the area that could become a future parking area, what will it look like after the station is built. Mr. Piper stated it will be a planted landscaped area, with potential passenger recreation and a walking trail.

Mr. Carpenter asked if, when this project was initially begun, this location was or is still in the running for a complete interchange with Interstate 64. Mr. Piper stated there is no interchange planned for Bland Boulevard, and it is not in anyone's planning. Mr. Carpenter stated it was requested years ago but maybe turned down. He asked if it would be more likely that we get an interchange here now because it becomes a more significant location for transportation or are we less likely to get it because the train station is here. Mr. Piper stated it would be less likely because the CSX mainline is right there next to the interchange and it would be difficult building ramps because of the containments and how they would tie into Bland Boulevard. He stated most of the interchange would probably occur on the Jefferson Avenue side because of what you would have to do to get over the ramps on the CSX mainline.

Mr. Mulvaney asked if the existing Amtrak station would be abandoned. Mr. Gleiser stated yes.

Mr. Mulvaney asked if a traffic impact analysis has been done. Mr. Gleiser stated there was a traffic impact study and it was determined that the levels of service on the roads around the train station would not change and there are no necessary improvements to the roads. Mr. Mulvaney asked what the levels of service are currently in that area. Ms. Jackie Kassel, Chief of Transportation Engineering, stated the Bland Boulevard interchange was cancelled by the Federal Highway Administration (FHWA) in the 1990s and there is no funding in our plans for that interchange. She stated we have requested that the Denbigh Boulevard bridge project which goes over the interstate be designed to accommodate a future interchange. Ms. Kassel stated that, while there are no plans for one there, we are making accommodations in the bridge project. She stated the current level of service at the busiest intersection nearby is the Warwick Boulevard and Bland Boulevard intersection and in the PM peak today that intersection is a level of service F, which is the worst grade, but if you look at the numbers in detail, the number of seconds of delay, what it is today and what it will be the day the train station opens, it will be about the same. Ms. Kassel stated the amount of traffic coming into that intersection will not impact the level of operation and the experience at Warwick Boulevard and Bland Boulevard. She stated the intersection of Bland Boulevard and Campbell Road operates with a level of service C today, and will remain a C with the train station. Ms. Kassel stated the amount of traffic does not have a great impact with just the train station opening up. Mr. Mulvaney asked if we looked at Bland Boulevard and Jefferson Avenue because that is the most likely place for commuters to travel. Ms. Kassel stated the traffic study did not go to Jefferson Avenue, but did show that about 80% of traffic would go that way, but the overall amount of traffic coming throughout the day to the train station would be approximately 350 vehicles and that impact is absorbed into the other traffic. Mr. Mulvaney stated he is concerned that the whole corridor could potentially become very crowded in the next year. Ms. Kassel stated it is very crowded today.

Mr. Carpenter opened the public hearing.

Mr. Derek J. Piper, 277 Bendix Road, Virginia Beach, applicant, spoke in favor of the application. He thanked Planning staff for their assistance. Mr. Piper gave a brief presentation of the application.

Mr. Jones asked if there would be food and drinks for sale at the multi-modal station. Mr. Piper stated right now we plan to have two staff members at the facility. He stated we have considered restaurants and retail space, but right now, there are only two trains a day running several hours apart and three trains on Fridays. Mr. Piper stated that, as the frequency of trains increases there could be more amenities there, but right now the plan for offering food and drinks would be vending machine services.

Mr. Jones asked what type of security would be at the station. Mr. Piper stated we will have the required site security cameras. He stated that although Amtrak is a lease holder, this will be a city operated and maintained facility, similar to the Denbigh Community Center. Mr. Piper stated as a city facility, we will rely more on policing from the city Police staff. He stated we will have a conversation with the Police Department as we get closer to opening. Mr. Piper stated we will have cameras in the interior and exterior of the building.

Ms. Fox stated there are 350 vehicle trips daily for the traffic forecasted. She asked if that is with the current train traffic at the existing train station. Mr. Piper stated no, 350 vehicles a day is a requirement based on a 20 year projection looking at future ridership. He stated the arrival and departure of trains is not year-round peak hours. Mr. Piper stated the peak of the facility is not aligning with the peak of the surrounding roadway, but a couple of hours before or after that peak. He stated a lot of the traffic concerns are really the traffic problems in those peak AM and peak PM hours, which is not when the trains will be arriving and departing.

Ms. Fox asked what is the traffic count for the existing railroad station. Mr. Piper stated he does not know that. He stated that, in talking with the Amtrak representative earlier, that facility is full from a parking standpoint on holiday weekends, but generally those lots are not filled at other times. Ms. Fox stated it does seem to create an issue with traffic.

Mr. Groce stated he had the opportunity to see a presentation on this facility about 18 months ago at the Denbigh Community Center. He stated this is a very nice project. Mr. Groce asked if the residents in the immediate area where this project will be developed were invited to that presentation. Mr. Piper stated we advertised the presentation in the newspaper, similar to what you would see when VDOT advertises a project. He stated the public hearing will be advertised the same way in the next couple of days for the June 2, 2016 National Environmental Policy Act (NEPA) public hearing.

Ms. Austin asked if the city will own the facility and Amtrak will be leasing the facility. Mr. Piper stated he believes that is the case, but the lease agreement terms have not been worked out. He stated the city plans to own and maintain the station building. Mr.

Piper stated the city will own the service facility and lease it to Amtrak. He stated Amtrak will operate and maintain the land area and buildings on the service facility. Mr. Piper stated the service facility buildings are not publicly owned buildings.

Ms. Austin asked when the train is stopped at the station, will it be on new track that is apart from the CSX mainline. Mr. Piper stated yes, on one of the side tracks located 40 feet from the existing track.

Mr. John Bender, 40 Massachusetts Avenue, Washington, DC, representative for Amtrak, spoke in favor of the application. He thanked the city of Newport News. Mr. Bender stated this new facility will meet our future needs for passengers and multi-modal facilities within the city of Newport News. He stated the goals of the Department of Rail and Public Transportation (DRPT) are to increase passenger rail within the Commonwealth.

Mr. Carpenter stated he is sure we share the same goals and are hopeful that Amtrak will pay the city a lot of rent. Mr. Bender stated he would not count on that, but it will be worked out.

Mr. Arthur Singleton-Bey, 117 Jenness Lane, stated his family has resided on Jenness Lane for 35 years and there is concern within the community. Mr. Singleton-Bey stated that we have been talking about a bike trail and traffic, but the city has not put any sidewalks on Campbell Road. He stated Campbell Road goes right into Bland Boulevard and people will be coming to the train station but there are no sidewalks, but there are provisions for bicycles. Mr. Singleton-Bey stated now you need to look out for bicycles and cars as you walk to Amtrak. He stated they can find the money for this multi-modal station, but what about the sidewalks to get to the multi-modal station. Mr. Singleton-Bey stated he has been here since Jefferson Avenue was a two-lane highway, and he watched Patrick Henry Mall and Jefferson Commons, as well as Bland Boulevard develop. He stated his issue is the sidewalks, because for 35 years, First Baptist Denbigh Church has been there and the parishioners cannot walk to church because there are no sidewalks.

Ms. Suzanne Grummel, 18 Colony Road, stated her house is very close to Warwick Springs. She stated she is not concerned with the train station. Ms. Grummel stated its design and what it will bring to the city is wonderful. She stated her concern is with the repair facility and that there will be an entrance at Warwick Springs. Ms. Grummel stated that on her small little two-lane street which connects with Warwick Springs and is a prime location for a possible entrance in the future, we have three very large multi-family complexes, houses on both sides of the street, and children at different times during the day coming down and getting the bus at the intersection of Colony Road and Warwick Springs, further up closer to Warwick Boulevard. She stated we do not have any sidewalks and the children walk down the street. Ms. Grummel stated there are primary school children who go by themselves, as well as middle schoolers and high school students. She stated they use the streets to walk down to the bus stop and wait for the bus, and the busses come down and have to turn around on Warwick Springs to go back out. Ms. Grummel stated we have a lot of traffic for our little two-lane road.

She stated the repair facility trucks could come down at certain times, but it is very nebulous and it is not acceptable to her as a parent and a resident, to not know when my children have to watch out for vehicles. Ms. Grummel asked that if her tiny little street will be used as an access point for the repair facility, that you help to qualify when those trucks come down, and if you cannot do that, then at least install sidewalks on which the children may walk.

Mr. Richard Vanderzee, 475 Cheshire Court, stated he worked with the city Engineering Department all of last year at which time we had a meeting and discussed for two hours some of the problems that had not been covered in the initial environmental report. He stated two of his concerns have been included in the final environmental report, which he understands has not yet been approved by the federal government. Mr. Vanderzee stated he would caution the Planning Commission about taking any action tonight until they get more information and each and every member take an extensive look at the Bland Boulevard area. He stated it will create devastating congestion added to the existing congestion in this city. Mr. Vanderzee stated there is a new school bus facility to be located very close to the Bland Boulevard area. He stated another reason to be cautious is that there is erroneous information in this analysis. Mr. Vanderzee stated there is a listing for 550 Youngs Mill Road and 490 Youngs Mill Road. He stated they are not located in the area that is designated. He stated he met with people at the office on Youngs Mill Road and they know nothing about any building or apartments at those addresses. Mr. Vanderzee stated that is worth some investigation by someone. He stated some of the addresses listed are also unfound. Mr. Vanderzee stated he has been up and down the railroad line several times and 13020 Mitchell Point Road is unfound and should be further identified. He stated there are some good points that have been brought up, but the proposed cost of this project is \$38.9 million and that is minimum. Mr. Vanderzee stated that was the base before the environmental assessment. He stated he suspects there will be some additions added in the construction process. Mr. Vanderzee stated that is a problem for him as a taxpayer. He stated he is retired and having a tough time, so he is trying to watch the city dollars a lot more than the city is watching. Mr. Vanderzee stated he could go on and on and name 100 items if he was asked to, and he would be glad to come back and give the Planning Commission a list of them. He asked that the Planning Commission delay decision making on this program. Mr. Vanderzee stated it is too big a development and we are concerned about the private investment area and the construction area with the homes at every entrance to the addresses up on the hill. He stated he would be very concerned if he was in the private gated community having trucks, busses and bikes, up and down the road all day. Mr. Vanderzee stated he does not want the Planning Commission to make a decision based on erroneous information and exaggerated estimates of what this project is going to do for the city.

Ms. Karen Ness, 136 Ruston Drive, spoke in opposition of the application. Ms. Ness stated she just moved a year and one-half ago from a bedroom community in Pennsylvania. She stated they did not realize when they bought their house here in Newport News that 200 yards away there were train tracks that run night and day. Ms. Ness stated the first night when the trains were blowing their horns, she bolted up in bed. She stated they are loud and the decibel levels are deafening. Ms. Ness stated

she has neighbors who said their kids were crying in the night because it was so loud they could not sleep and it was affecting their school. She stated when you are bringing something like that into an area that is zoned residential; you need to know there will be a lot of impact. Ms. Ness stated the property values will probably come down and make it harder to sell a house in that area. She stated that living near a train track, the house vibrates and the windows rattle. Ms. Ness stated this will possibly cause damage to homes. She stated it does not make any sense to put this in a residential area. Ms. Ness stated that right up the road to the north is an industrial park where it would make more sense to put the multi-modal facility, or on another site that is not residential. She stated to take an area that is only residential and stick something like this there is a nightmare for the community. Ms. Ness stated when she was working in Harrisburg, Pennsylvania, there was a turnaround junction and a homeless camp sprung up right across the street from the tracks. She stated that may be another problem on top of the crime and everything else we have to deal with if you bring this here. Ms. Ness asked that the Planning Commission look at the entire impact to the community, environmentally, financially to the homeowners. She stated we are destroying a community bringing in a mess like this here.

Ms. Karen Pogoloff, 713 Windy Way, is President of the Windy Knolls Condominium Association and Secretary of the Windy Knolls Community Board. Ms. Pogoloff stated her comments will be from her personally, but they are based on discussions with owners and residents within Windy Knolls. She stated nobody has mentioned Aspen Meadow Lane, which is the road that comes down Campbell Road into Windy Knolls, and it is our understanding that it is the road that will be the primary entrance into this new transportation center. Ms. Pogoloff stated currently, it is a two-lane road, with an exit onto Campbell Road, which is a very busy short cut for many people. She stated it is almost impossible to get out of in the morning or get into in the evening. Ms. Pogoloff stated we have between 400 and 500 cars within Windy Knolls currently, and there are two more apartment buildings coming in the next three to six months, which will increase the number of cars. She stated that, currently, to get into Windy Knolls, if you come off of Bland Boulevard onto Campbell Road, there is room for two cars to turn. Ms. Pogoloff stated she cannot tell the Planning Commission how many times she has almost been hit as people come over the hill on Campbell Road and cannot see that there is a turn lane. She stated if you are exiting from Windy Knolls and you are turning right onto Bland Boulevard, going toward the interstate, again, there is only room for two cars to turn, and generally there are four to six cars. Ms. Pogoloff stated that, with Campbell Road only being two lanes, it is already a significant problem. She stated Bland Boulevard is extremely busy, and most of the time on the weekends, it is almost impossible to travel down there. Ms. Pogoloff stated there have been several accidents and a few deaths already. She stated she does not believe the transportation study takes any consideration of the reality of living there. Ms. Pogoloff stated currently, Windy Knolls is a quiet community, and many of us chose it because it is on a dead end. She stated we live in a gated community and the only way we can get in is from Aspen Meadow Lane. Ms. Pogoloff stated any construction over the next couple of years will impact our ability to sell our properties, which are already in a community that is very depressed because of the economy. She stated we have owners who are over \$100,000 upside down from when they bought their condos 8 years ago. Ms. Pogoloff

stated we were optimistic that this plan would impact the value of our properties in the future. She stated in the short-term it will make it virtually impossible for us to sell with the kind of construction that will happen. Ms. Pogoloff stated she sees a different property value. She stated we have had numerous foreclosures and were just starting to have a positive trend in the next year and she believes this will impact it negatively. Ms. Pogoloff stated several of the board members are present, but she really wants the Planning Commission to take into consideration the impact this will have on the community.

Ms. Willis asked where the gate is located in the gated community. Ms. Pogoloff stated you would take Aspen Meadow Lane to Knolls Drive and then there is a circle, and at the end of the circle is a clubhouse with a gate on each side. She stated there is no exit beyond coming on Aspen Meadow Lane. Ms. Willis asked if they would have to remove any gates or change the gated part of the community. Ms. Pogoloff stated no.

Ms. Fox asked how the construction vehicles get to the existing construction site. Ms. Pogoloff stated they come on Aspen Meadow Lane and then there is a road that goes to the left. She stated the trucks come in through there all day long.

Mr. Joseph Blumber, 522 Knolls Drive, is a member of the Windy Knolls Condominium Association. Mr. Blumber stated he is optimistic with the long-term and what this can do to possibly improve the city overall. He stated that, being a close neighbor, our property values may even benefit, but that is a great unknown. Mr. Blumber stated he has great concerns with the scope of the plans at this point, which are 60% complete. He stated they do not adequately address the access issues to the transportation center and Windy Knolls condominiums. Mr. Blumber stated Campbell Road does not have sidewalks or curbs and is a very narrow two-lane road with deep ditches on either side for the majority of the road. He stated this road will be the primary access for people coming from Warwick Boulevard and travelling west on Warwick Boulevard to get into the train station. Mr. Blumber stated right now very little of the traffic actually goes up to Bland Boulevard and makes a turn onto Bland Boulevard, and then comes back onto Campbell Road, and cross a bridge which is not much wider than from his position at the podium to the back wall of City Council Chambers. He stated in that distance is where the turn lane is into Aspen Meadow Lane, which is maybe two car lengths, and beyond that traffic will back up into the Bland Boulevard intersection with Campbell Road. Mr. Blumber stated that, with these issues in that area and Aspen Meadow Lane is not even mentioned in the proposal is concerning. He stated currently, Aspen Meadow Lane is the road that is the entrance and at its intersection with Campbell Road, you simply make a U-turn to go onto Bland Boulevard. Mr. Blumber stated you are barely on Campbell Road for any distance at all. He stated at this time, Aspen Meadow Lane served as nothing more than the entrance to the Windy Knolls Condominium Association and apartment community, and for the city's trucks that go into the "dirt piles." Mr. Blumber stated his unit is on the third floor and in the winter when the leaves are down, he can look down on the Bland Boulevard bridge and those "dirt piles." He stated he would be very glad to be able to look out and see the improvements that he sees in the pictures for what this train station will be, but he has serious concerns about the traffic, which seems to be sloughed off as not a big issue.

Mr. Blumber stated the traffic issues have not been adequately addressed. He stated the turn lane from Campbell Road to Aspen Meadow Lane is barely adequate for what we have now and any added traffic will make entry from Aspen Meadow Lane to Bland Boulevard nearly impossible. Mr. Blumber stated that, from Aspen Meadow Lane to Warwick Boulevard, if you want to go west from Aspen Meadow Lane coming out, it is an almost impossible turn because of the way the intersection at Campbell Road is set up. He stated it does not go straight across at a 90 degree angle, and for some unknown reason, when they put the concrete barrier in, they extended it out well beyond the stop line on Bland Boulevard. Mr. Blumber stated you actually have to travel to the right and then make an extremely sharp left turn or go up Campbell Road, which is this narrow little road with deep ditches on either side. He stated Campbell Road, as has been mentioned, is the short cut from Warwick Boulevard to Jefferson Avenue via Bland Boulevard and gets a lot of traffic. Mr. Blumber stated that traffic backs up from the intersection to in front of the church in the evenings, and to get out, you have to hope for the good graces of someone in that line to allow you out. He stated it is a major problem for us there. Mr. Blumber stated he does not see where the plan addresses anything beyond the intersection with Knolls Drive and Aspen Meadow Lane. He stated Aspen Meadow Lane will be the entrance road, and they do not even give a thought or mention to Campbell Road. Mr. Blumber stated he thinks that the bridge that crosses Lucas Creek Road will probably have to be widened and also should be raised because if we have heavy rains, Lucas Creek comes up and just about runs over the road. He stated if there is a high tide at the same time, he has seen it flood five times in five years. Mr. Blumber stated the bridge for Campbell Road that crosses Lucas Creek will be under water and it backs up water all the way to Warwick Boulevard. He asked if we have people with a train coming in and this street is flooded, what is going to be done about it. Mr. Blumber stated that at the intersection of Aspen Meadow Lane with Campbell Road there is a retaining wall that is the sign for Windy Knolls apartments and condominiums. He stated we currently maintain mowing the lawn from Campbell Road on both sides of Aspen Meadow Lane and all the way back to our condominiums because the city will only mow it about three times a year, which leaves the weeds standing about waist high. Mr. Blumber stated this would be unacceptable and certainly an unattractive entrance to our property. He stated people who might be interested in buying at Windy Knolls would wonder if anything will be done because once this becomes the access to the train station, will the city do any better about maintaining Aspen Meadow Lane than what they do right now.

Ms. Willis stated they have done a lot of work at the pump station that is down at Warwick Boulevard and Bland Boulevard. She asked Mr. Blumber if he has noticed any difference in the water since they have improved that pump station on Lucas Creek. Mr. Blumber stated it has flooded only once since then.

Mr. Carpenter closed the public hearing.

Ms. Willis stated it seems that the traffic on Campbell Road is something that would behoove the city and Amtrak to resolve once everything is in position, which will only enhance Amtrak with better access in and out.

Ms. Willis asked if there are any plans in the works to address the sidewalks at the corner, because it will be very hard for people to get out and get to the train station if you cannot get off Aspen Meadow Lane.

Ms. Kassel stated there is a sidewalk that is running down Aspen Meadow Lane, and there is one that the city added on Campbell Road from Bland Boulevard to the church. She stated we also have plans to improve Campbell Road to the north, which is under design now. Ms. Kassel stated we are going to improve drainage and add a sidewalk and widen the road, installing a curb and gutter. She stated there is a project under design to improve Campbell Road to the north. Ms. Kassel stated it is a valid concern about the close spacing between Aspen Meadow Lane and Bland Boulevard. She stated there is an abbreviated turn lane in which two cars can fit. Ms. Kassel stated it looks like there is some area for improvement there with the opening of the train station. She stated the city did not recommend any improvements at this time, just the train station. Ms. Kassel stated if the site was to be built out the study does look into future growth and possible dual right turns coming out of Aspen Meadow Lane. She stated we will need another study, depending on what develops, to see if a signal is warranted at that location. Ms. Kassel stated today, the intersection operates at a level of service A, which is acceptable and does not show any degradation to the intersection level of service with improvements at Aspen Meadow Lane and Campbell Road. She stated Bland Boulevard and Campbell Road is a level of service C, and Bland Boulevard and Warwick Boulevard is a level of service F. Mr. Carpenter asked if Campbell Road north is where the church backs up to Warwick Boulevard. Ms. Kassel shared a map with Planning Commission showing each intersection.

Mr. Groce asked which parts of Campbell Road would be widened. Ms. Kassel stated to the north of Bland Boulevard, across Bland Boulevard from the train station in the Warwick Lawns neighborhood. Mr. Groce asked if there was anything that could be done with Campbell Road and Aspen Meadow Lane. Ms. Kassel stated right now we do not have a project to do any improvements to the south on Campbell Road.

Mr. Mulvaney stated he is not comfortable with the information he received tonight and completely understands the impact of what we are trying to do. He stated he would like to dig into this a little further before he makes a decision this evening. Mr. Mulvaney stated he would like a work session on the matter.

Mr. Mulvaney made a motion to defer conditional use permit CU-16-366 to the next Planning Commission public hearing on June 1, 2016. The motion was seconded by Ms. Austin.

Vote on Roll Call

For: Simmons, Mulvaney, Austin, Willis, Groce, Maxwell, Carpenter

Against: Fox, Jones

Abstention: None

The Planning Commission voted 7:2 to defer conditional use permit CU-16-366 to the next Planning Commission public hearing on June 1, 2016.

Mr. Carpenter asked when a work session could be scheduled. Ms. McAllister stated May 18, 2016. Mr. Carpenter stated that a work session is scheduled for May 18, 2016.

EXCERPTS FROM PLANNING COMMISSION MINUTES

May 18, 2016 Work Session

Mr. Mulvaney opened the work session at 4:00 PM. He introduced the first item on the work session agenda: Conditional use permit to allow for the construction of a multi-modal transportation center and service/maintenance facility located on a portion of 550 Youngs Mill Lane, 490 Youngs Mill Lane, 13020 Mitchell Point Road, 199 & 201 Motoka Drive and 500 B Bland Boulevard on six (6) parcels totaling 38.85 acres and zoned R7 Medium Density Multiple-Family, R8 High Density Multiple-Family, R4 Single-Family and P1 Park.

Mr. Everett Skipper, Director of Engineering, introduced Mr. Derek Piper from Parsons Brinckerhoff, Project Manager, to lead the presentation. Mr. Skipper stated a copy of today's presentation will be emailed to the Planning Commission after the work session, in order to give them an opportunity to review the information in more detail. He stated we will be holding public meetings for both this project and the Campbell Road project between now and the June 1, 2016 public hearing to ensure that any other public commentary is addressed. Mr. Skipper stated he will provide the Planning Commission with notes from those meetings before action is taken at the June 1, 2016 public hearing.

Mr. Mulvaney stated Chairman Michael F. Carpenter had arrived and turned the meeting over to Mr. Carpenter at 4:05 P.M.

Mr. Piper began his presentation, introducing the agenda: Project Site, Project Traffic Study Summary, Bland Boulevard and Jefferson Avenue Traffic Impacts, Service Facility Traffic, No-Build Traffic compared to Build Traffic; and Area Transportation Projects. He displayed a site plan graphic and stated the site plan has been updated with some things that came out of a value engineering study, which was required of this project, in an attempt to save money. Mr. Piper stated they are now proposing to use the fire access road to build a temporary six bus bay parking and turnaround area. He stated that, if this site is developed further in the future, then the bus bays would be permanently relocated, but the same six bus bays would be provided in the new location. Mr. Piper stated we have provided a taxi drop-off area after re-orienting the parking lot. He stated we still have 130 permanent parking spaces and an overflow parking area which can be built in the initial phase of construction that offers another 25 to 30 parking spaces. Mr. Piper stated these updates were made in response to comments they have received and cost-saving initiatives.

