

MINUTES OF THE PLANNING COMMISSION WORK SESSION
Wednesday, March 16, 2016
10th Floor Conference Room of the City Hall Building
Newport News, Virginia

PRESENT: Michael F. Carpenter, Chairman; Mark W. 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; Britta Ayers, Manager of Comprehensive Planning; Saul Gleiser, Senior Planner; Angela Hopkins, Senior Planner; Johnnie Davis, Planner; Flora Chioros, Planning Coordinator; Melissa Leskovar, Administrative Assistant II; Lynn Spratley, Deputy City Attorney; John Kaoudis, Assistant Director of Engineering; Jaqueline Kassel, Chief of Transportation Engineering; David Wilkinson, Assistant Chief of Transportation; Bryan Stille, Engineer II; Chris Morello, Administrator of Development Projects; Anita Walters, Communications **Guests:** Chris Henderson, CBRE Hampton Roads; Teresa Clift, Daily Press

ABSENT: None

Mr. Carpenter opened the work session at 4:00 P.M.

Mr. Carpenter introduced the first item on the agenda: *Framework for the Future 2030* Comprehensive Plan Amendment PLN-16-14. Ms. Ayers presented the plan amendment for a 33.37 acre portion of an 824.62 acre parcel located at 900 Bland Boulevard.

Mr. Carpenter stated there is an elephant in the room that needs to be addressed. He stated that the idea that a certain grocery store named Wegmans might come to Newport News should not be the elephant in the room; the reason for that is it is already out there. Mr. Carpenter stated that in the past few months he has had a conversation with over twenty people who came to him with questions about it. He stated he does not think it needs to be kept a secret and he does not feel that it is fair to keep it a secret because if you are assuming and making it a secret, you are taking away the transparency that should be there. Mr. Carpenter stated we are not here to talk about Wegmans; we are here to talk about land use only. He stated Wegmans may or may not come to Hampton Roads, this location or not. Mr. Carpenter stated he does not see why it needs to be a secret when he believes it is already out there. He stated this work session is not to discuss a rezoning issue, Wegmans or a shopping center. Mr. Carpenter stated we are here to discuss a general land use. He asked staff what is the difference between the comprehensive plan, land use and zoning. Ms. McAllister stated we are here to discuss the comprehensive plan. She stated the comprehensive plan drives what the ultimate land use can or cannot be because it determines what the zoning will be. Ms. McAllister stated how you look at the comprehensive plan is that it stands alone. She stated it does not matter what any commercial use may be. Ms. McAllister stated what you are looking at is a piece of land and trying to determine

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whether or not a commercial designation is appropriate, or another designation is appropriate, and basing that determination on where that land is located, the impacts it would have either on transportation or the uses that are around it. She stated you are not basing it on any use that may go there because commercial is commercial, which means when you look at the zoning ordinance, if this area is designated as community commercial, and if it is ultimately rezoned as commercial, then any commercial use in the zoning ordinance would be allowed to go there by-right or by conditional use permit. Ms. McAllister stated you have to evaluate the plan amendment on its own merit, its impacts to the airport and overall economically to the city. She stated what happens first would be the plan amendment. Ms. McAllister stated that if the commission decides today that instead of the property being identified the way it is currently, that it should be changed to a community commercial designation, then that will determine what happens later down the road as far as zoning and what develops there.

Ms. Fox asked how does this designation change benefit the airport. She asked if the airport is selling the property. Ms. McAllister stated the airport would probably lease the property on a long-term lease so it will remain the airport's land. Ms. Ayers stated the income from the lease will allow them to invest that money into other projects for improvements at the airport. Ms. Fox asked if, because they are interested in leasing this property, they do not feel that they need it for any type of growth or other land use for the airport. Ms. Ayers stated that is correct. She stated that on their own version of a land use plan, they identify all of the areas over the 1,600 acres of airport property that could be used for non-aviation uses. Ms. Ayers stated whether that is commercial or other industrial that is not associated with the airport, they have identified those areas and have based it on looking at where their expansion plans are, where the runways would be extended if they are extended, and where a third runway would go if it was added. She stated they did that assessment as part of their planning process and determined that this is one of the locations that would not impact any future improvements for expansion of the airport. Ms. Fox asked if, commercially, it would be a good thing for them with income from the lease. Ms. Ayers stated yes, and they felt that, based on what is going on in the Jefferson Avenue Corridor, especially across the street, that it would be compatible with those existing uses. She stated that because there is somewhat of a buffer between that area and the Villages of Kiln Creek, especially with the lake in between, that it would be compatible with the residential areas.

Ms. Fox asked what the buffer is with the Villages of Kiln Creek. Ms. Ayers showed it on a map.

Mr. Jones asked where Brick Kiln Boulevard is on the map. Ms. Ayers showed it on a map.

Mr. Simmons asked who would maintain the proposed realignment of Brick Kiln Boulevard. Ms. Ayers stated we do not know at this time.

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Mr. Simmons asked if the land is rezoned, are there any proffers that are going to be discussed. Ms. McAllister stated that would be part of the rezoning and not what is being discussed today.