Mr. Piper stated the Traffic Impact Summary is a summary of what kind of impact this project would have on traffic. He stated the total vehicle trips per day at the train station on a daily basis is projected at 357. Mr. Piper stated the trains arrive Monday through Friday, with a slight schedule change on the weekends. He stated trains will arrive at 11:45 A.M. and 6:52 P.M. and depart at 9:15 A.M. and 5:20 P.M. Mr. Piper stated the peak hour for the adjacent streets is 5:00 to 6:00 P.M. and does not really coincide with when the trains arrive and depart, with the exception of the 5:20 P.M. train, when people

would be arriving at the train station. He stated we looked at the current traffic volumes and Level of Service (LOS) for the adjacent intersections with the current No-Build condition and the Build condition. Mr. Piper stated the approach of Aspen Meadow Lane, as you are approaching Campbell Road, has 59 trips on it and would have 169 in the future, which would still continue a LOS A. He stated Campbell Road at Aspen Meadow Lane currently has 794 and will increase to 851, which is still a LOS A. Mr. Piper stated Bland Boulevard in the vicinity of Campbell Road has 3,321 trips and after build will have 3,348 trips, and will stay at a LOS C. He stated there is a future expansion of Windy Knolls of 48 units, which will add 480 trips per day with a P.M. peak of 48 trips. Mr. Piper stated the expansion of those units generates more traffic than the multi-modal transportation center in its initial development phase.

Mr. Piper introduced the traffic impact summary to the service facility. He stated primary access to the service facility will be off of Colony Road during construction and then Warwick Springs Drive. Mr. Piper stated the total trips per day is roughly 30 personal vehicles and pick-up trucks, a daily trash truck, and one tractor-trailer every three to four weeks for delivery. He stated that, based on what is out there now, this intersection operates at a LOS C and adding these 30 trips to the P.M. peak at this intersection has nearly no change.

Mr. Mulvaney asked if the impact numbers include the 480 trips per day for Windy Knolls. Mr. Skipper stated no, we did not add those because we understand they will be following construction. Mr. Mulvaney asked if you add the 480 trips to the build numbers, would the LOS change in any of those places. Mr. Skipper stated no. He stated we would anticipate changes of service in excess of 1,200 to 1,500 trips, depending on the condition of the roadway.

Ms. Austin stated the Aspen Meadow Lane difference between Build and No-Build is 110, but the difference in traffic at Bland Boulevard and Campbell Road is only 20. She asked if everyone would be turning left out of Aspen Meadow Lane. Mr. Skipper stated it means a proportion will turn left and a portion will go straight across Bland Boulevard to Campbell Road on the other side. Mr. Piper stated this number represents Bland Boulevard as it is approaching Campbell Road. He stated there are multiple decision points for travelers, they can go left out of Aspen Meadow Lane, south on Campbell Road, and after they turn right onto Campbell Road, they can go left, thru, or right. Mr. Piper stated that by the time the traffic disperses, there is a very minor impact or change to volume on Bland Boulevard. Mr. Carpenter asked if 357 vehicle trips per day is what we are expecting when this facility opens. Mr. Piper stated the 357 trips per day is a 20 year projection. Mr. Carpenter stated he is disappointed there is only a prospective 357 people who are going to use this facility, which is going to cost millions of dollars. Mr. Skipper stated there are a number of elements as to why the station would be built. He stated these numbers are based on two daily trains. Mr. Skipper stated there is some future consideration that it will become three or higher, but in the five year projection, over three daily trains is not anticipated. He stated that is why we are not showing any higher numbers associated with the trains, because none of those plans are in place today and we do not foresee them in the current projected numbers from the state or from Amtrak. Mr. Skipper stated we do anticipate, and would like to see, higher

numbers but for context, an additional train is going to add 50% of the increased numbers. He stated the important part to recognize about that is an additional train would operate at different hours, and would not add any more to the peak hours. Mr. Skipper stated the reason you see 100 trips in the peak for Aspen Meadow Lane is because there is a train departure in the middle of the day. He stated an additional train would be off-peak somewhere different and would not add more during the peak, but it would add more during some other portion of the day. Mr. Piper stated a trip is a vehicle, and there could be more than one person in a vehicle, so those numbers are not just one person coming to the train station.

Mr. Carpenter stated we are getting started on studying bus rapid transit, and it is his hope that a rapid bus transit station would be at the multi-modal station, and may drive the 357 daily trips numbers higher. Mr. Skipper stated it is possible, but it would be limited because the bus rapid transit would have multiple stations throughout the entire run of the city. He stated the multi-modal transportation center would be one of the locations where there would be transfers, but we would anticipate the transfers would be to get on a train as opposed to get in a car, or transfer on a shuttle to the airport, or an inter-city bus. Mr. Carpenter stated his hope is bus rapid transit would add to the train service, not necessarily cars coming and going.

Mr. Mulvaney stated there is a 63 car delta that is not accounted for. He asked how 357 cars is calculated with a 63 car delta missing. Mr. Piper stated 357 is number of daily trips. He stated when you talk about hourly volume and peak hour volume, there are some trips that are in the A.M. and some that are intermittent throughout the day. Mr. Mulvaney asked if the 357 is not represented completely in the trips. Mr. Skipper stated it is represented completely, but it is represented in the portion that is assigned to peak hours. He stated when we talk about 480 trips per day for the increase of units at Windy Knolls, it is on the basis of an average 10 trips per day per residential unit. Mr. Skipper stated the P.M. peak is only 48 trips, so 10% is the typical rule of thumb assigned for residential housing in the peak hour.

Mr. Piper stated the service facility traffic will consist of 30 personal vehicles, one trash truck, and one tractor-trailer every three or four weeks. He stated the intersection of Colony Road and Warwick Boulevard has 700 trips per day at that intersection with a P.M. peak of 450. Mr. Piper stated we will have a half-dozen vehicles at most of the P.M. peak hour and the daily trips is inconsequential at this intersection. Mr. Skipper stated the P.M. peak does not coincide with the anticipated shift changes. He stated with this number of vehicles, if you assume that half of them are occurring in the morning and half in the evening, it is not on the peak periods at all. Mr. Skipper stated if it were on the peak periods, it would have a very small negligible impact, but it is not even there because it is not measurable.

Mr. Piper shared graphics showing the intersections that were studied and a summary table with data from the future No-Build to the Build condition of those intersections.

Mr. Piper stated we got some questions at the last meeting about the intersection of Bland Boulevard and Jefferson Avenue. He stated this intersection carries now, in the

P.M. peak, almost 8,200 vehicles. Mr. Piper stated the additional vehicles in the P.M. peak from the project would be about 8,700 vehicles, which would be a 1% increase. He stated it is understood that the intersection fails today, but the incremental amount that we are adding to it is almost unmeasurable.

Mr. Piper stated this project is very long and linear and the track from the multi-modal transportation center to the service area would include 2,000 feet of track work. He stated the access into the service facility on a daily basis is from Colony Road to Warwick Springs. Mr. Piper stated traffic improvements to this area will be public street extensions with a private driveway to the service facility. He stated there is a little roadway that ties into Live Oak Lane, which is a required secondary access for the Fire Department, which will be gated and locked for fire emergency access only. Mr. Piper stated we may use Live Oak Lane during construction while some of the roads are being built as this is the only way in to the service facility, but after construction this will be closed.

Mr. Mulvaney asked, with regard to the Bland Boulevard and Jefferson Avenue intersection, at what point in the failure mode do we take a look at the additional traffic, where it is still a LOS F, do we say 'although we are already a failure, we really need to fix this because we are beyond a failure'. Mr. Skipper stated we continue to look at all of the intersections in the city for what improvements can be made. He stated that recently, we have been retiming a number of intersections throughout the city and making a number of changes. Mr. Skipper stated that, with this particular intersection, when the Radius Apartments and associated facilities were constructed, it required a number of physical changes that added lanes and altered the signals. He stated we have also been looking at how we handle the right-turns in those areas and the left-turns. Mr. Skipper stated one of things that we are anticipating which will be of significant assistance is the proposed Jefferson Avenue Ramp C that the Virginia Department of Transportation (VDOT) has now evaluated as favorable and requested review by the Federal Highways Administration (FHWA). He stated VDOT expects to have a response on that request in approximately 18 months, so we can potentially begin construction that quickly. He stated Mr. Mulvaney is correct that there are intersections with traffic problems and we should make the distinction that Bland Boulevard is operating at a LOS D in both directions and that is not what we would like for it to be. Mr. Skipper stated we would consider a LOS C to be where we want the Bland Boulevard and Jefferson Avenue to operate.

Mr. Carpenter asked how Jefferson Avenue Ramp C would help the intersection of Bland Boulevard and Jefferson Avenue. He stated it appears to him that it will put more traffic into that intersection. Mr. Skipper stated no, what it does is route traffic off of Jefferson Avenue that would not have to go up Jefferson Avenue to get to Bland Boulevard. He stated the intersection of Bland Boulevard and Jefferson Avenue would see lower total traffic, which is approximately 700 vehicles according to VDOT's analysis in the peak hour. Mr. Skipper stated that is a very substantial change. He stated traffic will exit on Ramp C and either go to the shopping center or along an improved Chatham Drive to Bland Boulevard. Mr. Skipper stated the issue is usually that people are trying to access the housing along Warwick Boulevard off of Bland Boulevard.

Ms. Fox asked how the Bland Boulevard and Jefferson Avenue intersection and the traffic there is tied into our discussion for a conditional use permit for the transportation facility. Mr. Mulvaney stated Mr. Skipper presented the Bland Boulevard and Jefferson Avenue intersection and said it was a failure and they are adding more vehicles to it. Ms. Fox stated we are supposed to be talking about land use issues and asked what we should be addressing. She stated if we are here for a work session for transportation planning and the city traffic, that is one thing, but we are here for a discussion on a conditional use permit for a specific project. Ms. Spratley stated Ms. Fox has raised an issue on the relevance of certain aspects of questions and concerns regarding this project. She stated there are certain requirements that need to be met before the Planning Commission recommends a conditional use permit to City Council. Ms. Spratley stated these requirements are in the zoning ordinance and requirements in the state code and many of them are very subjective. She stated traffic is a concern that legitimately should be considered in terms of deciding whether a use should be permitted or not permitted. Ms. Spratley stated traffic is a legitimate land use concern when you are looking at whether or not a use should come into the city. She stated you can have a general discussion about what is relevant or not later. Mr. Carpenter asked if traffic is a legitimate concern. Ms. Spratley stated yes.

Mr. Skipper stated he would like to reiterate that we included the discussion on Ramp C because the Planning Commission asked us to discuss it, and the point from our perspective is that yes, there is a change in traffic, but that change in traffic is less than 1% of the existing traffic. He stated it is not something that we would normally adjust for or anticipate a change in anything and does not change the LOS or alter the delays and that is why we shared that information because it does not affect the intersection substantially.

Mr. Mulvaney stated that, not only are we looking at the specific plan, but Ramp C was brought up which potentially, when you combine them together, the Planning Commission needs to look at all of the components of what it is going to do in the future; not only for this intersection but how it will improve traffic overall. He stated you need to look at the full impact of this project. Mr. Skipper stated he agreed and that is why they did not raise any objection to discussing it; however, we continually look at ways to improve the traffic network across the city. He stated one of the items that has not been substantially discussed is the potential for a connection along Avenue G past the airport. Mr. Skipper stated our belief is that would also be something that would tend to remove a significant amount of traffic from Jefferson Avenue that would want to reach the hospital and medical facilities and housing off of Denbigh Boulevard. He stated some of the traffic may detour through Kiln Creek and some may come off of Jefferson Avenue in that area.

Mr. Piper stated we have a public meeting set up for Monday, May 23, 2016 at the Denbigh Community Center to present the plan for this project. He stated we will have more details and more boards showing the traffic and we can get into a detailed discussion with the citizens who attend that meeting. Mr. Skipper stated our intent is to be able to show at the Planning Commission public hearing we have heard any

additional concerns from the public and share with you what the responses are to those concerns so the Planning Commission will be informed.

Mr. Skipper stated at any given point the city has approximately 200 active projects, and about 30 of those are normally specifically traffic related, but all have some level of impact on traffic issues. He shared a graphic of all of the projects within the area of the multi-modal station. He stated the Warwick Boulevard and Bland Boulevard intersection improvements will raise the level of that intersection. Mr. Skipper stated as you come down both Warwick Boulevard and Bland Boulevard you are dipping into a bowl and when we have major storms, the intersection floods. He stated Warwick Boulevard is a primary evacuation route in the city, and our intent is to actually raise the street by three feet in order to get it out of the flood plain. Mr. Skipper stated this project is affiliated with some up and down stream storm drainage improvements that will help move the water more rapidly as well. He stated HRSD is upgrading facilities all over the city and the region and they are looking at spending approximately \$2 billion on those efforts. Mr. Skipper stated the HRSD - Lucas Creek - Woodhaven Intercept Force Main Replacement - Phase II project is one of those projects. He stated we have a safety improvement project at Warwick Boulevard, Tabbs Lane and Beechmont Drive, which we have identified through crash records as being an improvement we want. Mr. Skipper stated these projects typically involve changing turning lanes, configurations, and adding islands to channelize traffic to reduce accidents. He stated sometimes these changes involve signalization changes, but almost always at this stage we are adding pedestrian enhancements. Mr. Skipper stated the 2015 Fall Citywide Resurfacing and Concrete Program involves repaving and sometimes adjustments. He stated occasionally we add new sidewalks. Mr. Skipper stated the Citywide Stormwater Slip Lining project is where we have older pipes that might be deteriorating and we slide a new pipe inside. He stated the new pipe is a little smaller, but by being plastic, it is slicker and water moves a little quicker and we gain some capacity when we do these kinds of projects. Mr. Skipper stated we are currently working on the I-64 Six-Lane Widening - Segment 1 project. He stated the Turnberry Channel Improvements is an environmentally driven stream enhancement project. Mr. Skipper stated it helps a little bit with quantity of water because we are reshaping the stream, but mainly it is all about improving water quality as it moves through the city and eventually into the river and the bay. He stated all of the city's projects and their status is available on the city's website on the Engineering webpage. Mr. Skipper stated if you click on Project Status, you will see a map where all of the projects are individually shaded. He stated you can click on those individual projects to learn more about each one, as well as send an email directly to the project manager if you have any questions.

Mr. Skipper stated we were interested in the number of Campbell Road residents who showed up at the May 4, 2016 public hearing. He stated we had a December public meeting on the Campbell Road project, which may not have been as successful as he thought it would be in communicating everything the residents needed to hear. Mr. Skipper stated we will have another meeting to ensure we fully inform the Campbell Road residents and will forward their questions and comments to the Planning Commission. He stated the schedule for the Campbell Road project is a 2018 to 2020 project, which will be following right behind the completion of the transportation center.

Mr. Skipper stated the reason for that is it is driven by revenue sharing monies which are programmed four to five years in advance. He stated that, unfortunately, the money for that project was scheduled in that way. Mr. Skipper stated the money for the transportation center is from two sets of entirely different federal funds. He stated the transportation center became a project that had an immediately available schedule, versus Campbell Road which is something the residents have been requesting for a number of years. Mr. Skipper stated we have a number of similarly situated streets, such as Richneck Road, which was in a similar condition years ago, which had asked for repairs for many years, and it took 20 years to accommodate the improvements. He stated Deep Creek Road was in the same situation, and Saunders Road is currently in the same kind of condition. Mr. Skipper stated we are looking for funds for all of those and are scheduling those projects as rapidly as possible. He stated the one big element we heard very clearly from everyone is that we had in the preliminary designs a five foot sidewalk, and we were asked to upgrade it to a multipurpose path, and that has been included in the project. Mr. Skipper stated we will be notifying the residents of this change at the upcoming public hearing. Ms. McAllister asked to what portion of Campbell Road is Mr. Skipper referring. Mr. Skipper stated we are talking about Campbell Road from Bland Boulevard, northward toward Warwick Boulevard. Ms. McAllister asked if we are improving the other side of Campbell Road, which was the subject of a lot of the complaints for citizens walking to the church, and the portion that they consider the cut-through from Bland Boulevard to Warwick Boulevard. Mr. Skipper stated today, that roadway has a seven foot sidewalk that goes up to the church and has speed bumps that were installed as part of a traffic control program. He stated the volume of traffic on that section of Campbell Road is low enough that it does not reach the levels of being a project that we would consider a priority for funding or expansion of the roadway; however, we will be increasing that seven foot sidewalk to eight feet. Mr. Skipper stated when we built it, seven feet wide was the sidewalk standard and now we would have eight feet as the standard that we use for multipurpose paths. He stated we will be adding that additional foot as part of these projects. Ms. McAllister asked if the road way beyond the church is still open ditches or if it is curb and gutter on both sides. Mr. Skipper stated it is open ditches the entire way. Mr. Piper stated the roadway is improved to Aspen Meadow Lane.

Mr. Piper stated all of the graphics and renderings from today's presentation of what the transportation center will look like in the future will be available at the public meeting. He stated they will show the actual improvements starting at Bland Boulevard and tying into Warwick Boulevard. Mr. Piper stated the project will all include street trees and beautification.

Mr. Mulvaney stated the portion of road past the church is what the citizens were asking about. He stated we are improving Campbell Road all of the way out, but there is nothing being done on the other side of Aspen Meadow Lane. Mr. Skipper stated we will try to learn more about that concern in the additional meetings. He stated our perspective would be that we have the wide sidewalks all the way up through the church area and there is nothing from there on Campbell Road to Warwick Boulevard. Mr. Skipper stated we are struggling to envision what the concern would be because you will have good access to the church and on the new sidewalks on the other side of

Campbell Road up to the transportation center. He stated we believe we have it addressed, but we will go back and make sure we share that information. Ms. McAllister stated that if you live on Sharon Drive and you want to go to the church, you do not have a sidewalk to get you there. Mr. Skipper stated what he would say is that the concern usually raised is Campbell Road, which was formally Route 60, has a significant amount of traffic that travels through and the concern is always that we do not want that traffic and we would like for it not to be there and we want to do something about it. He stated the levels that we find here are not so substantial that we believe that is an issue. Mr. Skipper stated the speeds at which traffic travels has reduced substantially since the speed bumps were installed, although there are still speeders, as there are speeders on almost every other street. He stated we understand that it is a concern and we will try to balance that with what we learn at the public meetings.

Ms. Austin asked if the sidewalk on the south side of Campbell Road is across the street from the church. She stated there is a kind of cliff there adjacent to the cemetery. Mr. Skipper stated it goes up to the speed bump which is also a high visibility crosswalk and crosses there at the church. Ms. Austin stated she had a conversation with Mr. Skipper and the simple cheap solution for all of the concerns about the traffic going from Warwick Boulevard to Aspen Meadow Lane on Campbell Road is to make it a dead end at Campbell Road and make a circle there so that you can get in from Bland Boulevard into Aspen Meadow Lane, and you can get to the church from Warwick Boulevard or you can put another driveway in from Aspen Meadow Lane into the church's north parking lot. Ms. McAllister stated if you make that a cul-de-sac you are dumping more traffic at the Bland Boulevard and Warwick Boulevard intersection. Ms. Austin stated yes, they would have to come in straight instead of cutting through. Mr. Skipper stated the other concern would be that the church would also be forced to go in the other direction. He stated we have looked at this area on several occasions because citizens were concerned about traffic and asked us to look at it. Mr. Skipper stated we have considered the possibility of a cul-de-sac or a closure directly in front of the church so the church would potentially still have access to both sides. He stated the difficulty though is it does remain a public street with substantial traffic. Mr. Skipper stated you may recall that two years ago, we looked at a similar circumstance on a neighborhood road, Gwen Circle, that was less traveled and we discussed the potential for putting in a cul-de-sac. He stated Gwen Circle crosses over the major run of Lucas Creek as it approaches the river, and our goal was to enhance the flow and environmental sensitivity in that area by closing Gwen Circle. Mr. Skipper stated we were not able to see that through, due to public outcry over the traffic. He stated local citizens loved the idea but everybody else did not. Mr. Skipper stated we would anticipate that would be the same general concern here because the amount of traffic that travels through this road would make it very difficult to consider closing. Mr. Mulvaney stated it may also be difficult because that area is serviced by the fire station at the airport. He stated if you block that road off and fire cannot come down Campbell Road, they are not going to come down Bland Boulevard to Warwick Boulevard to work their way back. Mr. Skipper stated they would have no other option. Mr. Mulvaney stated that would increase response time and that is a lot more important than putting a cul-de-sac in to reduce traffic. Mr. Skipper stated he would need to look at their response maps because he is not sure what their options would be for response time.

Ms. Austin asked if paint would be used to mark where bicycles can go or will the sidewalk on Aspen Meadow Lane back to the transportation center will be a multipurpose sidewalk. Mr. Piper stated it will be designed for a multipurpose path. Ms. Austin stated that is good.

Mr. Mulvaney asked what is the proposed construction begin date. Mr. Piper stated there would be three projects: on-site work; track work and building the service center; and then the transportation center construction. He stated the first one would be bid this fall and potentially start in the winter but he would guess that the contractor would push to start in January due to the holidays.

Mr. Gleiser asked if the sidewalk going to the transportation center will be an eight foot sidewalk. Mr. Skipper stated yes. He stated the existing sidewalks that are currently seven feet will be widened to eight feet to provide a multipurpose path.

Mr. Mulvaney asked if there is an Amtrak maintenance facility that is part of the conditional use permit application. Mr. Skipper stated yes. He stated what occurred was there is not enough capacity to include both the ability to turn at the primary train station site and to include a maintenance facility. Mr. Skipper stated the challenge with turning is that rail passengers do not like to ride backwards, so Amtrak turns the trains around. He stated at the current train station there used to be a facility within a few hundred yards of where they could make that turn next to the Wal-Mart off of Jefferson Avenue. Mr. Skipper stated they were denied that and now have to go down to 39th Street, which meant that the Amtrak cars were occupying the mainline rail for extended periods to get down to 39th Street to turn around and come back to the train station twice a day. He stated one of the very important issues was having a turning facility as part of this project, which this does. Mr. Skipper stated unfortunately, that left us without space to do the maintenance. He stated right now, on the way back from the turn, Amtrak stops at a CSX switch yard, uses their maintenance facility there, and then bring the train back. Mr. Skipper stated this facility would be used to do things like clean, adjust breaks, attach the cars to temporary power so the cars can be heated and cooled and replace toiletries for the trains. He stated that is where those other trips we talked about from Colony Road is for the workers who would be at this location. Mr. Skipper stated they will be performing limited services. He stated this is not like some of the Verizon maintenance facilities that we have throughout the city where they are congregating a number of employees who are loading trucks and driving all over the city to maintain things. Mr. Skipper stated employees will not be coming here and going elsewhere to maintain things. He stated there will be a few employees who come to this site and work on the trains that are here.

Ms. Austin asked what are the hours the employees would be working at the service facility. Mr. Skipper stated there would be some employees in the late evening, who could potentially work overnight. He stated there will be some employees working during the day because they would be turning the train over during the day. Mr. Skipper stated Amtrak has suggested that the maximum operating capacity would be about 15 employees total, with perhaps two shifts of seven employees each.

Ms. Austin asked if, when the facility is under construction before the roadway is built at the end of Colony Road, if they would be using Youngs Mill Road to access Live Oak Lane. Mr. Piper stated Live Oak Lane would be the primary access because nothing else is built and this is the shortest route while all of the roadways are being constructed and utilities being installed. He stated they have a 30-foot right-of-way that we can take into the building and a 20-foot driveway. Mr. Piper stated we would anticipate that during the construction period they would also be using an alternate access to the service facility. Ms. Austin asked where is Youngs Mill Road. Mr. Piper showed Youngs Mill Road on a map. Mr. Skipper stated Live Oak Road is a private extension of Youngs Mill Road. Ms. Austin asked would they be renting that area to pay for usage. Mr. Piper stated yes.

Mr. Carpenter asked if Live Oak Road has apartment complexes or condominiums. Ms. McAllister stated they are apartments. Mr. Carpenter asked who owns the land. Mr. Skipper stated an LLC owns the land that is controlled by Thomas Meehan. He stated Mr. Meehan has already agreed to provide the necessary improvements to us for the project. Mr. Skipper stated he is not certain about access during construction. Ms. McAllister stated you would not be able to use the road back there because it is a private street and access to the facility would need to be on a public street. Mr. Skipper stated the access he is certain we have is fire emergency access which would be controlled. He stated he was not certain about construction access.

Mr. Carpenter asked if the location of the actual facility is owned by Mr. Meehan. Mr. Skipper shared a map showing the land owned by Mr. Meehan and controlled by corporations.

Mr. Carpenter stated Ms. Beth Willis had emailed a list of questions to be asked in her absence. He asked if all of Ms. Willis's questions had been addressed. Mr. Skipper stated Ms. Willis had asked about the function of the sanitary sewer pump station at Bland Boulevard. He stated it is working very well. He stated we did have some substantial overflow issues at the station during significant storms previously, and that was repaired with the renovation of the pump station approximately 18 months ago. Mr. Mulvaney asked if the improvements to the intersection at Bland Boulevard would assist that pump station because you are raising the roadway. Mr. Skipper stated it does not help. He stated that even though we are raising the road, the amount of the water still collects in the area. Mr. Skipper stated if that water was to enter the pump station it could cause flooding, so what we did was redirect everything, increased the capacity of the station itself and the pumps to move the flow out. He stated all of those things contributed to improvements, but the amount of water is still basically the same even though the road is higher.

Ms. Cotton stated Ms. Willis had a second set of questions regarding the rail improvements, which have been addressed. She asked if the high speed rail improvements between Washington, D.C. and Richmond and points south, if that is intended to be done, if it is funded, and if it would make any difference between Newport News and Richmond. Mr. Piper stated this is not part of the high speed rail corridor. Mr. Gleiser stated he talked to the Amtrak representative about that and it is

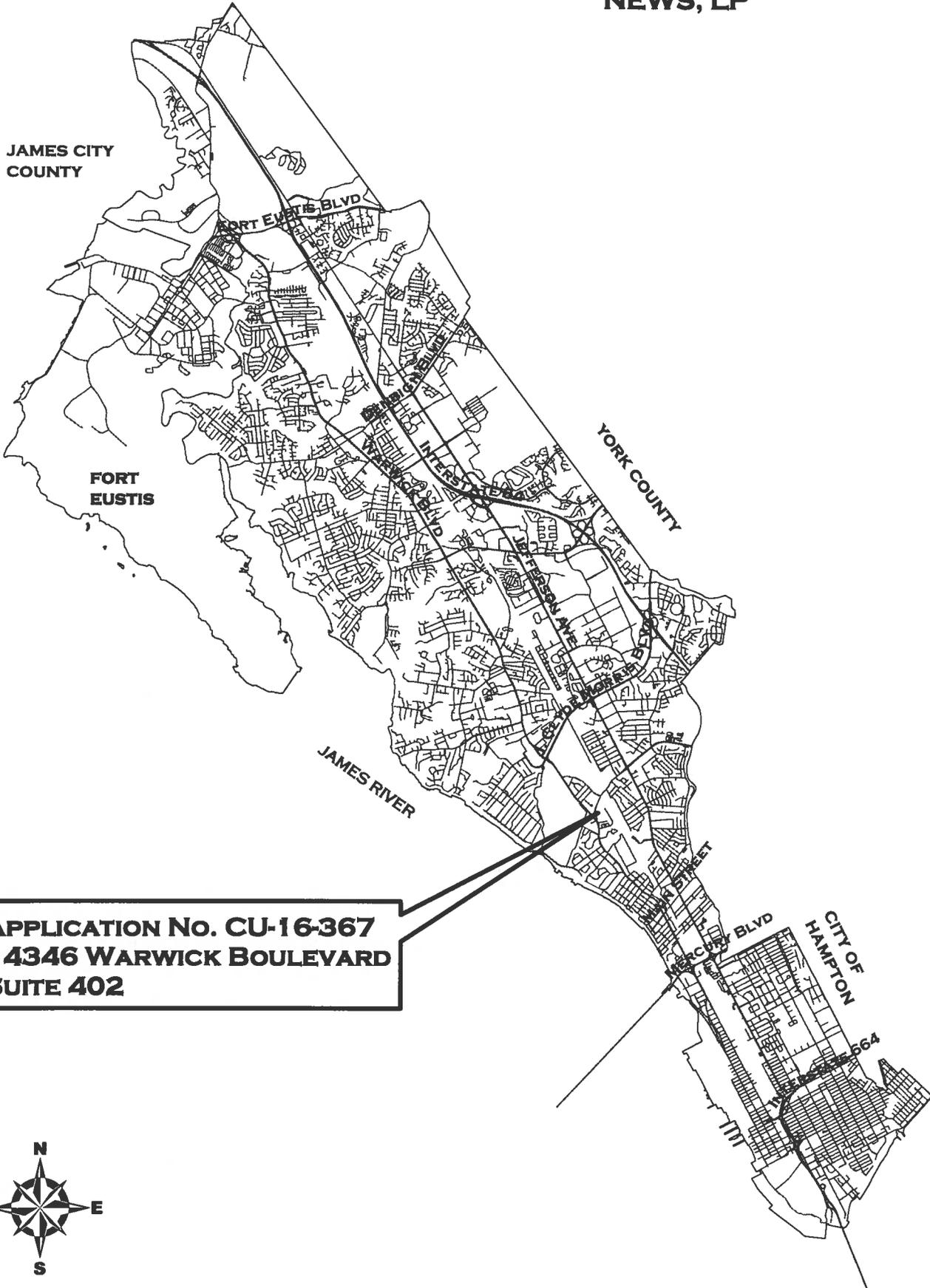
not part of the high speed rail project and it will not make any difference. He stated the only difference would be if they correct the railroads approaching Richmond so the trains might be on time.

Mr. Carpenter asked if anyone had any more questions for Mr. Piper or Mr. Skipper. Mr. Groce stated all of his questions about the traffic analysis that came up at the last Planning Commission public hearing have been answered.

Ms. Fox stated she did not understand what we are actually supposed to be considering. She stated she understands discussing traffic as it relates to this conditional use permit, but not the overall city traffic.

**CITY OF NEWPORT NEWS
PLANNING COMMISSION
JUNE 1, 2016**

**CONDITIONAL USE PERMIT
APPLICATION NO. CU-16-367
MIRSHORIM GOLD NEWPORT
NEWS, LP**



**APPLICATION No. CU-16-367
14346 WARWICK BOULEVARD
SUITE 402**



CONDITIONAL USE PERMIT NO. CU-16-367

MISHORIM GOLD NEWPORT NEWS, LP

OWNER/APPLICANT	Mishorim Gold Newport News, LP/Family Entertainment Center	ZONING	C1 Retail Commercial (Appendix A-1)
LOCATION	14346 Warwick Blvd. Suite 402	FRAMEWORK	Neighborhood Commercial (Appendix A-3)
PRESENT USE	Shopping Center	ACREAGE	27.0 acres

REQUEST Operation of an amusement arcade in the form of an indoor electric go-kart facility

FACTS



- North** First Virginia Loans, a Pawn Shop, and Rally's restaurant on property zoned C1 Retail Commercial; Walgreens, McDonalds, Tire Auto Express, North Carolina Furniture, Bayport Credit Union, Long John Silver's restaurant, Wells Fargo Bank, Cash Loans on property zoned C2 General Commercial
- South** Post Office on property zoned C1 Retail Commercial
- East** Shell gas station and Office of Human Affairs on property zoned C1 Retail Commercial; Denbigh Village apartments on property zoned R8 High Density Multiple-Family Dwelling; Single-family dwellings on property zoned R4 Single-Family Dwelling
- West** Loan Smart, Warwick-Denbigh Shopping Center, vacant building, Rite Aid, Shops at Denbigh, Firestone Tires, Piccadilly Walk Office Condos, Spanish Village LLC and Christ Community Church on property zoned C1 Retail Commercial; Courthouse Way Community Center on property zoned P1 Park (See Appendix A-1 and A-4.)

Zoning History The property has been zoned C1 Retail Commercial since the citywide comprehensive rezoning became effective August 1, 1997.

On April 28, 1992, City Council approved CU-92-246 to allow the operation of a family billiards center in a 4,000 square foot lease area in the shopping center. This facility closed in December of 2013 and the conditional use permit has been deemed abandoned.

Regulatory Review An amusement arcade is allowed in the C1 Retail Commercial zoning district with the approval of a conditional use permit.

Amusement arcades are required to provide up to one (1) parking space per 50 square feet of net floor area. The zoning ordinance allows the zoning administrator flexibility in calculating the parking requirement for amusement arcade uses. Net floor area used for calculating the parking ratio can be reduced by excluding the indoor track and bumper car areas from the gross floor area. The zoning administrator may also consider the maximum occupancy load of the facility when determining parking. These criteria are considered to insure that adequate, but not excessive, parking is provided. Based on these considerations, the zoning administrator has made a determination that this use will require 250 parking spaces. The grocery store that previously occupied the lease area was required to provide 200 parking spaces. The remaining uses in the shopping center will require 907 parking spaces, for a total of 1,157 required spaces. There are 1,265 parking spaces provided on the site.

The departments of Codes Compliance, Engineering, Public Works, Public Utilities, Fire, Police, Parks, Recreation and Tourism and Development have no objection to the request.

Comprehensive Plan Review The *Framework for the Future 2030* comprehensive plan land use map designates community commercial uses for the property. An amusement arcade is consistent with this recommendation. (See Appendix A-3.)

ANALYSIS

The Denbigh Village Shopping Center is a regional shopping center with a total of 276,537 square feet of floor area and 1,265 parking spaces. The applicant is requesting a conditional use permit that will allow the operation of Fast Lap indoor go-kart track in a 49,791 square foot lease area. In addition to the go-kart track, the floor plan notes that there will be a variety of auxiliary activities such as bumper cars, an area with inflatable bounce apparatus, arcade area, and party rooms. The snack bar area will serve light fare as well as beer and wine. (See Appendix A-5.) All operations will take place indoors. There will be no outside storage or maintenance operations.

The applicant has stated that Fast Lap will operate as a private club that will require membership and that the membership agreement includes a

standard for behavior as well as a dress code. The electrically powered go-karts have no emissions and operate at a low decibel level. For the safety of patrons, Fast Lap utilizes an automated system that allows track operators to instantly take full control of any or all go-karts should the need arise. The hours of operation are projected to be from 11:00AM until 11:00PM every day. Peak utilization will occur in the evenings and on weekends.

The Denbigh Village Shopping Center is located in the city's Upper Warwick Boulevard/Denbigh Tourism Zone which provides economic incentives and regulatory flexibility to qualified new or expanding tourism based businesses. Fast Lap will be a tourism based anchor use within the shopping center which is located on a major city thoroughfare in a heavily populated section of the city. The applicant notes the shopping center's location mid-way between Williamsburg and Virginia Beach and proximity to Interstate 64 will allow Fast Lap, and the shopping center, to grow into a regional destination.

CONCLUSION

The Denbigh Village Shopping Center is well suited for the location for the Fast Lap go-kart facility and is consistent with the *Framework for the Future 2030* land use map. There will be no adverse impact on adjacent properties and ample parking is available on site for this and all other uses on the property. As the city's retail landscape continues to evolve, the inclusion of tourism uses in shopping centers will help maintain the vitality of these properties.

STAFF RECOMMENDATION

Recommend approval of conditional use permit CU-16-367 to allow for the operation of an amusement arcade in a 49,971 square foot lease area designated as Suite 402 with the following conditions:

1. Signage placed in or on any window of the building shall be limited to no more than 25 percent of each window.
2. All outdoor storage shall be prohibited.
3. The applicant shall cause a plan ("the Plan") to be prepared for the installation and operation of digital video equipment (the "Equipment") with recording devices and capability sufficient to include date and time that recording is made. The Equipment shall provide surveillance coverage encompassing both the front, side and rear exteriors of the business. The Plan shall be submitted for review and approval by the Police Department. The Plan shall include an operational period for the Equipment, which shall include all operating hours of the business and one hour or more after the close of business. Once the Plan is approved, the applicant shall install the Equipment in accord with the provisions of the Plan; and operate, record, and maintain the Equipment to provide for the required surveillance

coverage. The Equipment and recordings made thereby shall be subject to periodic inspection by the Police Department at reasonable times. Commencement of the use authorized by this conditional use permit shall constitute acceptance of the conditions of this permit, including consent for such inspections. Surveillance tapes or recorded data must be maintained in a condition permitting review of the information recorded or stored therein or thereon for a period of time no less than thirty days.

4. If approved, the ordinance approving this conditional use permit shall be prominently displayed within the establishment at all times until the use is abandoned.

5. Violation of any of the above conditions and safeguards attached thereto shall be deemed a violation of the zoning ordinance, and, in addition, shall serve as grounds for revocation of the conditional use permit by the City Council.

6. The applicant, as well as successors, assigns, and agents, shall comply with all codes, ordinances and regulations of federal, state and local government.

7. The applicant, as well as his successors, assigns, and agents, shall obtain all necessary licenses, approvals, or conditional approvals, and permits prior to commencing any use, which is authorized by this conditional use permit or law. The applicant, as well as successors, assigns, and agents shall maintain all necessary licenses, approvals, and permits for the entire period of time during which the real property, whether improved or otherwise is put to a use which is authorized by this conditional use permit.

8. Notwithstanding any other provision of law, this conditional use permit is being approved due, in part, to the mitigating effects of each and every condition attached hereto; therefore, the conditions contained in this conditional use permit are not severable; in the event that any condition contained herein, of part thereof, is found by a court of competent jurisdiction to be invalid, unconstitutional or otherwise unenforceable, then the use permitted by this conditional use permit shall be void and the use permitted by this conditional use permit shall be invalid. If this conditional use permit becomes void as a result of a condition or a part thereof, or conditions there in, being ruled invalid, unconstitutional or otherwise unenforceable, the property owner shall be afforded the right to reapply for a conditional use permit.

9. Notwithstanding any other provision of law, this conditional use permit is being approved due, in part, to the mitigating effects of each and every condition contained herein; as such, in the event of an amendment to the zoning of the property is produced by a comprehensive implementation of a new or substantially revised zoning ordinance, the conditions imposed by the conditional use permit shall continue in effect.