Mr. Simmons asked if a proposed traffic plan has been approved. Ms. Ayers replied that staff took an initial look at traffic with Department of Engineering transportation engineers, focusing on the proposed realignment and how it would affect traffic if there was some type of commercial use along with this realignment along Jefferson Avenue. She stated they determined that realigning the intersection at Habersham Drive would allow them to reconfigure this intersection to allow for improved traffic flow and it would also allow them to use signal enhancements throughout this portion of the corridor. Mr. Simmons asked if traffic engineering has made any additional recommendations. Ms. Ayers stated this is the initial look at it, and they will take a closer look at traffic counts, etc. when any specific future development is proposed.

Mr. Jones asked if a Traffic Impact Analysis (TIA) would come with the plan amendment. Ms. Ayers stated no, not as part of an amendment. She stated a TIA would come with any future rezoning, if it was warranted.

Mr. Mulvaney asked if the Virginia Department of Transportation (VDOT) had any comment on the plan amendment. Ms. Ayers stated VDOT had no comment on the plan amendment. She stated they would be looking for a TIA with any future development, because that is what would help them determine any traffic impact if property is rezoned.

Mr. Mulvaney asked how we rezone an area in a crash zone right outside of Runway Two, which is one of the longest runways in Newport News, that is utilized by the government on a frequent basis, how any plan amendment to that is not going to impact any future development, unless we are going to completely realign the runways or close it down. Ms. McAllister stated the actual change is outside of the runway. Ms. Ayers stated the airport master plan is a Federal Aviation Administration (FAA) requirement. She stated every airport has to have a master plan and the FAA has to approve it. Ms. Ayers stated the FAA has seen this concept, but that does not mean they have approved a specific development. She stated that any development that occurs on the airport that is not aviation related and is in the vicinity of the runways would have to be coordinated with the FAA. Mr. Mulvaney asked if commercial use could mean anything from airport hangars for maintenance and other associated accompaniments. Ms. Ayers stated that would be considered industrial.

Mr. Mulvaney stated the City of Virginia Beach spent a ton of money going under the same concept to buy properties inside the crash zone to be able to keep Oceana flying, and the military uses Newport News Airport quite a bit for touch-and-goes, which is a big source of revenue.

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Mr. Mulvaney stated he is concerned that VDOT has no comments. He asked if that is an additional artery coming out to Habersham Drive from Brick Kiln Boulevard, right at the industrial truck depot where the Exxon is. Ms. Ayers replied that Brick Kiln Boulevard is a collector road. Mr. Mulvaney asked if Brick Kiln Boulevard will remain open with a modified traffic flow, in which you cannot drive straight across to Wal-Mart, you would only be able to turn right or left. Ms. Ayers stated that would be determined by whatever development is proposed. Mr. Mulvaney asked if we are taking the same amount of vehicles that are currently impacting that area, the way it is set up with the barriers, and we are bundling them a few blocks up into a smaller signalized intersection. Mr. Stilley stated if you go to an intersection from there, you can split the amount of traffic. He stated that, instead of it all coming to a singular location, you can go to two locations regardless of any modification of the land use. Mr. Stilley stated that having an extra road provides extra capacity. He stated we are not trying to shove as many vehicles from the side street into the main line at one location. Mr. Mulvaney stated Brick Kiln Boulevard is a great artery for people who are trying to bypass Jefferson Avenue. He stated that once they learn there is a new signalized intersection, you will have more people trying to use those arteries to cut through traffic. Mr. Mulvaney stated creating another artery to reduce traffic has the potential to increase traffic. Mr. Carpenter stated you will have greater uses that generate more car trips when there is a development there.

Ms. Fox stated that, regardless of how far the buffer is, if we recommend the plan amendment we will impact Kiln Creek. She stated it will either be with additional traffic from realigning Brick Kiln Boulevard or whatever development may go there. Ms. Fox stated that once we change the plan, we lose the industrial designation, and thereby forgo any potential airport improvements for the future, and potentially more of the same commercial uses on Jefferson Avenue.

Mr. Jones asked if the other side of Jefferson Avenue is commercial. Ms. Ayers stated yes. Mr. Jones asked if that should be a consideration with the plan amendment. Ms. Ayers stated that Planning staff looked at the compatible uses along the Jefferson Avenue corridor, where the majority of uses are designated as commercial. She stated that community commercial was chosen for this land use change because it is a much smaller area than what is across the street and it would cut down the list of potential commercial uses for the property.

Ms. Austin asked if the realignment of Brick Kiln Boulevard means the existing intersection with Jefferson Avenue will disappear, and the only way to get to Jefferson Avenue would be the realignment with Habersham Drive. Ms. Ayers stated no, we would be extending the realignment to Habersham Drive, creating a new intersection in addition to the Brick Kiln Boulevard and Jefferson Avenue intersection.

Ms. Austin asked if the old airport service roads are being considered in the plan amendment. Ms. Ayers stated no.

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Ms. Austin asked if development were to take place between Jefferson Avenue and Brick Kiln Boulevard and the proposed realignment, how are the entrances into that area going to be determined. Ms. Ayers stated that would be determined in the design of any future development and through the rezoning and site plan process.

Ms. Austin asked if the property would be addressed on Brick Kiln Boulevard. Ms. McAllister stated they would have two street fronts, and the property could have a Jefferson Avenue address or a Brick Kiln