APPENDIX

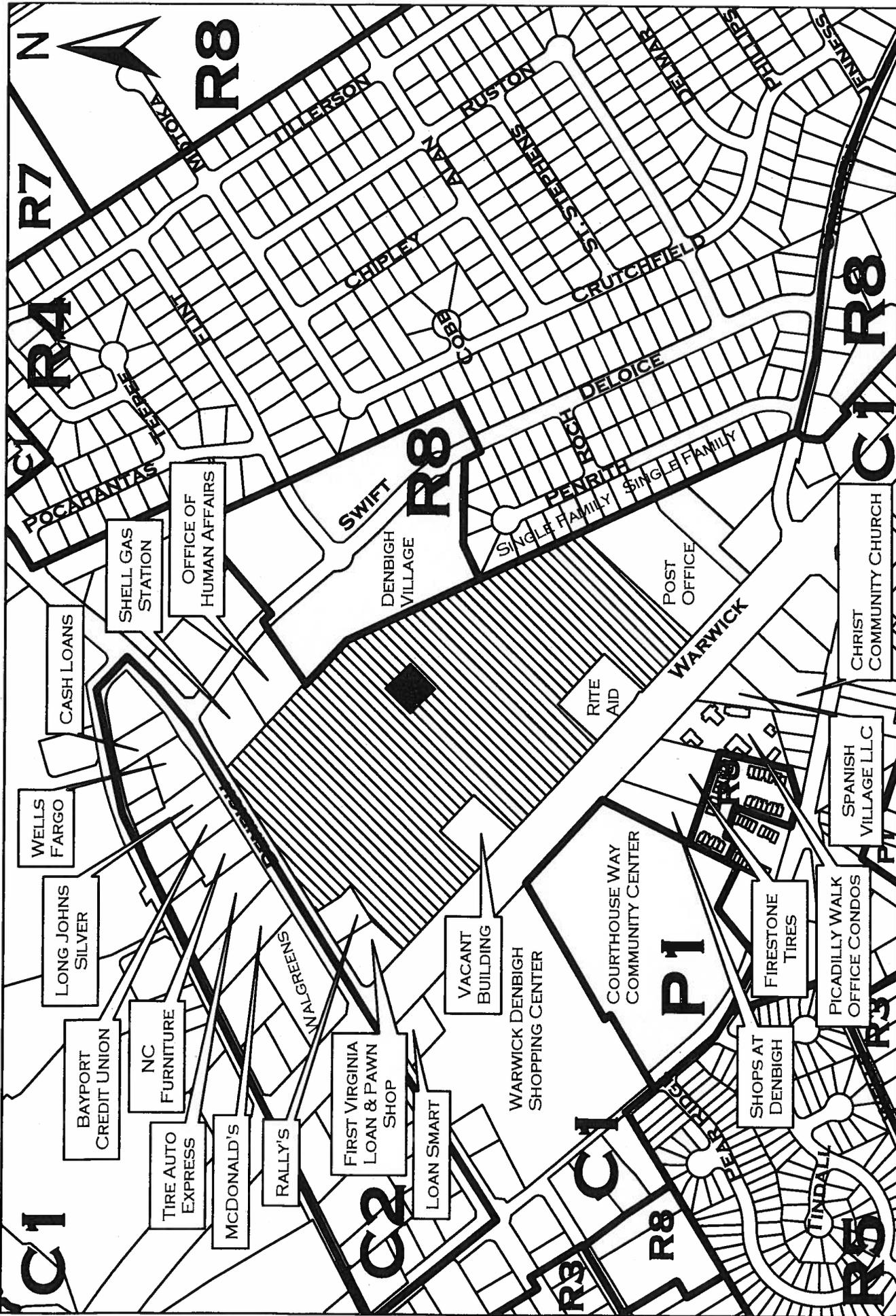
A-1 VICINITY/ZONING MAP

A-2 SITE PLAN

A-3 *FRAMEWORK FOR THE FUTURE 2030 LAND USE MAP*

A-4 AERIAL MAP

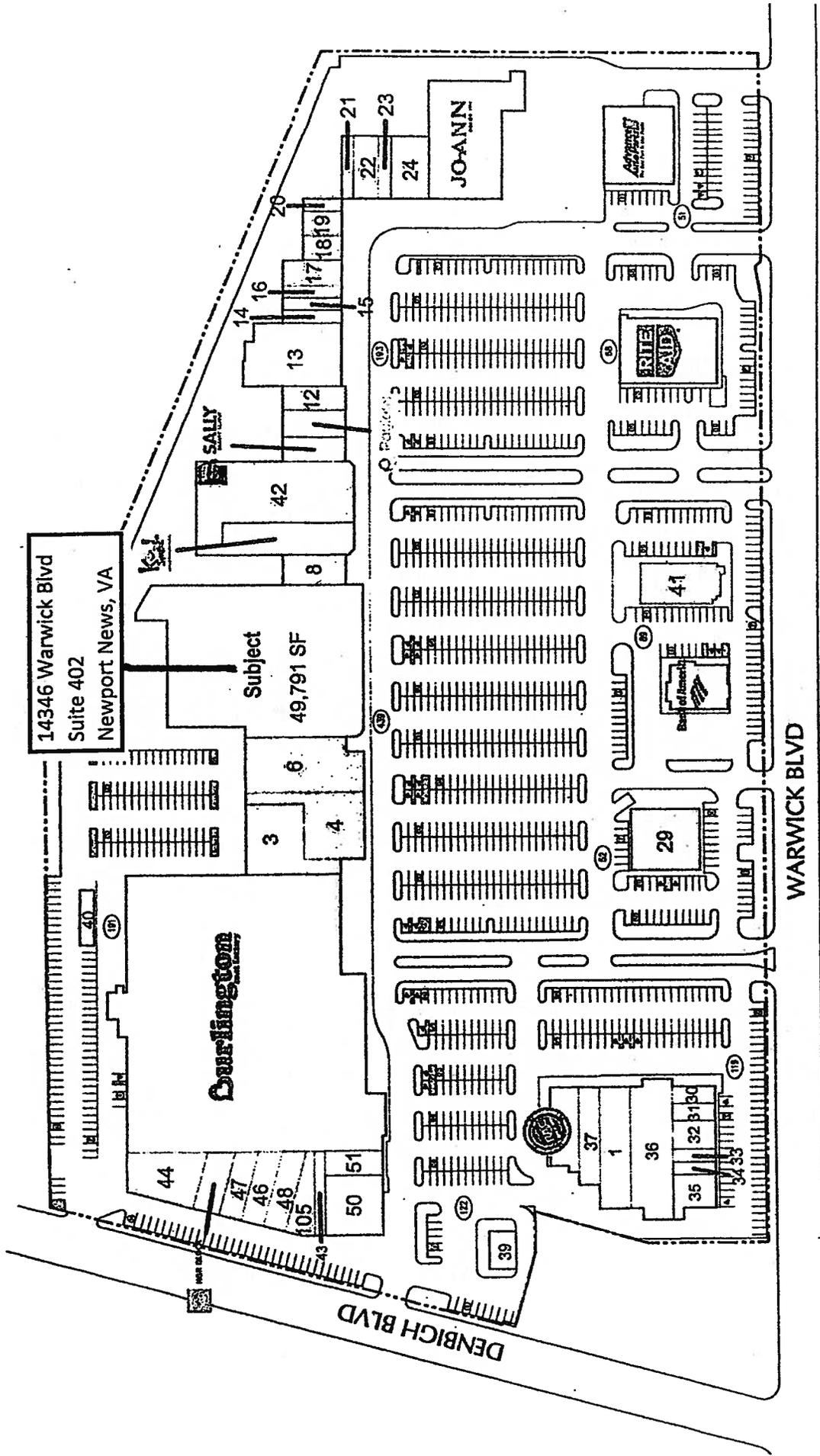
A-5 FLOOR PLAN



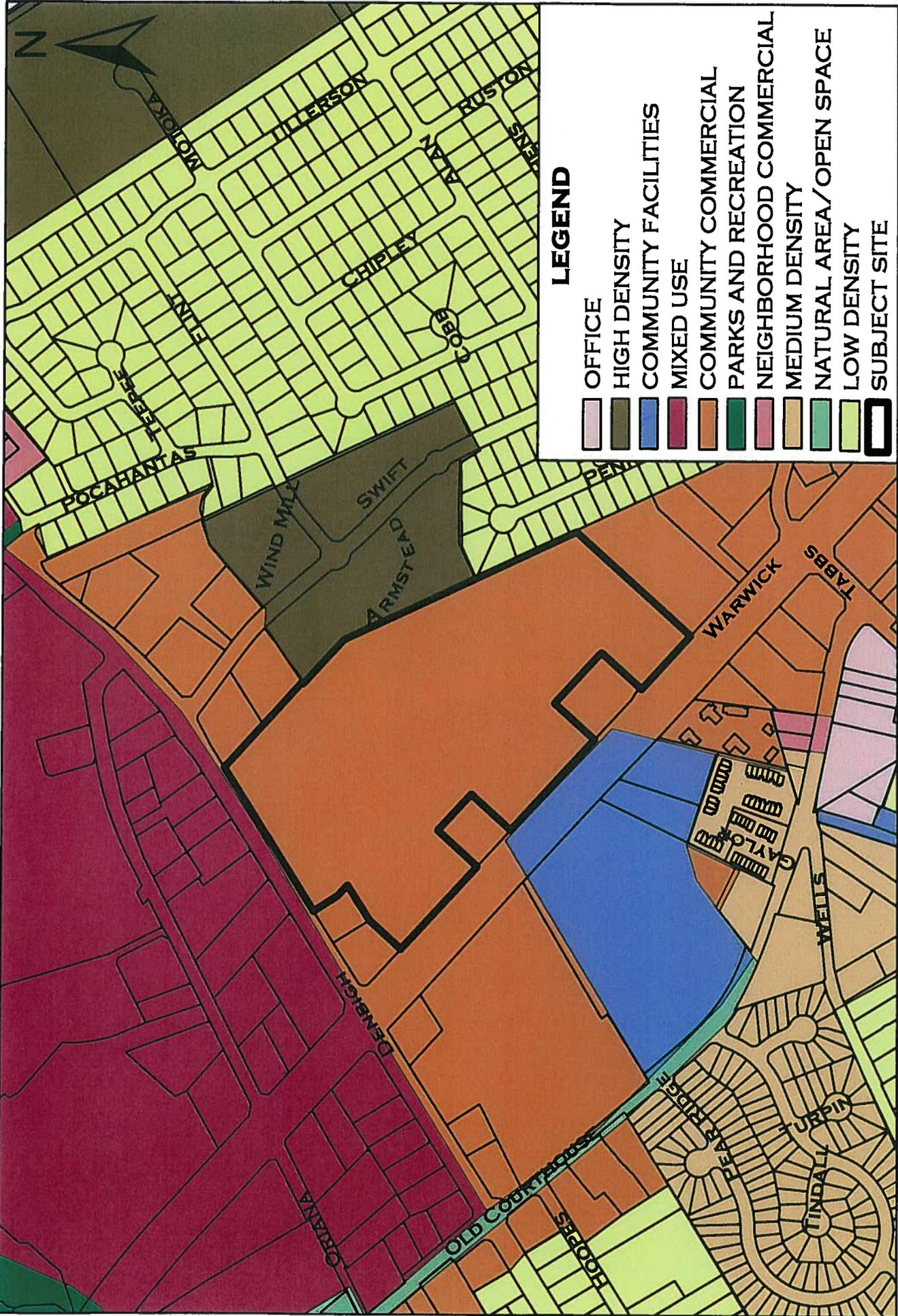
**MISHORIM GOLD
NEWPORT NEWS, LP**

CU-16-367

Denbigh Village Shopping Center Newport News, VA

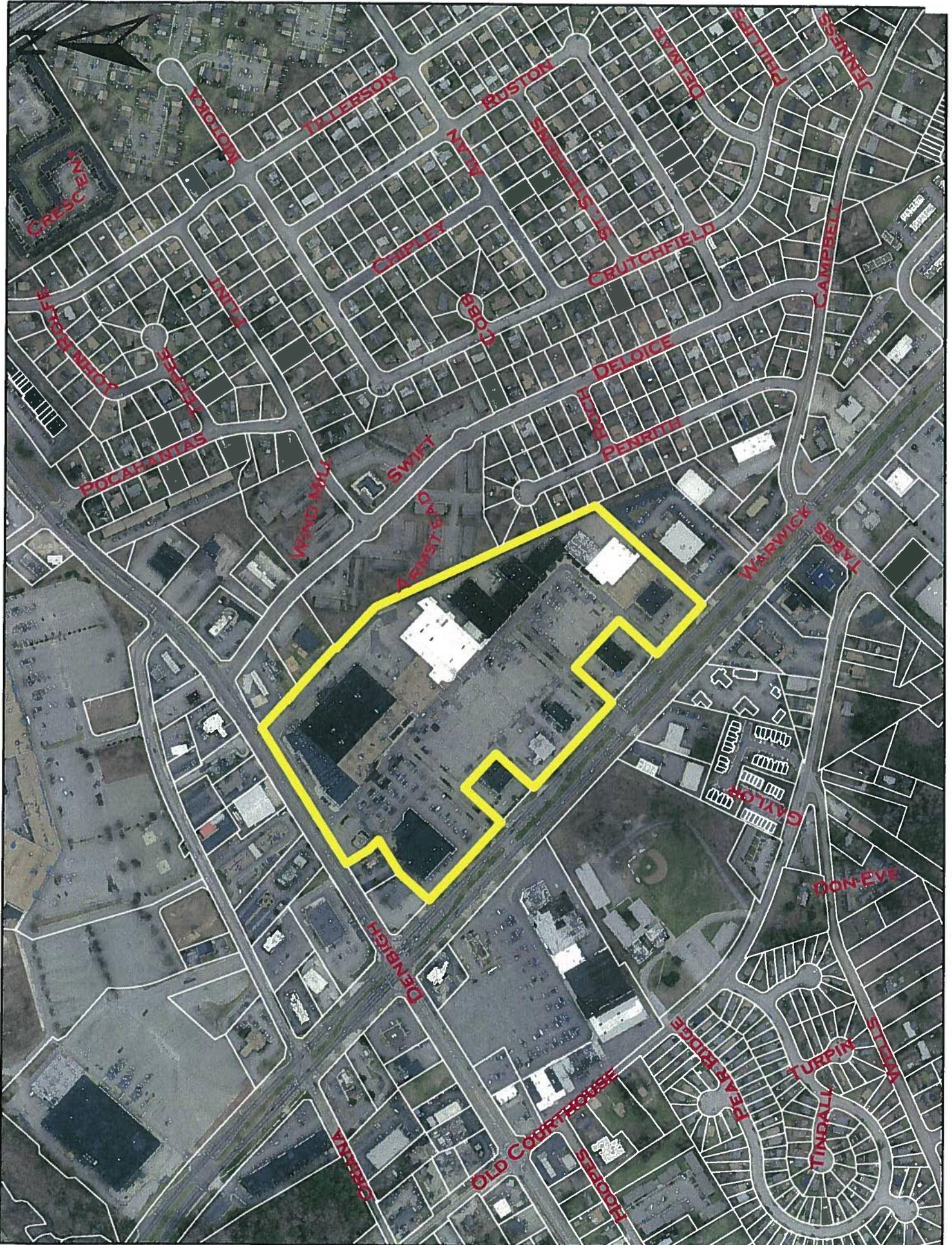


Property Location



**MISHORIM GOLD
NEWPORT NEWS, LP**

**FRAMEWORK FOR
THE FUTURE 2030**



ELEC.
ROOM

MECHANIC
AREA

BUMPER
CARS
2,000 S.F.

JUICE BAR
+ SNACKS

INFLATABLE
BOUNCING
AREA

RECEP.

49,971 S.F.

EXIT

PIT BOX

PRO SHOP/
RACE SUITS

TRAINING
RM.

OFFICE

LOCKERS

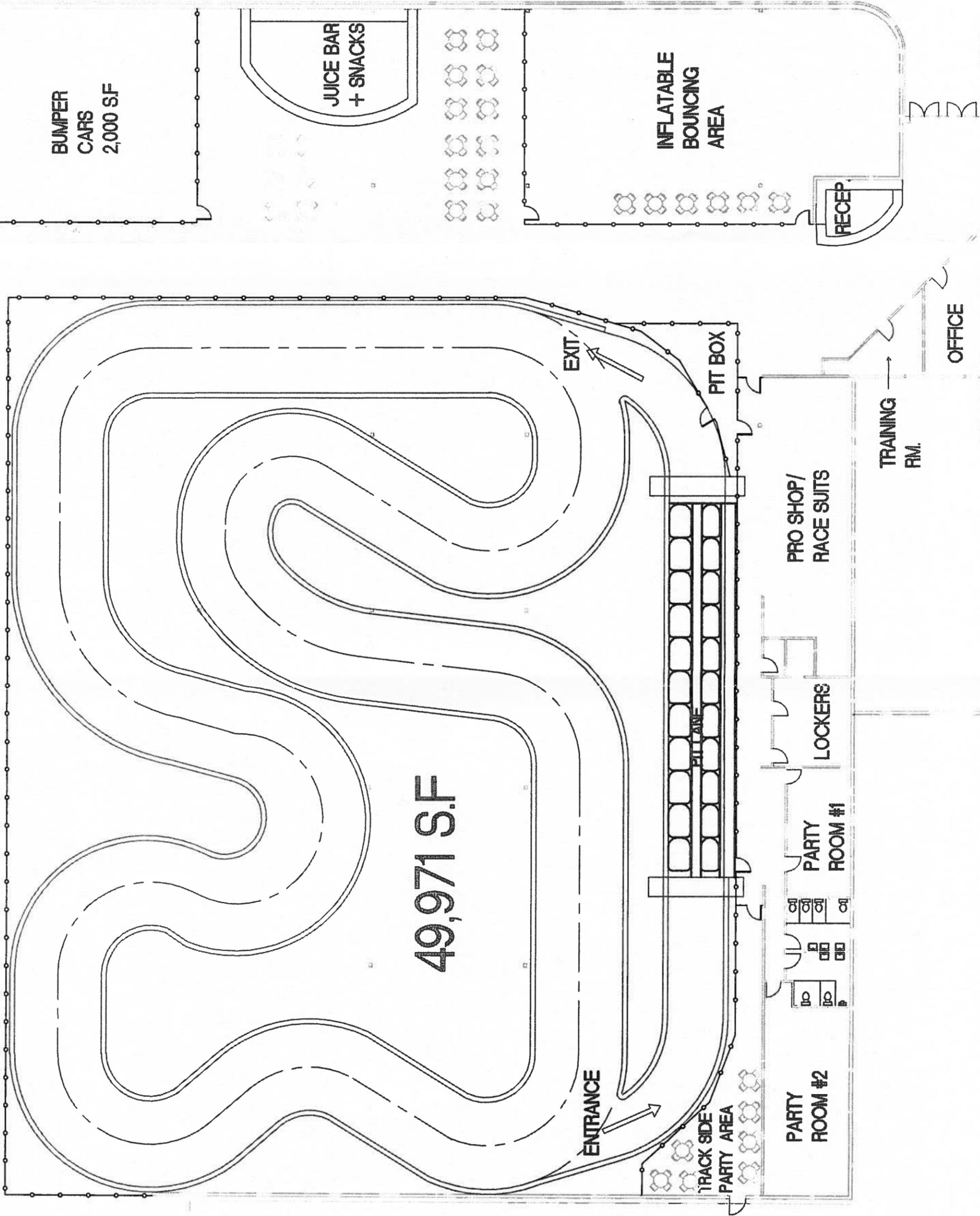
PARTY
ROOM #1

PARTY
ROOM #2

ENTRANCE

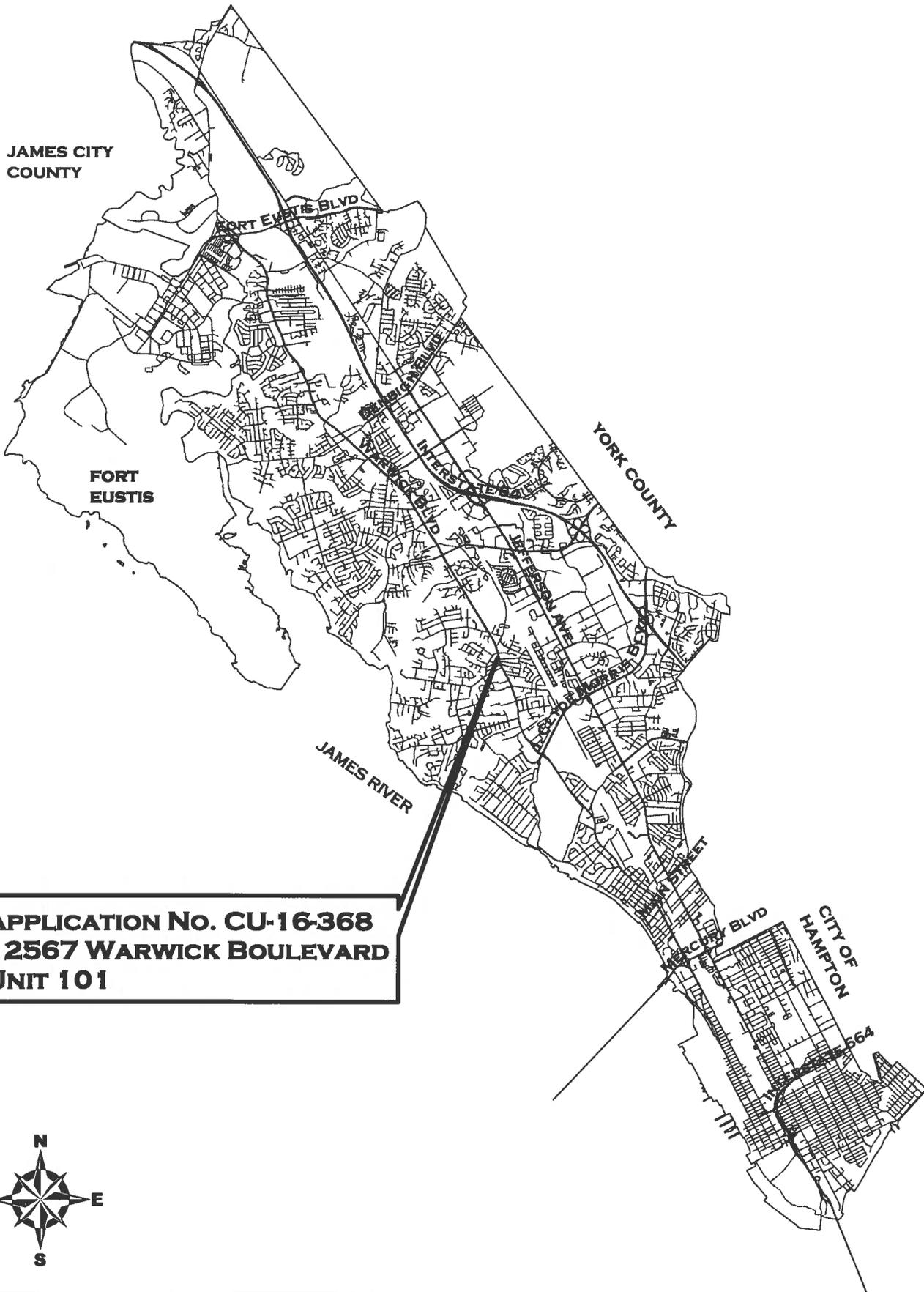
TRACK SIDE
PARTY AREA

PIT LANE



**CITY OF NEWPORT NEWS
PLANNING COMMISSION
JUNE 1, 2016**

**CONDITIONAL USE PERMIT
APPLICATION NO. CU-16-368
TGMC, LLC**



CONDITIONAL USE PERMIT NO. CU-16-368

TGMC, LLC.

APPLICANT/OWNER TGMC, LLC.

ZONING C2 General Commercial
(Appendix A-1)

LOCATION 12567 Warwick
Boulevard, Unit 101

FRAMEWORK Neighborhood Commercial
(Appendix A-5)

PRESENT USE Unoccupied
Commercial Suite

ACREAGE 0.89 acres

REQUEST Tattoo Establishment



FACTS

- North** Automobile repair shop on property zoned C2 General Commercial
- South** Single-Family homes on properties zoned R3 Single-Family Dwelling and a Green Foundation site zoned C2 General Commercial
- East** Car wash and commercial structure on properties zoned C2 General Commercial
- West** Single-Family homes on properties zoned R3 Single-Family Dwelling

Zoning History C2 General Commercial since the citywide comprehensive rezoning became effective August 1, 1997

Regulatory Review On February 27, 2007, City Council amended the Zoning Ordinance and Chapter 20 of the City Code to permit tattoo establishments by conditional use permit in the C2 General Commercial district and regulate sanitary conditions through the Health Department. The City Code requires that all persons engaged in the practice of tattooing or body piercing be licensed by the Commonwealth of Virginia.

The original building on the site was rehabilitated and extensive site work including new parking required a site plan review which received final approval in July of 2015. Before receiving a certificate of use and occupancy by the city, all requirements from that approval must be met. (See Appendix A-2.)

The zoning ordinance requires a 30-foot transitional buffer area between commercial and single-family zoning, which occurs along the property's south and west boundaries. The approved site plan appropriately identifies the required transitional buffer areas. (See Appendix A-2.)

The parking requirement for personal service uses such as a tattoo establishment is a minimum of 1 parking space for every 250 square feet. A total of 6 parking spaces are required for the 1,423 square feet suite. There are 60 parking spaces on the site.

The departments of Codes Compliance, Engineering, Public Works, Public Utilities, Fire, Police, Parks, Recreation and Tourism and Development have no objection to the request.

Comprehensive Plan Review The *Framework for the Future 2030* comprehensive plan land use map designates neighborhood commercial uses for the property. The proposed use is consistent with the commercial designation. (See Appendix A-5.)

The *Framework* also recommends the visual improvement of the city's corridors. The property is located along a major corridor and the 1970's original building was recently rehabilitated and new landscaping was added vastly enhancing the appearance of the site and making it consistent with these goals.

ANALYSIS

The proposed establishment will be located in a recently rehabilitated commercial building that once housed an automobile repair shop. The building has 4 suites, 2 of which will be occupied by a restaurant. The new architectural treatment of the building transformed a non-descript utilitarian building into an attractive contemporary commercial building.

Signage for the establishment will be limited to a building sign that will be in keeping with the architecture of the building and will be reviewed and approved by the Director of Planning.

Tattoos have become mainstream and tattoo establishments are no longer associated with "Red Light" district activities as they were in the past. Tattoos are now a part of pop culture. Thirty-six percent of those ages 18 to 25, and 40 percent of those ages 26 to 40, have at least one tattoo, according to a survey by the Pew Research Center.

Licensing in the Commonwealth of Virginia was first required in 2005. The applicant will be employing up to 5 licensed tattooers. Licenses for 4 of the artists to be employed have been provided. They are all currently operating

within reputable tattoo establishments and are seeking to move into a establishment in Newport News. (See Appendix A-7.)

The operation will house up to 5 tattoo artists each in his or her individual work station. They will share a sterilization room with updated sterilizing equipment and a reception area manned by a receptionist/manager. The proposed hours of operation are more limited than those of most retail uses. The establishment will operate Monday through Saturday 11:00 AM to 9:00 PM, and Sunday by appointment only from 1:00 PM to 5:00 PM. (See Appendix A-3 and A-4.)

The use would have minimal to no adverse impact on the abutting neighborhoods. Vehicular traffic on the site would not be as intense as with other permitted uses because much of the business of a tattoo establishment is done by appointment only. Given that tattoo parlors are only allowed within the C2 General Commercial district, potential locations for such a business are very limited. Since the amendment to the zoning ordinance allowing tattoo establishments in 2007, only 2 tattoo establishments have been approved in the city. One of them was approved for cosmetic tattooing only as part of a beauty salon.

CONCLUSION

The proposed tattoo establishment is in conformance with the adopted *Framework for the Future 2030* comprehensive plan land use map and is compatible with the adjacent commercial uses.

STAFF RECOMMENDATION

Recommend approval of conditional use permit CU-16-368 to allow for the operation of a tattoo establishment located at 12567 Warwick Boulevard, occupying 1,423 square feet in Unit 101, with the following conditions:

1. Building signs shall be submitted to the Department of Planning and approved by the Director of Planning prior to the issuance of a sign permit. No portable signs shall be permitted on the Property.
2. Signage placed in or on any window of a building shall be limited to no more than 25 percent of each window.
3. The business operator shall comply with all provisions contained in Chapter 20. Health and Sanitation Generally, Article IV.- Tattoo Establishments and Body Piercing Salons of the city code.
4. The applicant shall cause a plan ("the Plan") to be prepared for the installation and operation of digital video equipment (the "Equipment") with recording devices and capability sufficient to include date and time that recording is made. The Equipment shall provide surveillance coverage encompassing both the front, side and rear exteriors of the business. The

Plan shall be submitted for review and approval by the Police Department. The Plan shall include an operational period for the Equipment, which shall include all operating hours of the business and one hour or more after the close of business. Once the Plan is approved, the applicant shall install the Equipment in accord with the provisions of the Plan; and operate, record, and maintain the Equipment to provide for the required surveillance coverage. The Equipment and recordings made thereby shall be subject to periodic inspection by the Police Department at reasonable times. Commencement of the use authorized by this conditional use permit shall constitute acceptance of the conditions of this permit, including consent for such inspections. Surveillance tapes or recorded data must be maintained in a condition permitting review of the information recorded or stored therein or thereon for a period of time no less than thirty (30) days.

5. If approved, the ordinance approving this conditional use permit shall be prominently displayed within the establishment at all times until the use is abandoned.

6. Violation of any of the above conditions and safeguards attached thereto shall be deemed a violation of the Zoning Ordinance, and, in addition, shall serve as grounds for revocation of the conditional use permit by the City Council.

7. A Certificate of Use and Occupancy shall be obtained prior to the operation of any business use on the Property. If applicable, the use approved by this conditional use permit shall not begin until a site plan is approved and fully implemented. If applicable, any landscaping component of the site plan shall be maintained in a healthy condition for the duration of the use authorized by this permit.

8. The applicant, as well as successors, assigns, and agents, shall comply with all codes, ordinances and regulations of federal, state and local government.

9. The applicant, as well as his successors, assigns, and agents, shall obtain all necessary licenses, approvals, or conditional approvals, and permits prior to commencing any use, which is authorized by this conditional use permit or law. The applicant, as well as successors, assigns, and agents shall maintain all necessary licenses, approvals, and permits for the entire period of time during which the real property, whether improved or otherwise is put to a use which is authorized by this conditional use permit.

10. Notwithstanding any other provision of law, this conditional use permit is being approved due, in part, to the mitigating effects of each and every condition attached hereto; therefore, the conditions contained in this conditional use permit are not severable; in the event that any condition contained herein, of part thereof, is found by a court of competent jurisdiction to be invalid, unconstitutional or otherwise unenforceable, then the use permitted by this conditional use permit shall be void and the use permitted by this conditional use permit shall be invalid. If this conditional

use permit becomes void as a result of a condition or a part thereof, or conditions there in, being ruled invalid, unconstitutional or otherwise unenforceable, the property owner shall be afforded the right to reapply for a conditional use permit.

11. Notwithstanding any other provision of law, this conditional use permit is being approved due, in part, to the mitigating effects of each and every condition contained herein; as such, in the event of an amendment to the zoning of the property is produced by a comprehensive implementation of a new or substantially revised Zoning Ordinance, the conditions imposed by the conditional use permit shall continue in effect.

APPENDIX

A-1 VICINITY/ZONING MAP

A-2 SITE PLAN

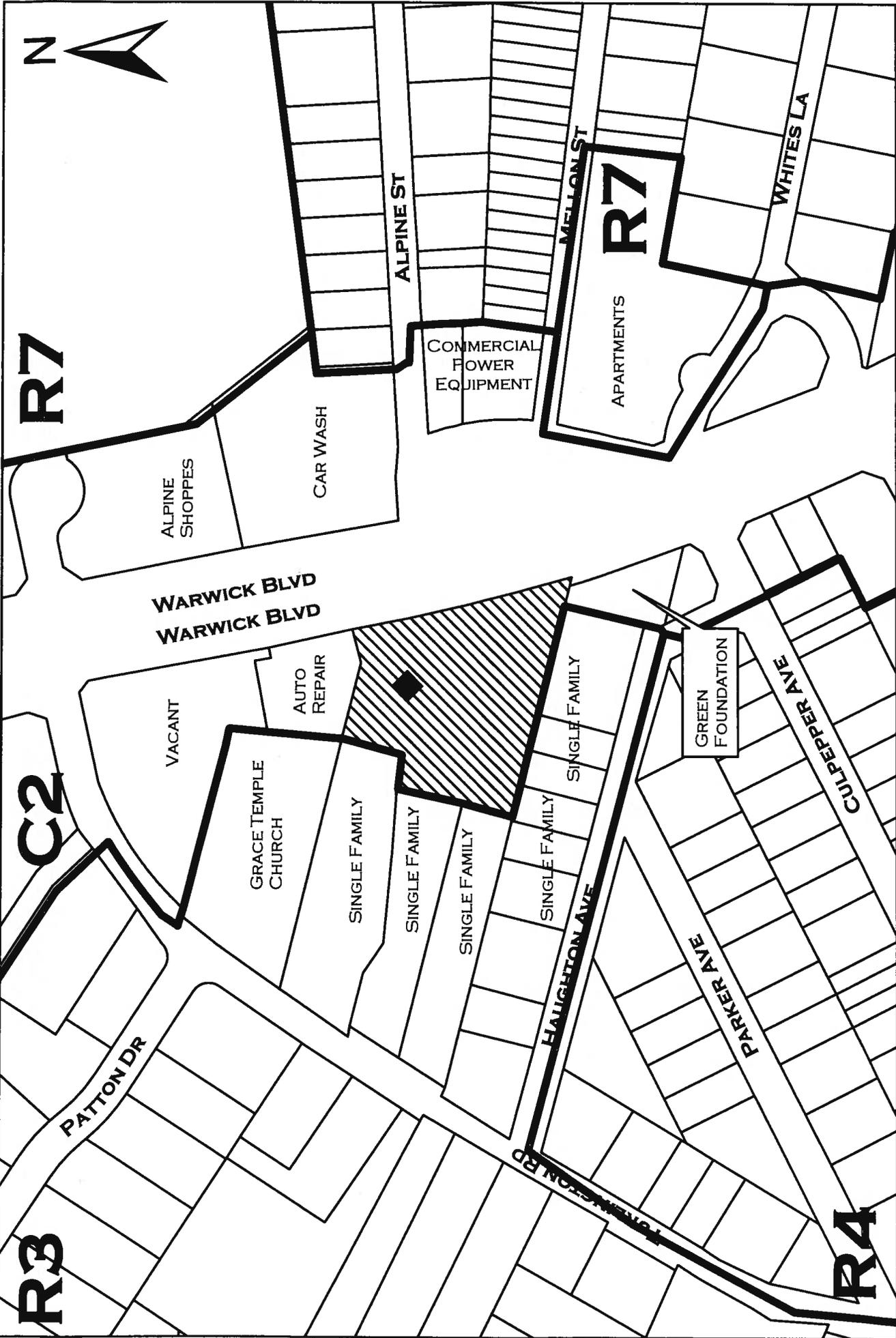
A-3 BUSINESS FLOOR PLAN

A-4 BUSINESS PLAN

A-5 *FRAMEWORK FOR THE FUTURE 2030 LAND USE MAP*

A-6 AERIAL MAP

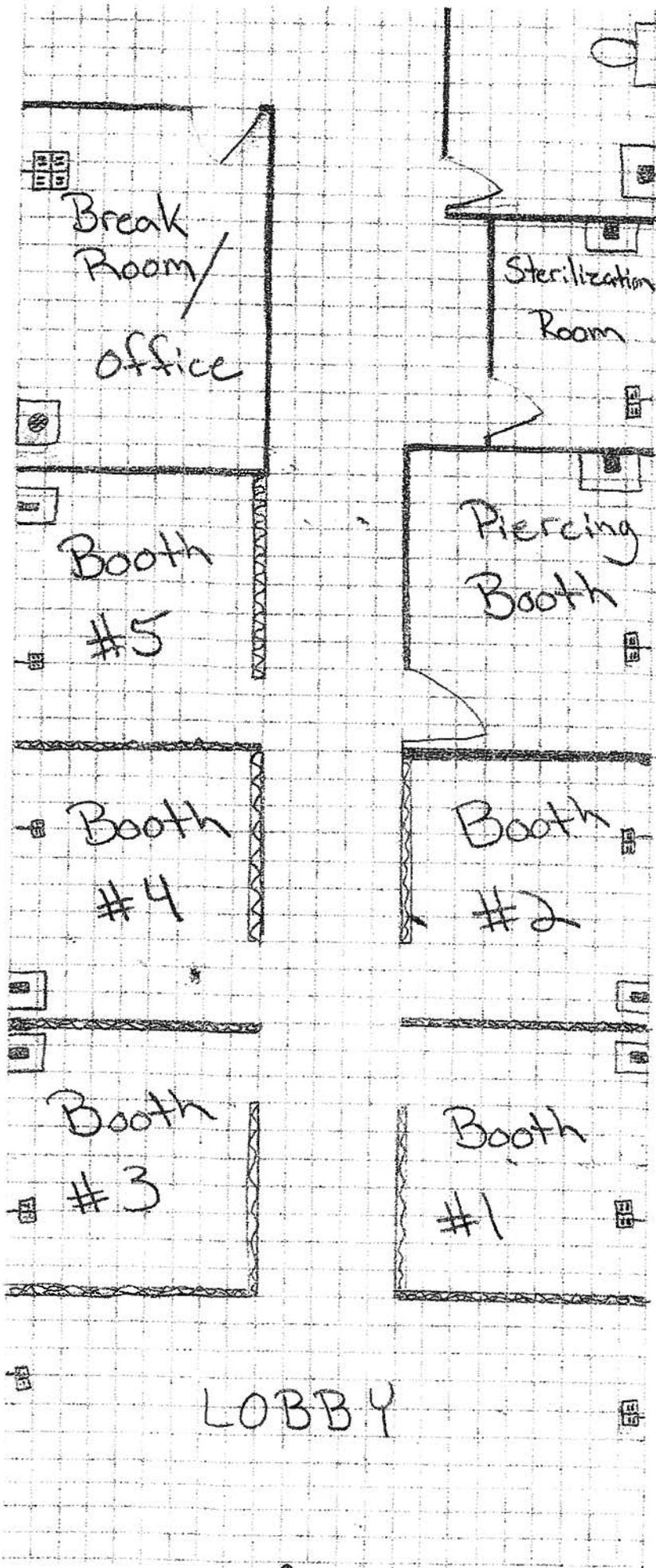
A-7 TATTOOING LICENSES



CU-16-368

TGMC LLC

Unit
101



 5 3/4' wall

 Door

 4 1/2' wall

 Floor to Ceiling wall

 - Mop Sink

 - Handwashing Sink

 - 4 outlet Plug

 - 2 outlet plug

 - Toilet

5'
1'

Anavrin tattoo will host a large lobby with seating for patrons and a reception desk. This area will also be where retail merchandise is available. We will have five individual tattoo stations. Each station will be large at ninety square feet and will be constructed with walls that will be of a height to obstruct the view but open at the top to allow light, sound and air to flow easily. No work area will be easily viewed from outside or the lobby area. Only clients that have had their IDs copied and paperwork completed or guests of these people will be allowed past the reception area. Each station will have a stainless steel work surface and a private handwashing sink for the individual artist. We will have one fully enclosed private room for the use of body piercing. This room will also be large at almost 100 square feet and will have a medical grade counter cabinet set for work surface and instrument storage. We will also have a sterilization room that is fully enclosed and private. The sole and complete use of this room will be for the cleaning and sterilization of equipment and tools. Only chemicals and products for those purposes will be housed in this area along with biohazard storage awaiting pick up. We will have a large private breakroom. This will be an area for employees to store their personal belongings and to eat or relax away from clients. This room will also have storage for studio maintenance and general cleaning materials including a mop sink. All together at full capacity we would staff five tattoo artist and two body piercers. We will also employ a receptionist and offer apprenticeships for qualified individuals. Currently we have five individuals who would like to work in this studio. Two are Newport News residents who currently commute to Chesapeake and Portsmouth to work at their current positions in fully licensed studios. The remaining potential employees live on the south side in different cities but look forward to moving to Newport News after opening. These individuals also currently work in licensed studios. The remaining positions have a few candidates that are interested but are currently licensed but unemployed. We will be hiring a receptionist and potential apprentices from the local area. These individuals would ideally be either unemployed and in need of work or currently a student.

Our hours of operation will be Monday- Saturday from 11am to 9pm Sundays will be closed with availability for appointments from 1pm to 5pm.

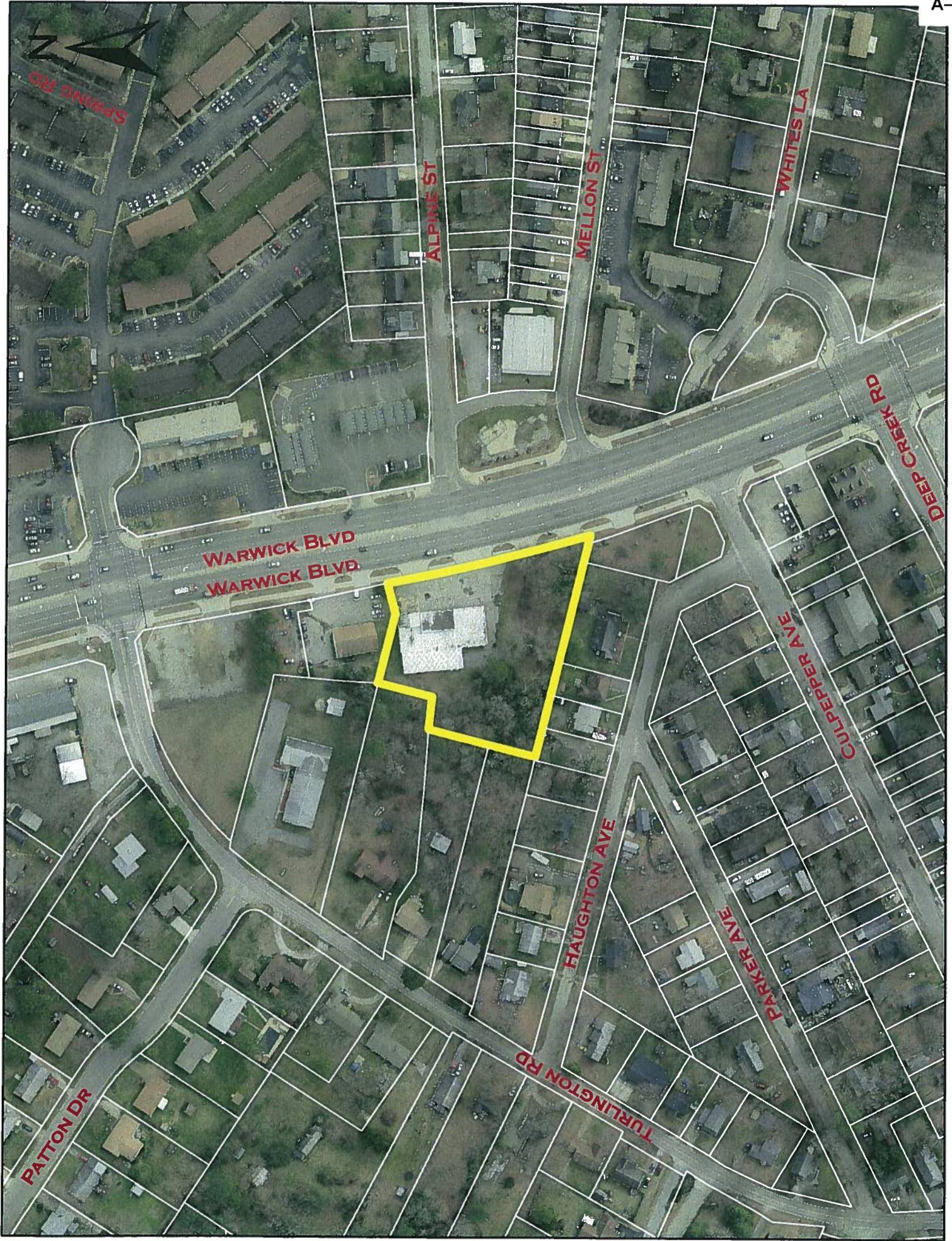


LEGEND

- HIGH DENSITY
- COMMUNITY FACILITIES
- NEIGHBORHOOD COMMERCIAL
- MEDIUM DENSITY
- LOW DENSITY
- SUBJECT SITE

FRAMEWORK FOR THE FUTURE 2030

TGMC LLC



SPRING RD

ALPINE ST

MELLON ST

WHITES LA

DEEP CREEK RD

WARWICK BLVD
WARWICK BLVD

CULPEPER AVE

HAUGHTON AVE

PARKER AVE

TURLINGTON RD

PATTON DR

DPOR License Lookup License Number 1241000130

License Details

Name	BLOUNT, SCHONDRA MICHELE
License Number	1241000130
License Description	Body Piercer License
Rank	Body Piercer
Address	NEWPORT NEWS, VA 23602
Initial Certification Date	2009-10-22
Expiration Date	2017-10-31

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DPOR License Lookup build 1,188 (built 2016-04-04 08:43:27).

DPOR License Lookup License Number 1231001458

License Details

Name	BAKER, KEVIN ANTHONY
License Number	1231001458
License Description	Tattooer License
Rank	Tattooer
Address	PORTSMOUTH, VA 23702
Initial Certification Date	2015-07-08
Expiration Date	2017-07-31

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DPOR License Lookup License Number 1231000225

License Details

Name	SADOWSKI, SHAWN ARLEN
License Number	1231000225
License Description	Tattooer License
Rank	Tattooer
Designation	Apprenticeship Sponsor
Address	NEWPORT NEWS, VA 23608
Initial Certification Date	2007-06-21
Expiration Date	2017-04-30

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DPOR License Lookup build 1,188 (built 2016-04-04 08:43:27).

DPOR License Lookup License Number 1231001353

License Details

Name	BARLOW, ERIC RAYMOND
License Number	1231001353
License Description	Tattooer License
Rank	Tattooer
Address	CHESAPEAKE, VA 23323
Initial Certification Date	2014-01-03
Expiration Date	2018-01-31

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DPOR License Lookup build 1,188 (built 2016-04-04 08:43:27).

DPOR License Lookup License Number 1234000819

License Details

Name	BRICKER, COLLEEN RENEE
License Number	1234000819
License Description	Apprentice Tattooer License
Rank	Apprentice Tattooer
Address	SUFFOLK, VA 23435
Initial Certification Date	2015-12-08
Expiration Date	2017-12-31

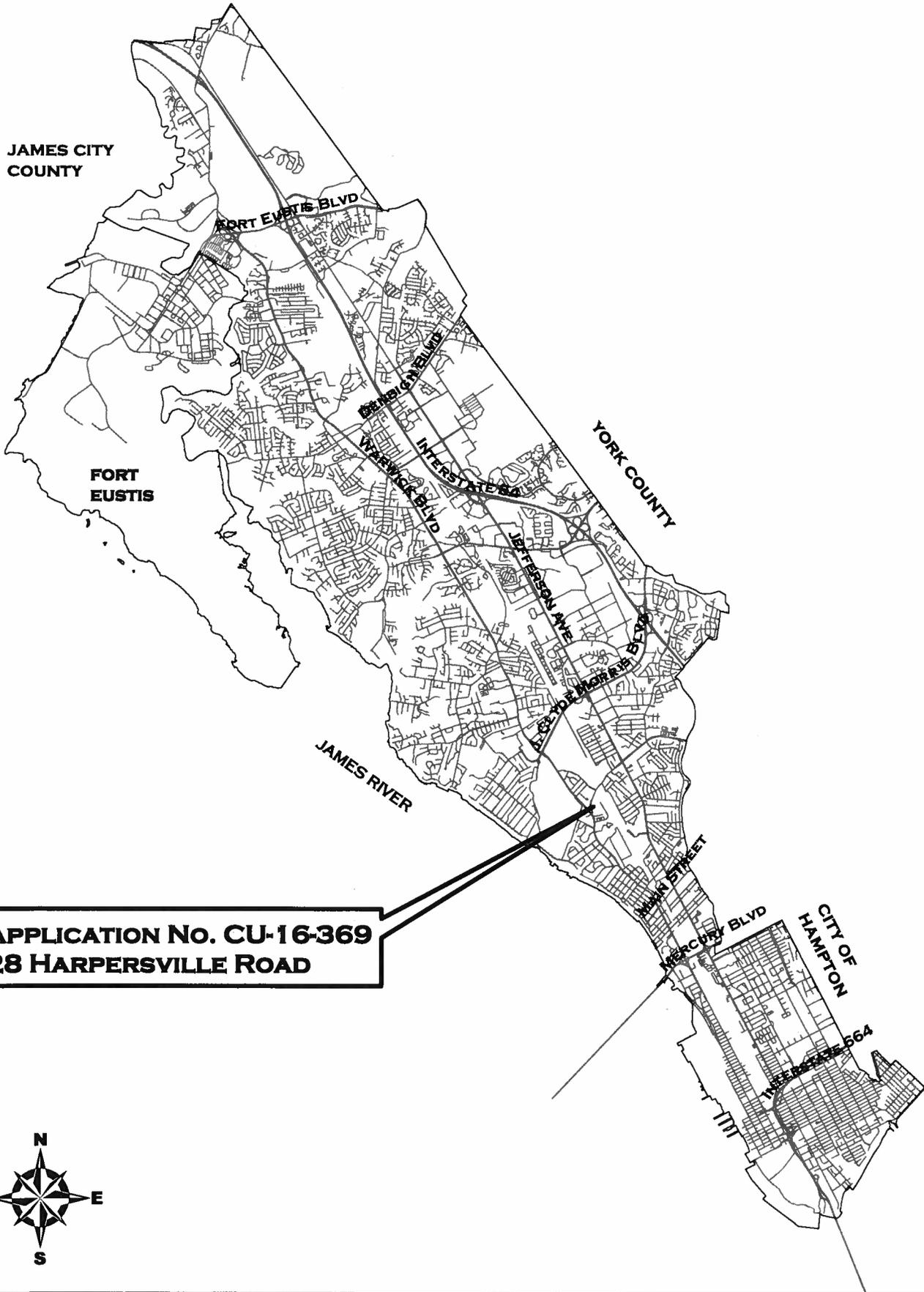
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DPOR License Lookup build 1,188 (built 2016-04-04 08:43:27).

**CITY OF NEWPORT NEWS
PLANNING COMMISSION
JUNE 1, 2016**

**CONDITIONAL USE PERMIT
APPLICATION NO. CU-16-369
ALL GENERATIONS CHURCH**



**APPLICATION No. CU-16-369
28 HARPERSVILLE ROAD**



CONDITIONAL USE PERMIT NO. CU-16-369

ALL GENERATIONS CHURCH

OWNER/APPLICANT	All Generations Church/ Mid-Atlantic Teen Challenge	ZONING	C1 Retail Commercial (Appendix A-1)
LOCATION	28 Harpersville Road	FRAMEWORK	Community facilities(Appendix A-4)
PRESENT USE	Church	ACREAGE	6.44 acres
REQUEST	Operation of a group home		

FACTS



North Single family homes on property zoned C1 Retail Commercial

South Old Point National Bank, Magnolia apartments, and Verizon office on property zoned C1 Retail Commercial

East Christopher Crossing apartments on property zoned R7 Medium Density Multiple-Family Dwelling

West Peninsula Funeral Home, Church of the Nazarene, Second Community Baptist Church on property zoned C1 Retail Commercial (See Appendix A-1 and A-5.)

Zoning History The property has been zoned C1 Retail Commercial since the citywide comprehensive rezoning became effective August 1, 1997.

Regulatory Review The zoning ordinance allows the operation of a group home with the approval of a conditional use permit.

Parking requirements for the proposed use are 1 space per employee attending a shift. The proposed group home will have up to 7 staff members on site and will require 7 parking spaces. The 300 seat church sanctuary hall on site requires 75 parking spaces. The ground floor of the primary building has 10,000 square feet of floor space used for church offices and requires 34 parking spaces. The total parking requirement for the proposed and existing uses is 116 parking spaces and there are 147 parking spaces on site.

On February 14, 1995 City Council approved CU-95-275 to allow the construction of a mausoleum on the property as part of the Poor Clares' Monastery. The mausoleum use was discontinued when the monastery relocated out of the city in October of 2003 and this use has been deemed abandoned.

The departments of Codes Compliance, Engineering, Public Works, Public Utilities, Fire, Police, Parks, Recreation and Tourism and Development have no objection to the request.

Comprehensive Plan Review The *Framework for the Future 2030* comprehensive plan land use map designates community facilities for the property. A group home is consistent with this recommendation. (See Appendix A-4.)

ANALYSIS

The subject property contains a 30,000 square foot worship center used by All Generations Church and a two-story residential building that contains 20,000 square feet of floor space. This residential building was the former home of the Bethlehem Monastery of Poor Clares which, as stated previously, was vacated when the monastery relocated outside of the city. The building was sited, and constructed, to provide seclusion and private individual living quarters for the monastery residents. The nearest residential dwelling to the building is an apartment building located 130 feet to the south. A single-family home is located 150 feet away to the north and the adjacent apartments to the east are 360 feet away. The building's residential design and location is ideally suited for reuse as a group home.

The ground floor of the building is currently being used for general church activities such as offices, meeting rooms and social events. These uses will continue to operate. The proposed group home will occupy the second floor of the building. The floor plan for this area shows 3 apartments and 30 single rooms. (See Appendix A-3.) Mid-Atlantic Teen Challenge will lease this area and be the proprietor and operator of the proposed group home.

Teen Challenge is a non-profit religious organization that seeks to provide faith-based peer assisted solutions to their clients. Teen Challenge currently operates a group home for boys at 9302 Warwick Boulevard and this facility has been in operation since 1985. The proposed group home will operate as Teen Challenge for Girls. The group home for girls will follow the same model utilized in the boys' program and will be a residential treatment

program that requires 12 months to complete. A middle and high school academic curriculum is incorporated into the treatment program. The clientele served will be up to 30 adolescent girls ranging from age 13 to 17 years.

Teen Challenge clients are generally from families that have been referred by church connections, online advertising, and word of mouth. About 25% of students receive referrals from social service agencies or the court system. Teen Challenge is private and not funded by any local, state or government agency, nor is it funded by insurance programs. It is incumbent upon families to provide payment for the services provided.

Teen Challenge provided a summary of their operating and client intake protocols. (See Appendix A-6.) In this summary it is stated that Teen Challenge accepts clients who are struggling with addiction, defiance, anger management, life-circumstance trauma, and behavior disorders. Students are not accepted into the program if they present a risk for violence; have bi-polar or schizophrenia issues; autism spectrum disorders beyond the training of staff; or that are convicted felons.

The proposed group home will be secured for the protection of clientele; however it is not a detention facility where clients are forcibly confined. As there are no forcible restraining techniques employed in the Teen Challenge program, they state that they must be very selective regarding admissions. Those students considered a security concern are not admitted. Unapproved departures from the campus or an approved activity can be punishable by having to re-start the program from the beginning. Teen Challenge notes that this has proven to be a strong deterrent in their current boys program.

Three staff members will be residing on site on a continuous basis and will be supplemented by non-residential staff working in shifts. The staff to student ratio while on campus is a minimum of 1 staff member per 9 clients and 1 staff member per 6 clients for off campus travels. Teen Challenge provides client transportation using two staff operated vans that are kept on site when not in use.

On Tuesday May 17, 2016, the applicant held an informational meeting in order to introduce and explain the proposed group home to area property owners. The applicant noted that 7 people attended the meeting. Of those in attendance, 5 spoke in favor of the proposal and 2 stated concerns but were overall neutral to the proposal.

CONCLUSION

The former monastery building is ideally suited and located for use as a group home. The existing floor plan will require minimal modification in order to meet the current building code requirements for the proposed use. The site is a somewhat secluded location and the use is compatible with surrounding land uses as well as with the *Framework for the Future 2030*

land use map recommendation. The operator of the proposed group home has operated a similar facility in the city since 1985 without any reported adverse impacts.

STAFF RECOMMENDATION

Recommend approval of conditional use permit CU-16-369 to allow for the operation of a group home with the following conditions:

1. The applicant shall cause a plan (“the Plan”) to be prepared for the installation and operation of digital video equipment (the “Equipment”) with recording devices and capability sufficient to include date and time that recording is made. The Equipment shall provide surveillance coverage encompassing both the front, side and rear exteriors of the business. The Plan shall be submitted for review and approval by the Police Department. The Plan shall include an operational period for the Equipment, which shall include all operating hours of the business and one hour or more after the close of business. Once the Plan is approved, the applicant shall install the Equipment in accord with the provisions of the Plan; and operate, record, and maintain the Equipment to provide for the required surveillance coverage. The Equipment and recordings made thereby shall be subject to periodic inspection by the Police Department at reasonable times. Commencement of the use authorized by this conditional use permit shall constitute acceptance of the conditions of this permit, including consent for such inspections. Surveillance tapes or recorded data must be maintained in a condition permitting review of the information recorded or stored therein or thereon for a period of time no less than thirty days.
2. If approved, the ordinance approving this conditional use permit shall be prominently displayed within the establishment at all times until the use is abandoned.
3. Violation of any of the above conditions and safeguards attached thereto shall be deemed a violation of the zoning ordinance, and, in addition, shall serve as grounds for revocation of the conditional use permit by the City Council.
4. The applicant, as well as successors, assigns, and agents, shall comply with all codes, ordinances and regulations of federal, state and local government.
5. The applicant, as well as his successors, assigns, and agents, shall obtain all necessary licenses, approvals, or conditional approvals, and permits prior to commencing any use, which is authorized by this conditional use permit or law. The applicant, as well as successors, assigns, and agents shall maintain all necessary licenses, approvals, and permits for the entire period of time during which the real property, whether improved or otherwise is put to a use which is authorized by this conditional use

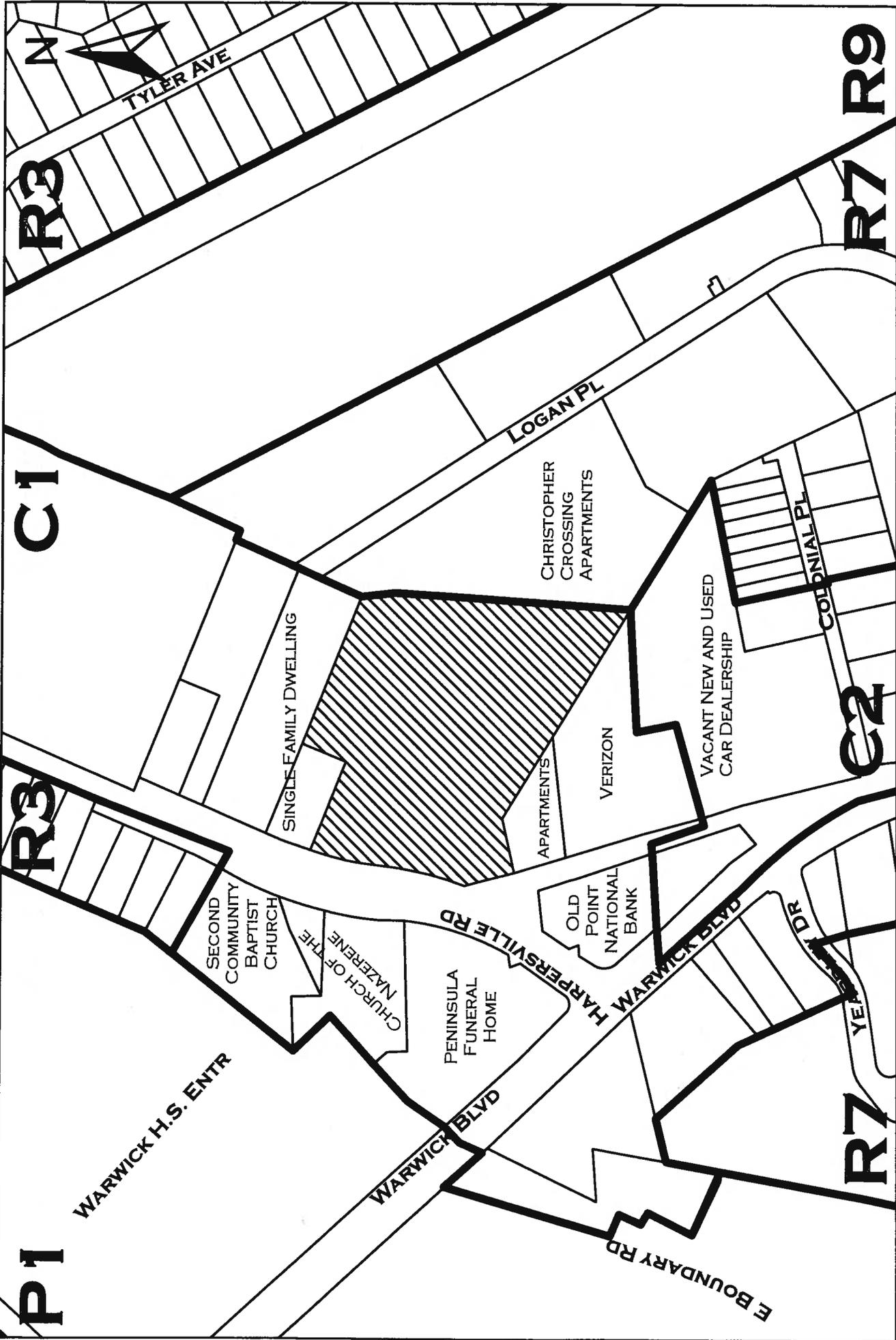
permit.

6. Notwithstanding any other provision of law, this conditional use permit is being approved due, in part, to the mitigating effects of each and every condition attached hereto; therefore, the conditions contained in this conditional use permit are not severable; in the event that any condition contained herein, of part thereof, is found by a court of competent jurisdiction to be invalid, unconstitutional or otherwise unenforceable, then the use permitted by this conditional use permit shall be void and the use permitted by this conditional use permit shall be invalid. If this conditional use permit becomes void as a result of a condition or a part thereof, or conditions there in, being ruled invalid, unconstitutional or otherwise unenforceable, the property owner shall be afforded the right to reapply for a conditional use permit.

7. Notwithstanding any other provision of law, this conditional use permit is being approved due, in part, to the mitigating effects of each and every condition contained herein; as such, in the event of an amendment to the zoning of the property is produced by a comprehensive implementation of a new or substantially revised zoning ordinance, the conditions imposed by the conditional use permit shall continue in effect.

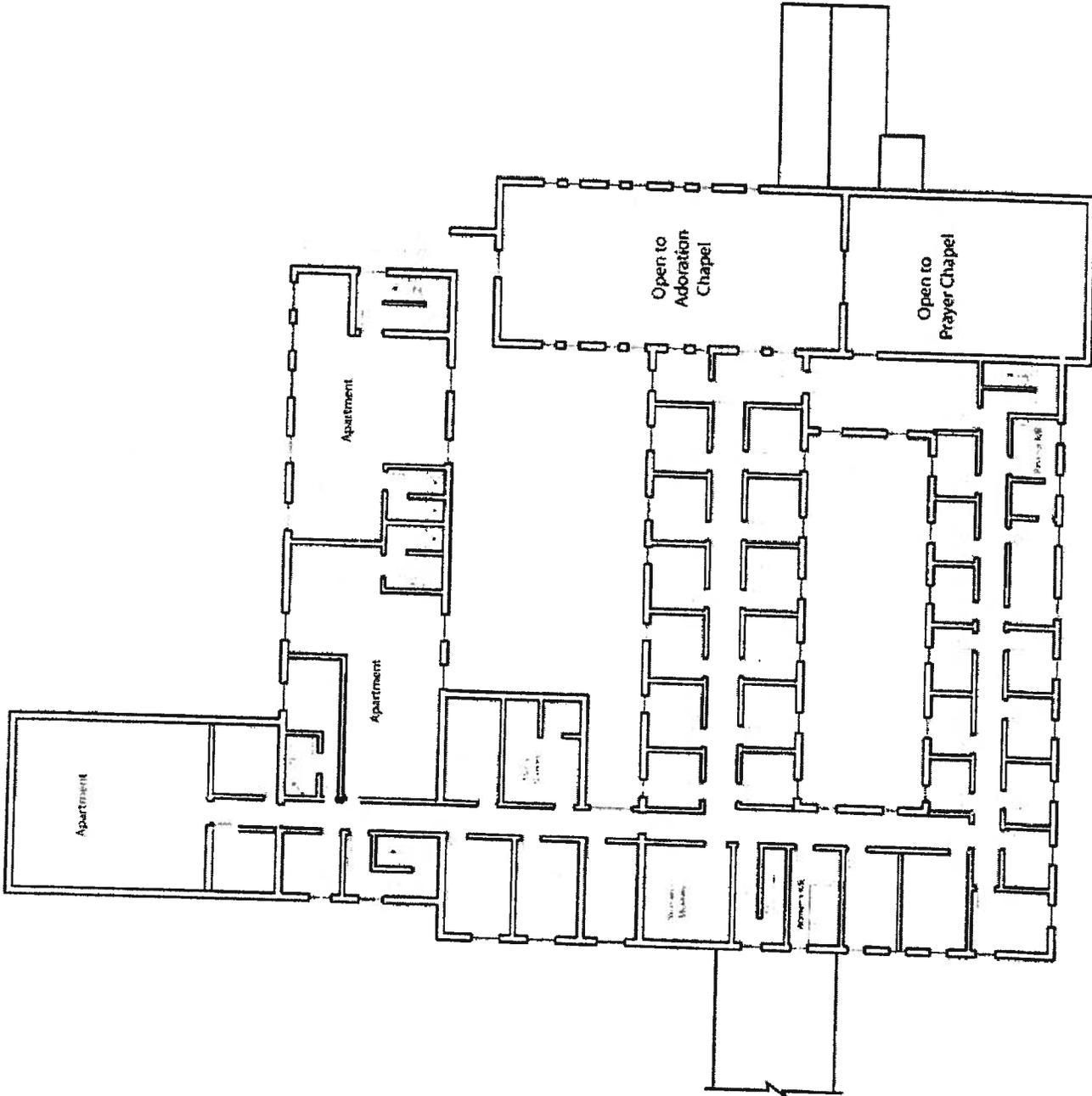
APPENDIX

- A-1 VICINITY/ZONING MAP**
- A-2 SITE PLAN**
- A-3 FLOOR PLAN**
- A-4 *FRAMEWORK FOR THE FUTURE 2030* LAND USE MAP**
- A-5 AERIAL MAP**
- A-6 CLIENT INTAKE SUMMARY**

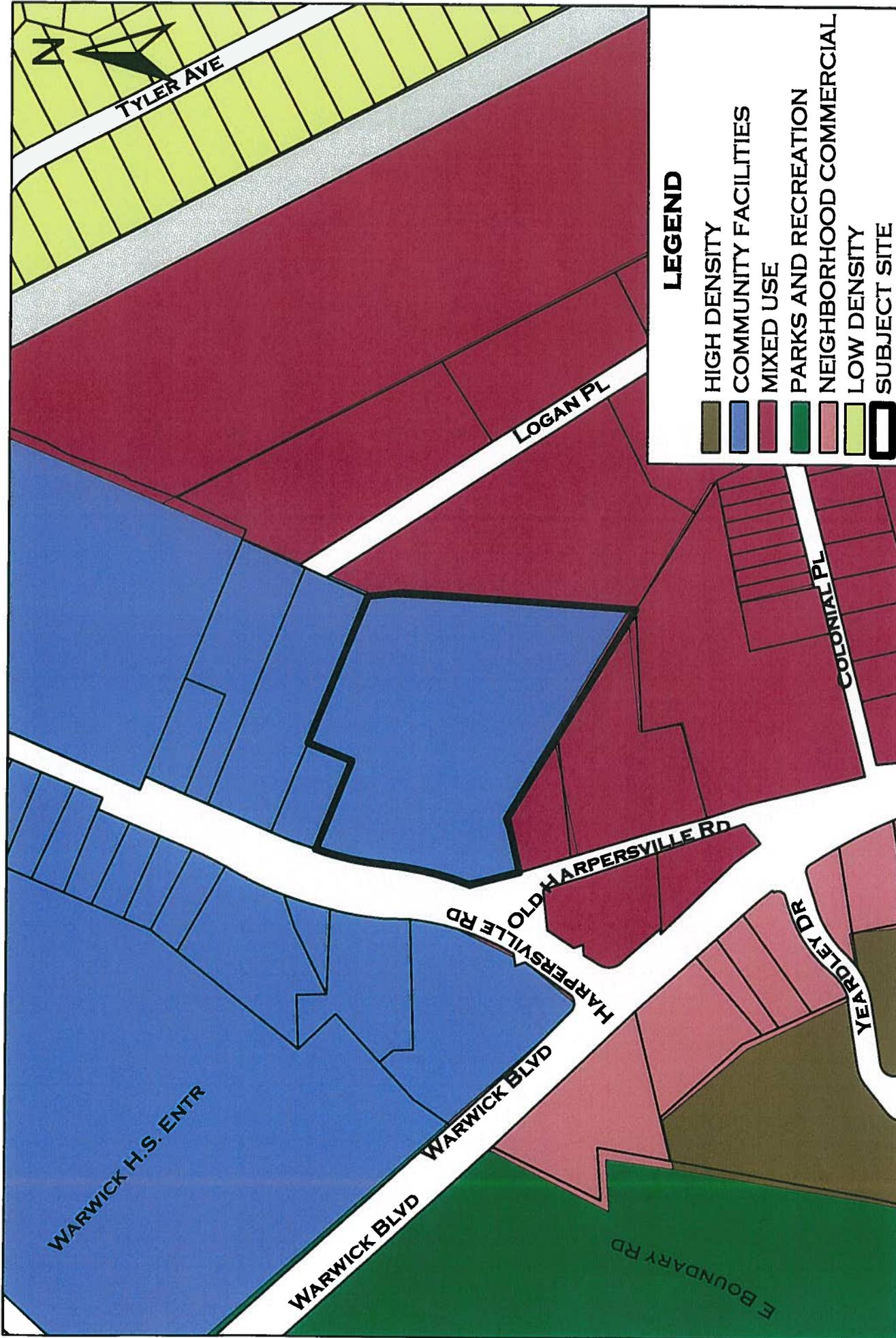


CU-16-369

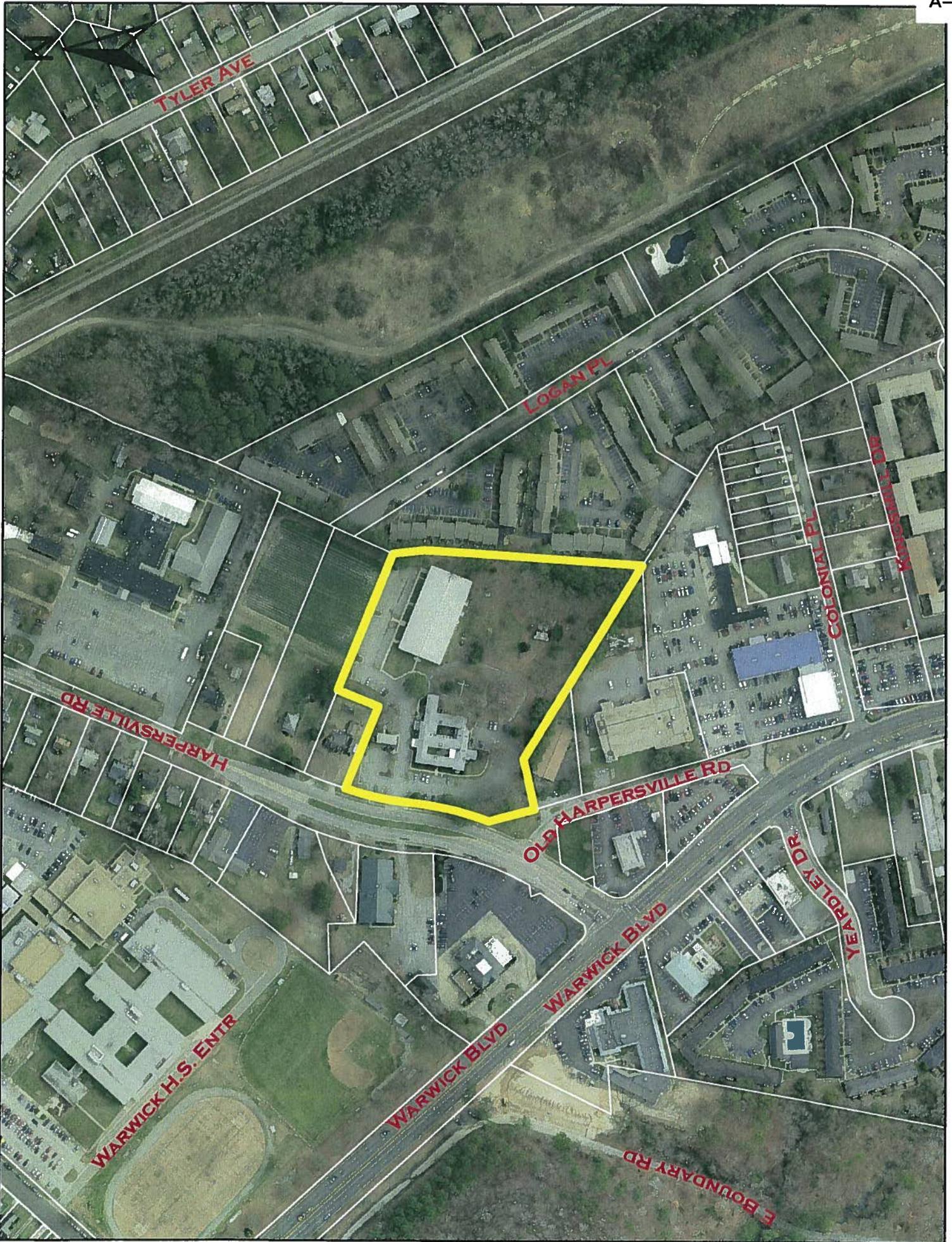
ALL GENERATIONS CHURCH



**LIVINGSTONE MONTASTERY
SECOND FLOOR LAYOUT**



ALL GENERATIONS CHURCH FRAMEWORK FOR THE FUTURE 2030



Intake for Mid-Atlantic Teen Challenge

Families are referred to MATC from several sources:

- 1.) Church connections. Teen Challenge is a home-missions project of the Assemblies of God. Many of our students come from Assembly of God churches or referrals.
- 2.) Media. Teen Challenge, USA, advertises on K-Love radio stations around the country, and feature testimonies from alumni. MATC also sponsors local promotions.
- 3.) Online. We advertise on Facebook and Google.
- 4.) Social services and court referrals. Judges and others who are familiar with Teen Challenge and recommend the program as an alternative to juvenile detention. About 25% of our students come from these situations.
- 5.) Word of mouth, alumni, etc.

The admissions process:

- 1.) Admissions begins when a parent or loved one gets in touch with us through our website (www.mateenchallenge.com) or calls us at (757) 244-3733. We have admissions staff who coordinate this process and respond to inquiries.
- 2.) Every inquiry is responded to by telephone, if possible. A narrative of the current situation is requested on the website or in the telephone conversation, to help determine if Teen Challenge is the right choice. Some criteria will be explained below.
- 3.) Once determining that there is a relatively high probability for admission, the family is referred to "Step 2" of our admissions page. Here they can download a copy of our Application for Admission (attached). It is from this that the official offer of admission is made.
- 4.) The admissions team (3-4 staff members including myself and the program director) review all applications. Once concerns have been addressed an acceptance email is sent to the family.
- 5.) Payment arrangements are made, and families are required to submit the "Step 3" form (attached).

What we do:

Teen Challenge offers Christ-centered, faith-based solutions to youth, adults, and families who struggle with life-controlling problems.

Who we serve:

Adolescents, age 13-17, whose families seek a faith-based solution to alcohol and drug addiction and other life controlling problems.

We ARE:

- 1.) Faith-based, residential treatment.
- 2.) A non-profit organization, organized as a 501(c)3.
- 3.) A religious organization.
- 4.) A resource for churches other organizations working to restore troubled teens.
- 5.) Funded by tuition paid by parents and by charitable gifts from donors.

We are NOT:

- 1.) A medical facility.
- 2.) A “lock-down” facility.
- 3.) A “drug-rehab” program, though these services are provided.
- 4.) Funded by any local, state, or government agency.
- 5.) Funded by insurance payments.

We ACCEPT as students adolescents who:

- 1.) Struggle with addiction to drugs, alcohol, electronic media, pornography, etc.
- 2.) Are defiant.
- 3.) Have anger issues.
- 4.) Have issues related to adoption or life-circumstance trauma.
- 5.) Have behavioral disorders such as ADD, ADHD, RAD, ODD.

We DO NOT ACCEPT as students adolescents who:

- 1.) Have acted out or may act out violently against other students or teachers
- 2.) Have bi-polar or schizophrenia issues
- 3.) Have autism spectrum disorders that are beyond the training of staff
- 4.) Are convicted felons.

These lists may not be exhaustive, but represent the top concerns of families who request admission.

SECURITY

Since we are not a “lock-down” facility we are very selective in the students we admit. Students who are a security concern are not admitted, and the initial phase for all students involves a limited wardrobe (shorts, shirt, slippers) to discourage runaway behavior.

Where doors can be locked, they are. Disciplines are given for infractions such as leaving the building and also for leaving campus. Students who leave campus or an approved activity are often given the harshest discipline: the re-starting of their program to day one. This is a huge deterrent.

We maintain a 1:9 staff/student ration while on campus, and 1:6 ratio when we travel off-campus.

If a student becomes violent (rare, maybe 2x in last 3 years) our staff is trained in appropriate ways to neutralize the situation, remove the other students, and safely contain the problem student. Any episode of violence is reported to the police department, and if another student is involved the offended student’s family may press charges, as appropriate. There is a high

expectation in our facility that there will be no violence, there is also no corporal punishment or restraint in the Teen Challenge program. All discipline is handled through staff and recorded in our student management software.

**CITY OF NEWPORT NEWS
PLANNING COMMISSION
JUNE 1, 2016**

**MASTER PLAN
APPLICATION NO. 03-16-01
COMMONWEALTH OF VIRGINIA GSA**

**JAMES CITY
COUNTY**

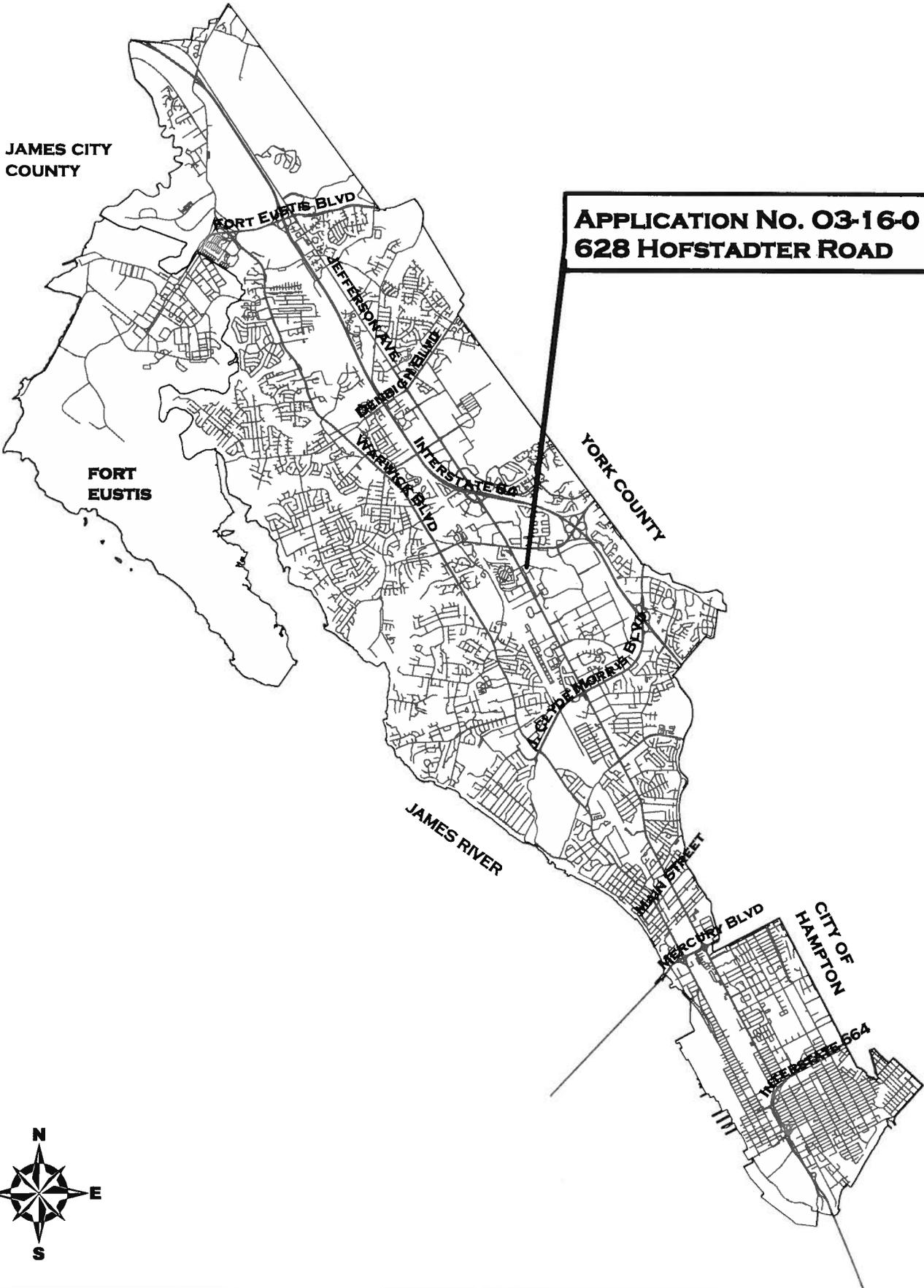
**FORT
EUSTIS**

**APPLICATION No. 03-16-01
628 HOFSTADTER ROAD**

YORK COUNTY

JAMES RIVER

**CITY OF
HAMPTON**



MASTER DEVELOPMENT PLAN NO. 03-16-01

COMMONWEALTH OF VIRGINIA DEPT. OF GENERAL SERVICES JEFFERSON LAB A/P

APPLICANT/OWNER	W.M. Jordan Development LLC. Contract Purchaser/Commonwealth of Virginia Dept. of General Services Jefferson Lab A/P	ZONING	03 Office/Research and Development (Appendix A-1)
LOCATION	A portion of 628 Hofstadter Road	FRAMEWORK	Research and Development (Appendix A-8)
PRESENT USE	Vacant	ACREAGE	3.3 acres

REQUEST Phase 1 of a Master Development Plan for Tech Center at Oyster Point



FACTS

- North** Venture apartments on property zoned R9 Mixed Use with proffers and vacant property zoned 03 Office/Research and Development
- South** Jefferson Center for Research and Technology on property zoned 03 Office/Research and Development
- East** Newport News Schools Service Center of Operation and Transportation (S.C.O.T) Site on property zoned 03 Office/Research and Development
- West** Virginia Applied Research Center (VARC) and Applied Research Center (ARC) both part of the Jefferson Center for Research and Technology on property zoned 03 Office/Research and Development

Zoning History 03 Office/Research and Development since the citywide comprehensive rezoning became effective August 1, 1997.

On August 13, 2013, City Council approved Conditional Rezoning CZ-13-340, from O3 Office/Research and Development to R9 Mixed Use with proffers for the property on Hogan Drive directly across from the property and currently occupied by the Marketplace at Tech Center and Venture apartments.

Regulatory Review The zoning ordinance regulations, Article XIX. O3 Office/Research and Development district, require development within the office/research center park to be in accordance with a master development plan. The plan must be approved by the city council based on a planning commission recommendation. The master plan shall govern the physical development of the office park including setbacks and lot coverage as well as orientation of structures and landscaping. The plan also should address details such as building materials and architecture.

The zoning ordinance requires a minimum district size of 50 acres and a minimum lot size of 2 acres. When fully developed the proposed Tech Center at Oyster Point will be well beyond the minimum requirement. Phase 1 which is what is being reviewed at this time, includes a 3.3 acre lot. (See Appendix A-2 and A-3.)

The parking requirement within the O3 Office/Research and Development district requires 1 parking space for every 300 square feet of office area. Building One will be approximately 80,000 square feet requiring a minimum of 267 spaces.

The departments of Codes Compliance, Engineering, Public Works, Public Utilities, Fire, Police, Parks, Recreation and Tourism and Development have no objection to the request.

Comprehensive Plan Review The *Framework for the Future 2030* comprehensive plan land use map designates research and development uses for the property. (See Appendix A-8.)

The *Framework* designates the area as an employment center and expects that development of the area around the Jefferson Center research park will enhance the park and attract more opportunities for research and technology companies.

ANALYSIS

To enable development of any particular lot within the O3 Office/Research and Development district, the ordinance requires that the lot be a part of a master plan for a minimum 50-acre district. Future plans for Tech Center at Oyster Point will encompass approximately 80 acres of property roughly extending from Hogan Drive to Canon Boulevard. (See Appendix A-2.) However, the developer currently has tenants that are looking to occupy Building One within the proposed research and technology office park. In order to start developing the park, the applicant is proposing phase 1 of the master plan.

The proposed Phase 1 development will be located on and accessed from

Hogan Drive as well as from the existing road system within the Jefferson Center for Research and Technology. As the master plan for the Tech Center at Oyster Point develops, Phase 1 will be incorporated into the plan's vehicular and pedestrian roadway systems as well as parking fields, trails, parks and other open spaces.

The Building One placement close to the street provides pedestrian connections with the Venture apartments and the Marketplace as well as starts to develop a system that is expected throughout the development. Its placement also helps screen the parking area which will be located behind the building. (See Appendix A-4.)

The minimum front rear and side setbacks are 15 feet. Entrance canopies and building supports may encroach up to 8 feet within the setback. Building One will sit 15 feet from the edge of the public right-of-way and that area will be landscaped enhancing the pedestrian experience. It also allows for foundation planting that will be a signature design feature of the campus. (See Appendix A-4.)

The proposed architecture will be influenced by existing buildings within the Jefferson Laboratories center including the ARC building as well as the Marketplace and the Venture apartments. The proposed architecture will follow the more contemporary flavor of the surrounding architecture with its simple geometry and a combination of metal and masonry materials with an earth tone palette. Simple details that will accentuate entrances and an appropriate balance of wall and glazed surfaces will lend to the technology centered uses housed in the building.

All mechanical equipment and dumpsters will be appropriately screened from public view using contemporary materials and designs that will complement the building's architecture. (See Appendix A-5.)

Besides providing post lighting in parking areas and vehicular circulations, the master plan calls for the pedestrian walkways, building entrances and outdoor spaces to be well lit. Architectural and accent lighting will be used to enhance the structures and landscaping. (See Appendix A-6.)

A signage system that will help with branding of the center is being proposed. The signage will include a series of freestanding signs varying in height and size depending on location and purpose. Entrance signage will be a maximum of 15 feet tall and will include electronic signage panels and will not exceed an area of 132 square feet per side. Office Building Identification signage will be no taller than 10 feet with a sign area not to exceed 100 square feet. All freestanding signs shall be of a similar design and materials creating a sense of place. Building signs shall be permitted on all sides of the buildings. (See Appendix A-7.)

The City's Economic Development Authority (EDA) shall review and approve all development signage for its compliance with the guidelines provided in the master plan.

CONCLUSION

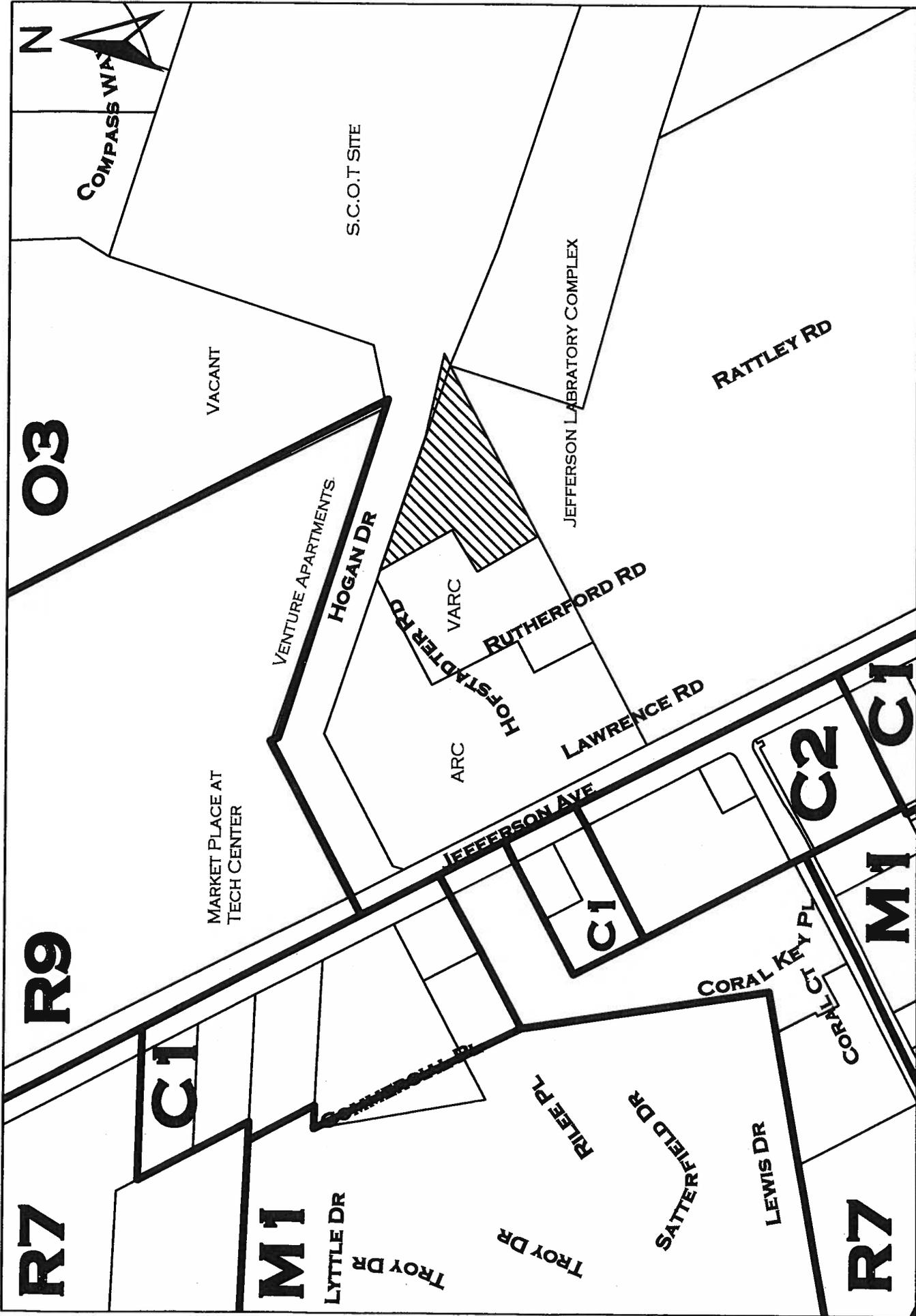
The proposed Phase 1 of the master development plan appropriately addresses issues specified in Article XIX, of the zoning ordinance such as building setbacks, placement and orientation as well as signage, lighting building materials and architecture that will provide for guidelines for the review and approval of the proposed Building One and will set the tone for future development within the center as the master plan is fully developed.

STAFF RECOMMENDATION

Recommend approval of Phase 1 of a Master Development Plan for Tech Center at Oyster Point, O3-16-01, to allow for the construction of Building One located on a portion of 628 Hofstadter Road.

APPENDIX

- A-1 VICINITY/ZONING MAP**
- A-2 CONCEPTUAL MASTER PLAN**
- A-3 PHASE ONE (BUILDING ONE) MASTER PLAN**
- A-4 BUILDING PLACEMENT AND SETBACKS**
- A-5 ARCHITECTURE**
- A-6 LIGHTING**
- A-7 SIGNAGE**
- A-8 *FRAMEWORK FOR THE FUTURE 2030* LAND USE MAP**
- A-9 AERIAL MAP**



**COMMONWEALTH OF VIRGINIA DEPT. OF
GENERAL SERVICES JEFFERSON LAB A/P**

03-16-01



LEGEND

(ALL SQUARE FOOTAGES APPROXIMATE)

Site	Footage	Description
1	80,000sf	Office (3-Story)
2	80,000sf	Office (3-Story)
3	80,000sf	Office (3-Story)
4	80,000sf	Office (3-Story)
5	80,000sf	Office (3-Story)
6	100,000sf	Office (4-Story)
7	80,000sf	Office (3-Story)
8	80,000sf	Office (3-Story)
9	100,000sf	Office (4-Story)
10	80,000sf	Office (3-Story)
11	80,000sf	Office (3-Story)
A		Central Green
B		Small Plazas
C		Landscaped Courtyards
D		Entry Features
E		Stormwater Management
F		Surface Parking
G		Pump Station
H		Parking Structure (5-Story - 500 Spaces)
I		Parking Structure (5-Story - 850 Spaces)

GRAND TOTAL 920,000sf

Parking Total 3,070 Spaces
Office

CONCEPTUAL MASTER PLAN

Tech Center at Oyster Point
Newport News, VA

APRIL 12, 2016

Master Plan

MASTER PLAN - BUILDING ONE

The Master Plan establishes the framework and strategy for development of Building One at Tech Center. The street sizes and locations will be set and the plan will control building placement, associated surface parking, service areas, common areas, open space, and stormwater management facilities.

LEGEND

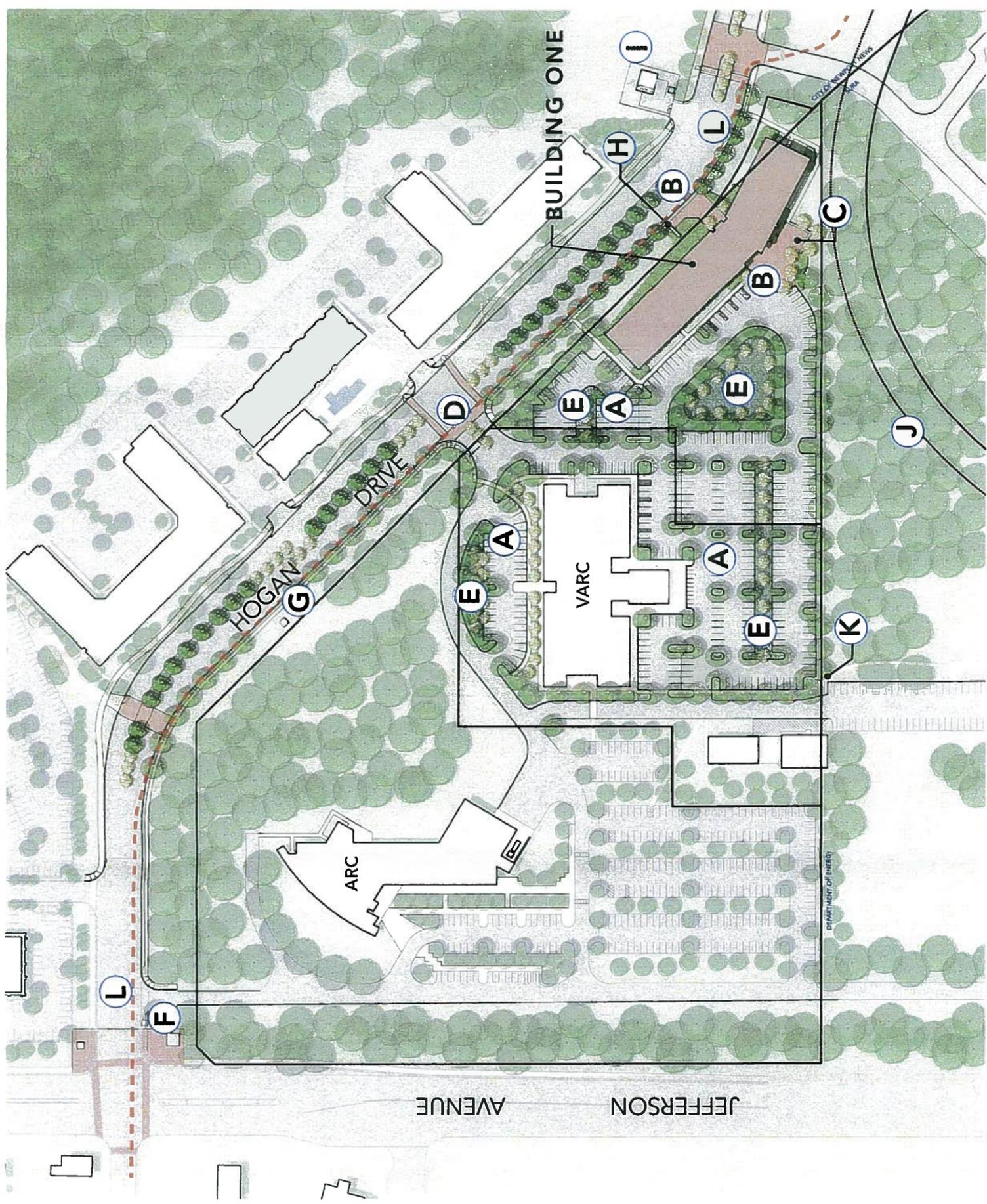
Building		
1	Office (3-Story)	80,000sf +/-

Parking Total

Building One	267 Spaces
VARC	107 Spaces

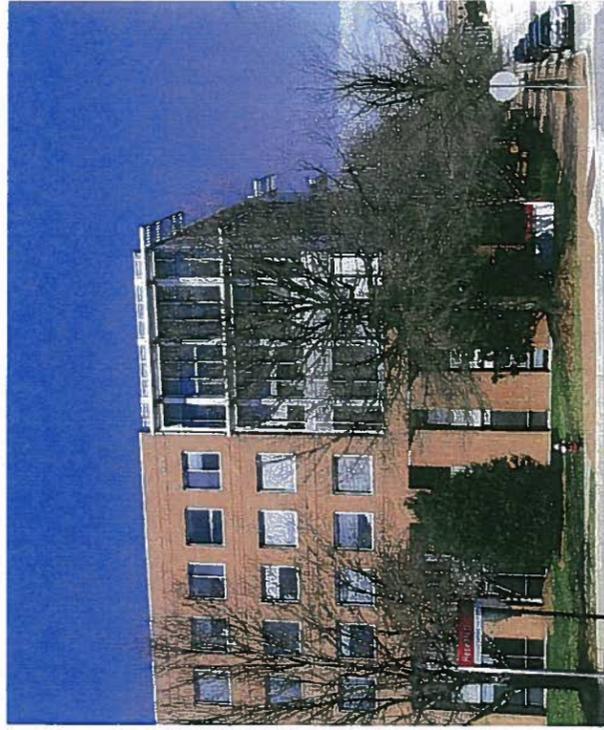
Site

- A Surface Parking
- B Main Entries
- C Private Patio
- D Controlled Access (After Hours)
- E Stormwater Management
- F Gateway Sign
- G Directional Sign
- H Building Identification Sign
- I Pump Station
- J Beam Outer Ring
- K Re-Aligned Walk
- L Potential Bus Rapid Transit Route

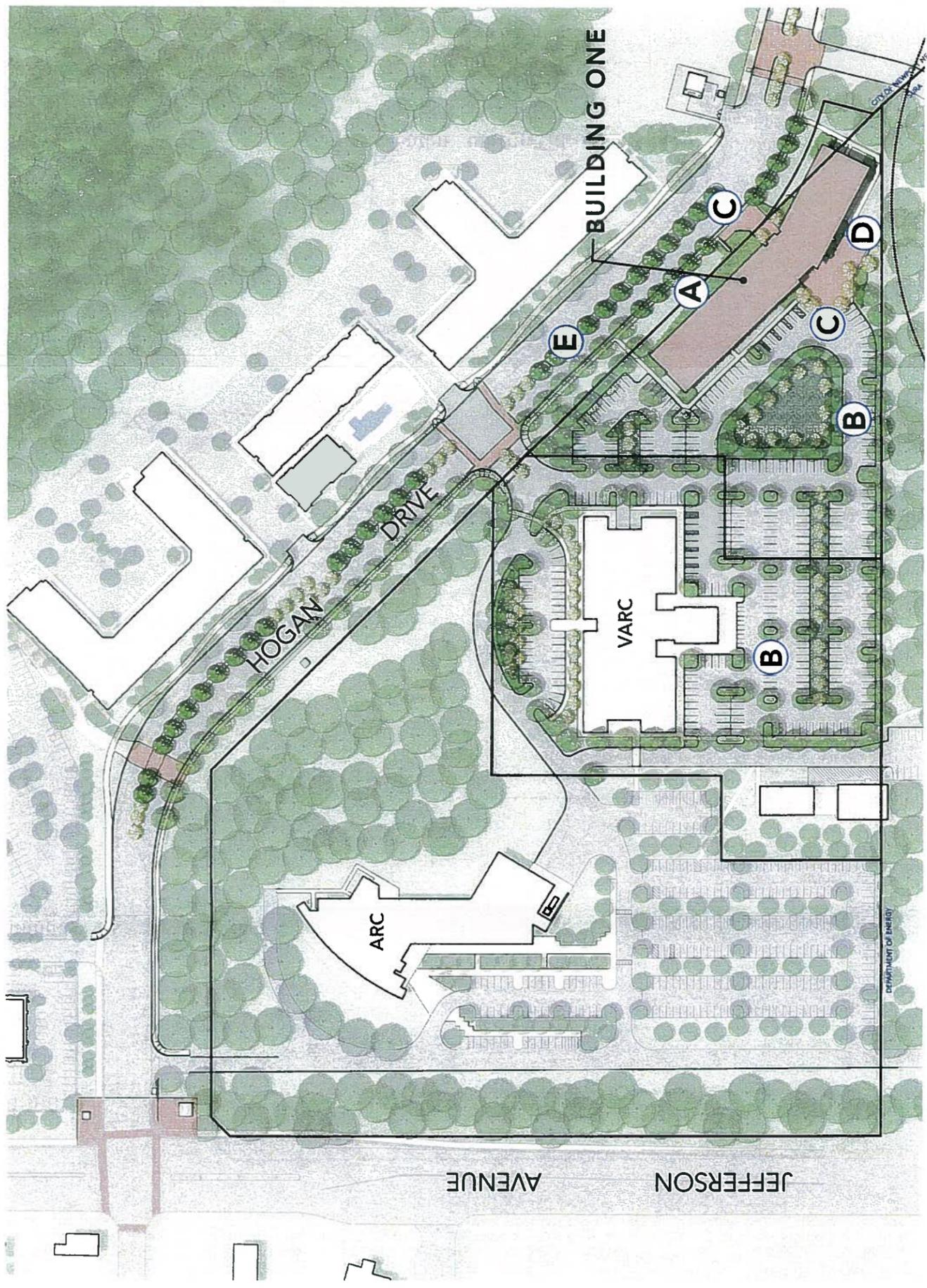


Building Placement

Building One at Tech Center shall be placed close to the street, providing a strong architectural narrative. Parking is located behind the building as much as possible to screen or soften its appearance. The main entries for the building are oriented both towards the street and subsequent parking fields. More intimate building related seating areas are located adjacent to the rear entry. The street itself becomes the circulation link facilitating a connection between the adjacent Marketplace, Venture Apartments, and Jefferson Lab.



ARCHITECTURAL EDGE



LEGEND

- A Buildings Forward
- B Parking in the Rear
- C Main Entries
- D Private Patios
- E Street Linkage

Architectural Character

EXISTING VERNACULAR

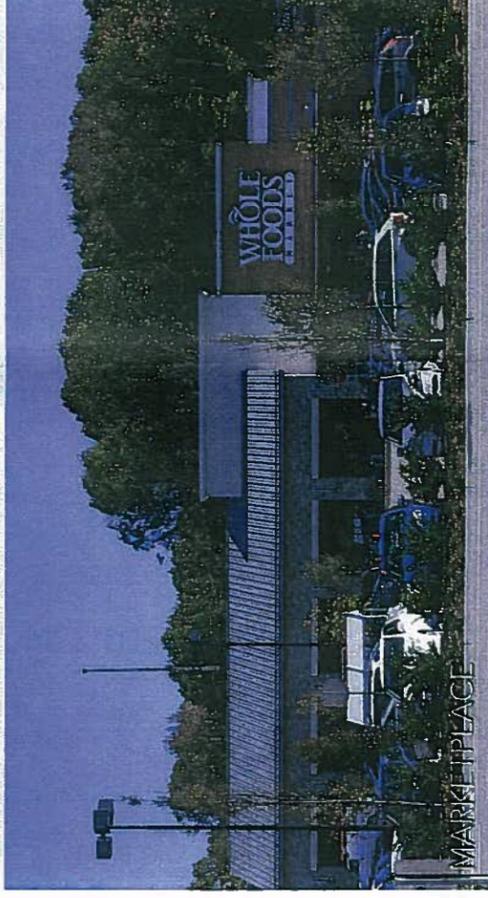
Adjacent to Building One at Tech Center are several existing developments which offer a variety of architectural elements which serve as precedents on which to emulate or enhance. The two new developments which are part of the Tech Center mixed-use sustainable community- The Marketplace and Venture Apartments - have a variety of rich building materials, earth-tone colors, and simple geometry which will be carried into the architecture of Building One at Tech Center. Building materials, colors and similar geometry are also expressed in the adjacent ARC, Jefferson Lab, and Bayport Credit Union buildings. The high-tech world of Jefferson Lab will also play a role in developing an architectural expression which denotes a modern, cutting edge environment.



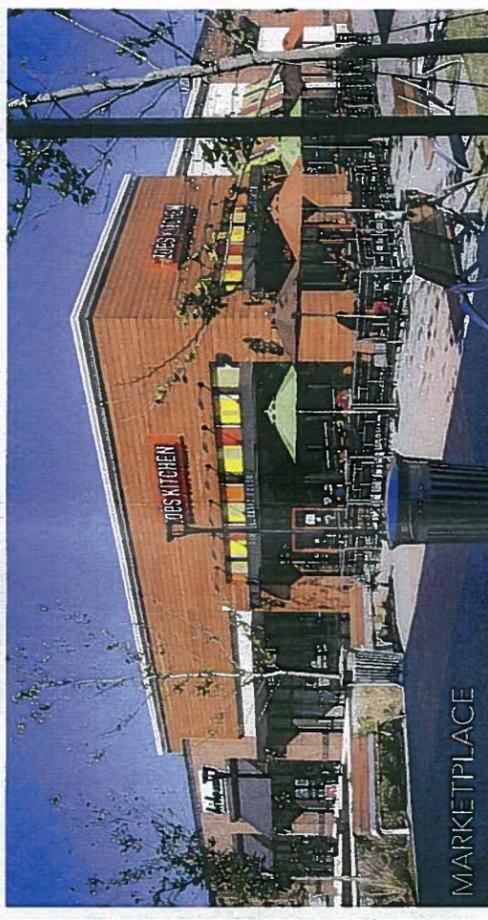
ARC



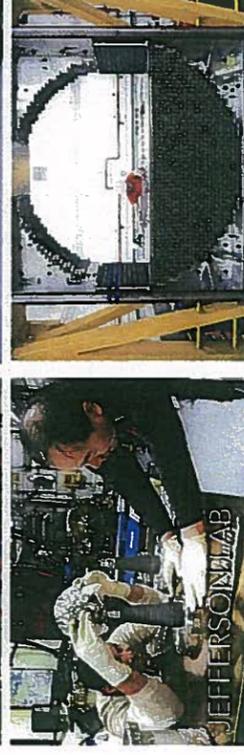
VENTURE APARTMENTS



MARKETPLACE



MARKETPLACE



JEFFERSON LAB



JEFFERSON LAB

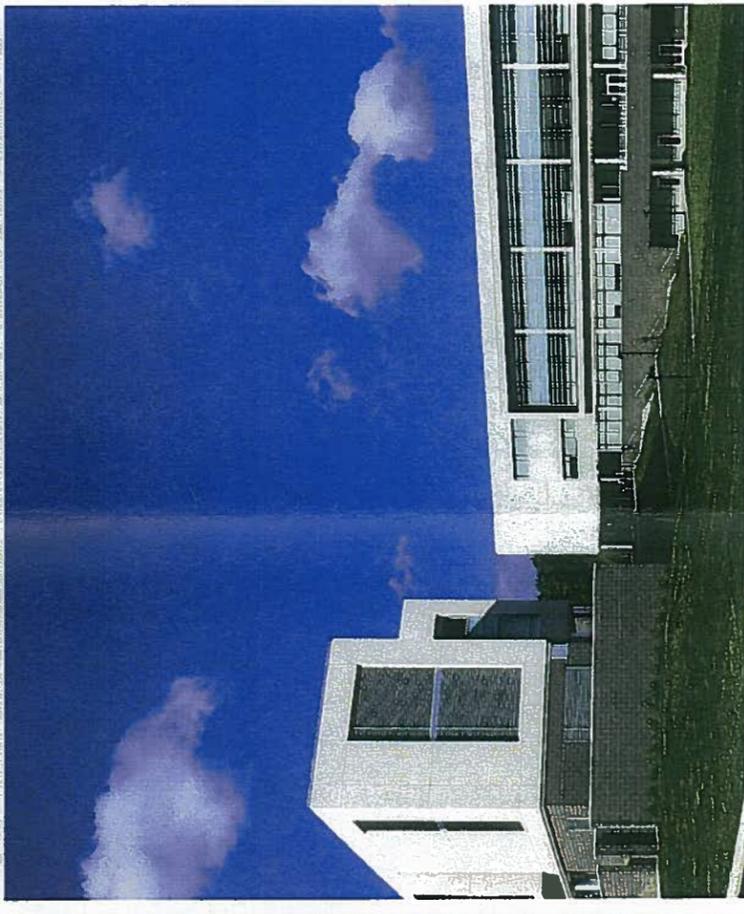


BAYPORT CREDIT UNION

Scale and Massing

Building One at Tech Center shall have a distinct architectural character that is consistent in theme with the adjacent properties. The building shall be designed to provide a clear, unified, and easily identifiable image and appearance. Clean, simple, geometric forms shall be incorporated, and a definite sense of human scale included relative to building massing and form. Massing shall always respect the architectural context and respective building adjacency and either complement or provide for smooth transition. Emphasis shall be placed on the development of a more slender building, which not only provides for massing connectivity, but places a premium on sun and wind protection while maximizing opportunities for natural daylight and renewable energy. Building height shall have relevancy as well, especially as it frames the street.

Minimum building height: 2 Floors



Parking / Site Lighting

Parking areas include parking spaces, drive aisles, parking aisles, and other associated vehicular areas on site. The parking lot for Building One at Tech Center shall also have continuous circulation around its perimeter while aisle orientation shall minimize pedestrian circulation between parked cars. Dimensional requirements for off-street parking shall conform to the City of Newport News design requirements.

Minimum parking requirement: 1 parking space per 300 square feet of office area

The parking lot shall be subject to the following requirements:

- A minimum 6' wide open space strip shall surround the parking facility perimeter.
- Parking rows shall have a landscaped island at either end, so that a single parking row does not exceed 15 spaces/135' in length.
- Internal landscape islands can be eliminated when parking abuts landscape strips or bioretention systems. Landscape islands shall be a minimum of one parking space in size, exclusive of required curb radii.
- A minimum of 1 tree for every 15 parking spaces shall be provided in landscaped islands, corner voids, or interior planting strips. Tree size at planting 2" -2 1/2" cal.
- Landscape islands shall be planted with low growing shrubs, groundcover, or lawn.
- If possible, stormwater management techniques such as bio-retention shall be incorporated within or at the perimeter of parking lots.

Lighting is intended to create a night time character that reinforces the image of Building One at Tech Center as a welcoming and modern office building. All exterior lighting shall be generally consistent in height, spacing, color, and type/style of fixture. Exterior lighting is to be provided to enhance safety and security motorists, pedestrians, and cyclists. Exterior lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exterior, security, and special effects.

Site lighting shall be designed to be as energy efficient as possible while still maintaining the appropriate light levels as characterized by best engineering practices. The use of shields and refractors shall be used to limit glare and light spillage. All exterior on-site lighting must be shielded and confined within site boundaries.



Vehicular Circulation and Parking Area Lighting

Street and parking lot lighting shall be strategically located throughout for both safety and security. The lights shall incorporate shields and refractors to direct light towards the targeted ground plane areas and ensure compatibility with the surrounding areas. Lenses shall not be visible beyond the fixture housing. Maximum pole height shall not exceed 25'.

Pedestrian Lighting

Pedestrian walkways and building entries shall be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building. Walkway lighting shall be mounted at a uniform height of no more than 15' above the walkway. Building entries may be lit with soffit, bollard, step or comparable lighting. Step or bollard lighting shall be used to clearly illuminate level changes, and handrails for stairs and ramps.

Outdoor Space Lighting

Courtyards, gathering, and seating areas shall be lighted to promote pedestrian use and safety. A variety of mounted and ground level lighting may be used to create interest and special effects in coordination with the character and function of the specific area. Energy efficacy shall be maintained.

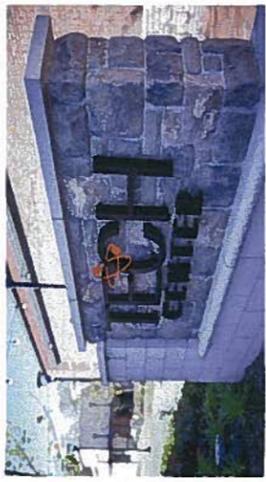
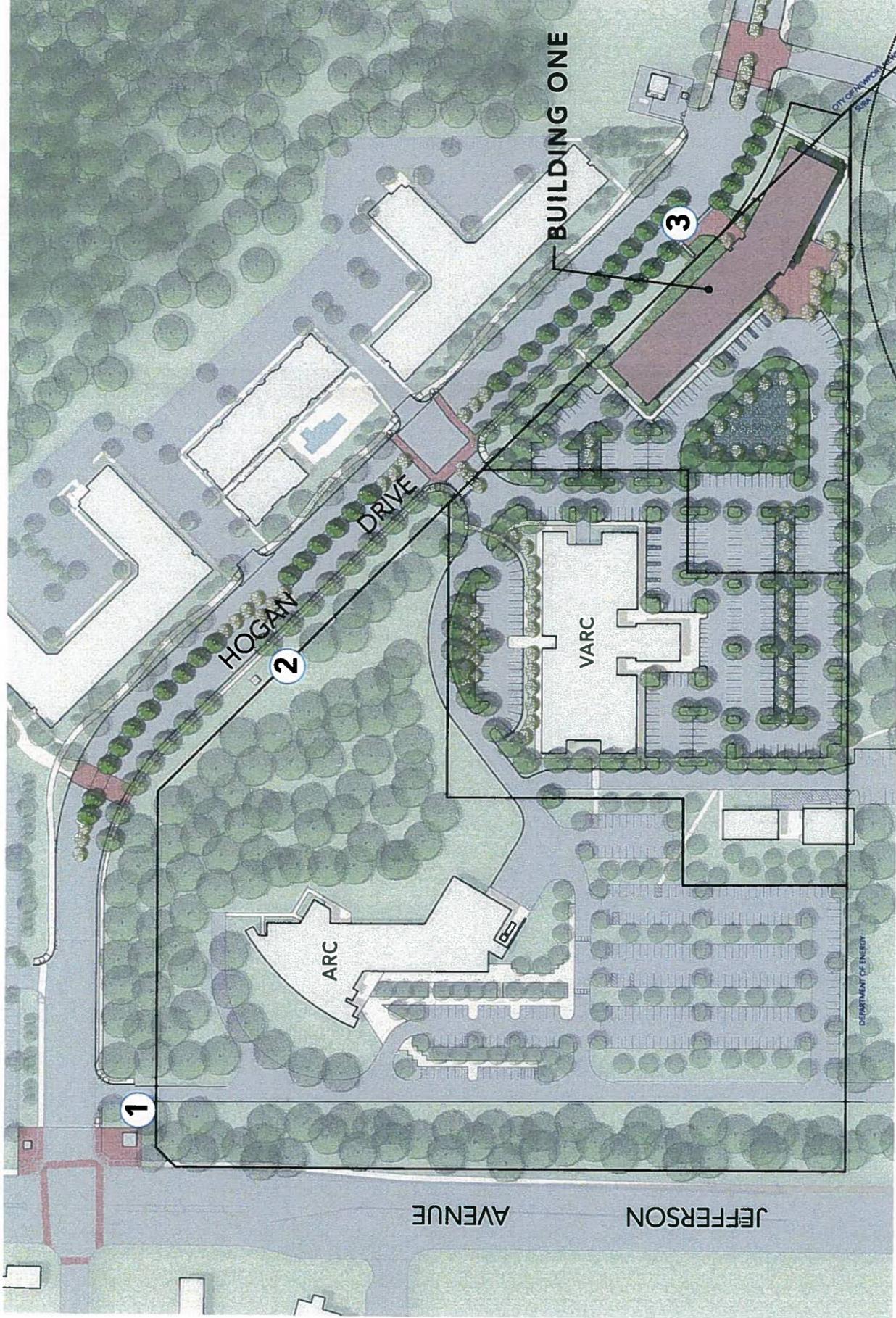
Accent Lighting

Unique lighting may be used to feature architectural elements, landscaping, entries, and site signage provided it is compatible with all other lighting, especially in color.

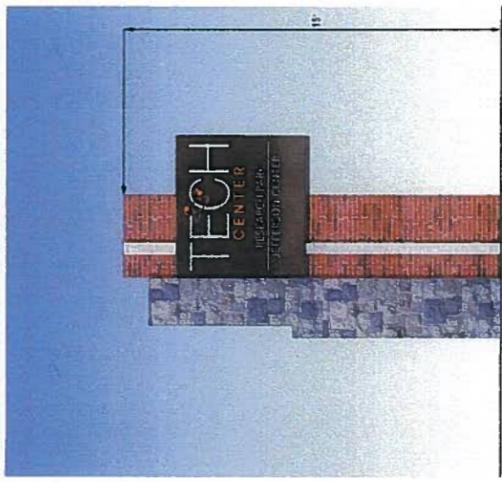
Architectural Lighting

All exterior architectural lighting shall utilize indirect or hidden lighting sources. Acceptable lighting includes wall washing, overhead down lighting, and interior light that spills outside. Entry areas shall also be lit as to provide an inviting glow from the interior.

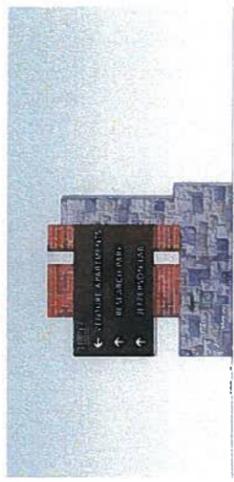
Signage



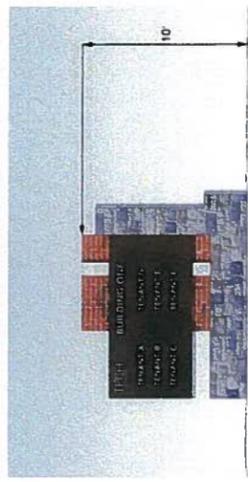
BRAND



1 ENTRANCE SIGNAGE



2 DIRECTIONAL SIGNAGE



3 OFFICE BUILDING IDENTIFICATION SIGNAGE

CONCEPTUAL ELEVATIONS. SIGN RESTRICTIONS TO BE SET FORTH IN THE DECLARATIONS

Signage shall identify/brand the office building, provide direction, and provide identity, address and occupant for the building. A comprehensive package has been developed that is consistent in character, materials, and color and will match signage to be used at both The Marketplace and Venture Apartments.

Signage

Signage shall (i) identify/brand the office building; (ii) provide direction; (iii) provide identity, address and occupant(s) of the building; and (iv) identify the research park limits, while identifying the proximity of and collaboration with Jefferson Lab. A comprehensive package has been developed that is consistent in character, materials and color, and which shall compliment signage that has been used at both The Marketplace and Venture Apartments, thereby enhancing the visual environment.

This Master Plan, together with the comprehensive sign package, is intended to regulate the use, placement, number and physical dimensions of signs for Building One at Tech Center. It is further the intent of these regulations to authorize the use of signs which provide easy and safe communication between people and their environments, to encourage innovative use of design in signs; to allow for special circumstances regarding signs; and to permit the transmission of messages through the medium of signage.

In cases where these regulations conflict with the requirements of the City Code, the provisions of the regulations set forth in this Master Plan for the development shall control. All signs, including size, shape, color, message graphics, location, materials and illumination; whether on property or in right-of-way shall be reviewed and approved by the Economic Development Authority ("EDA"). All permanent Entrance Signage, Directional Signage, Office Building Identification Signage, and Building Signage must be reviewed and approved by the EDA prior to the issuance of permits by the City.

Freestanding Signs

A. Entrance Signage

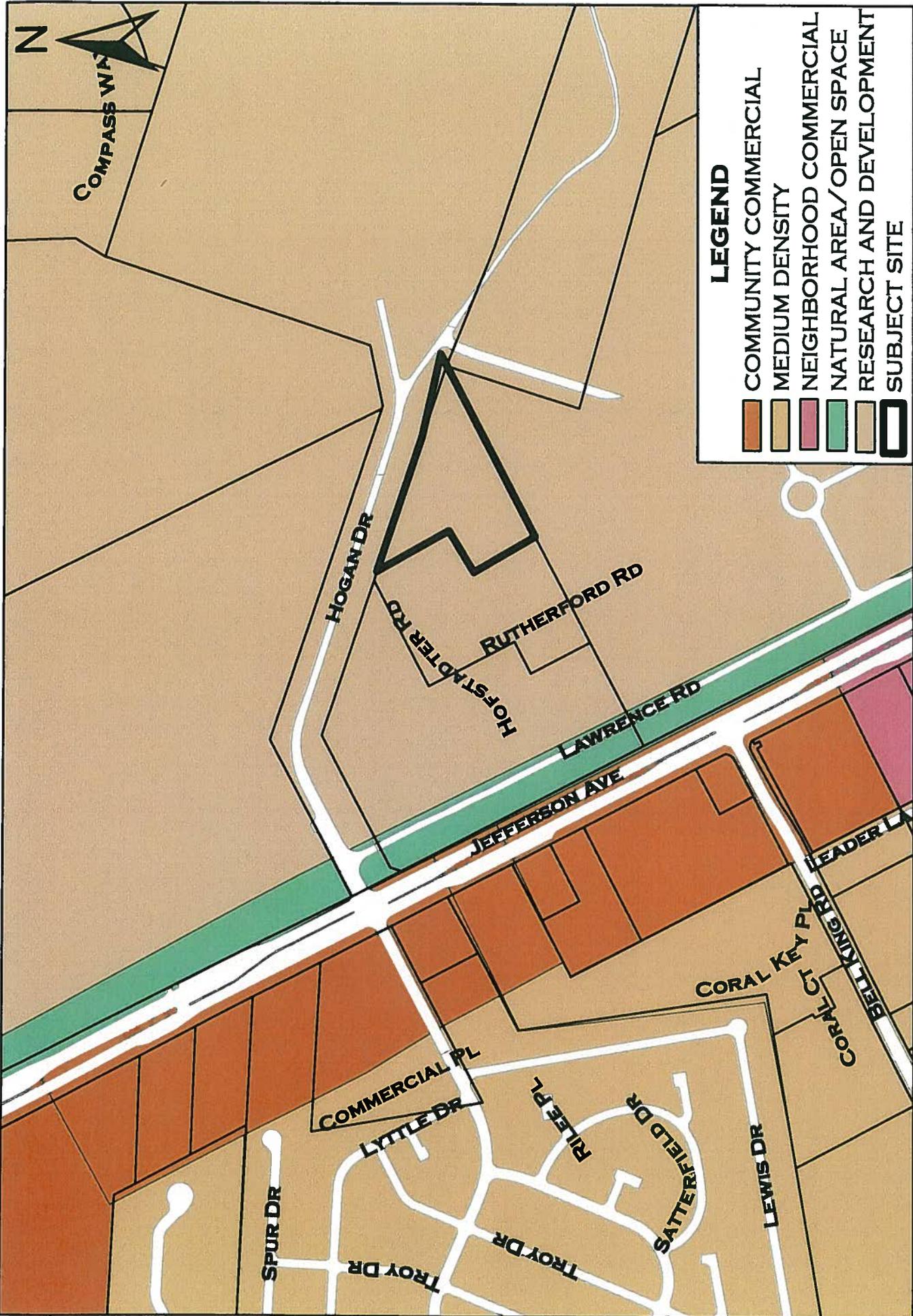
- (1) Entrance sign(s) for the research park (identified as "Entrance Signage" and individually as "Entrance Sign" in this Master Plan) shall be permitted in the City right-of-way in the general location identified in this Master Plan and may identify the research park name, research park logo, Jefferson Lab and any other content approved by the EDA. Entrance Signage located within the public right-of-way shall meet the requirements of the AASHTO Roadside Design Guide.
- (2) Maximum height for Entrance Signage shall be fifteen (15) feet from the highest point of the structure to the top of the curb (excluding ornamental and decorative embellishments).
- (3) The total permitted areas for each Entrance Sign shall not exceed one hundred thirty-two (132) square feet per sign panel (with a maximum of two panels per Entrance Sign). For determining compliance with this regulation, the area of an Entrance Sign is defined as the area of a rectangle, triangle, circle or combinations thereof that will enclose the sign, including background. The area of an Entrance Sign shall include the spaces between all letters of a word and all words of a name, phrase or message. Supports, braces and other structural elements shall not be included in the calculation of square footage. Square footage restrictions set forth herein are per sign panel.
- (4) Electronic display signs shall be permitted as a portion of the total allowable sign area with a maximum of thirty-two (32) square feet per Entrance Sign.

B. Directional Signage

- (1) Directional signs (identified as "Directional Signage" and individually as "Directional Sign" in this Master Plan) shall be permitted in City right-of-way in the general location identified in this Master Plan and may identify the following, but shall not be limited to: the research park name; directions to the research park and Jefferson Lab; and directions to individual buildings and/or other locations within the research park. Directional Signage located within the public right-of-way shall meet the requirements of the AASHTO Roadside Design Guide.
- (2) Directional Sign height and size (area) shall be reviewed and approved by the EDA, in consultation with the Department of Engineering, prior to installation.

C. Office Building Identification Signage

- One (1) Office Building Identification Sign shall be permitted for the Building One at Tech Center parcel subject to the following conditions:
- (1) The total permitted area for the Office Building Identification Sign shall not exceed one hundred (100) square feet per sign panel (with a maximum of two panels). For determining compliance with this regulation, the area of an Office Building Identification Sign is defined as the area of a rectangle, triangle, circle or combinations thereof that will enclose the sign, including background. The area of an Office Building Identification Sign shall include the spaces between all letters of a word and all words of a name, phrase or message. Supports, braces and other structural elements shall not be included in the calculation of square footage. Square footage restrictions set forth herein are per sign panel.
 - (2) Every effort shall be made to install the Office Building Identification sign on site. If such signage must be located in the City right-of-way, signs may be erected in the general location shown in this Master Plan, and such signage shall meet the requirements of the AASHTO Roadside Design Guide.
 - (3) Maximum freestanding sign height shall be ten (10) feet (inclusive of ornamental and decorative embellishments).
 - (4) Electronic display signs shall be permitted as a portion of the total allowable sign area with a maximum of thirty-two (32) square feet per Office Building Identification Sign.
- D. Building Signage**
- Building signs (identified as "Building Signage" and individually as "Building Sign" in this Master Plan) shall be permitted on Building One at Tech Center subject to the following conditions:
- (1) Building Sign area shall be limited to one (1) square foot of sign area per linear foot of that building façade. Building Signage may be permitted on each side of a building and shall not be restricted to those sides which face a public right-of-way or provide public access into a building. For determining compliance with this regulation, the area of a Building Sign is defined as the area of a rectangle, triangle, circle or combinations thereof that will enclose the written text as well as any logos. The area of a Building Sign shall include the space between the letters of a word or the words of a name, phrase or message. Support braces and other structural elements shall not be included in the calculation of square footage.
 - (2) Sign area permitted for freestanding signs, but not used on such signs, may be added to the permitted building signs.
 - (3) More than one (1) Building Sign on a single building front is permitted subject to the other regulations set forth herein.



**FRAMEWORK FOR
THE FUTURE 2030**

**W.M. JORDAN
DEVELOPMENT LLC**

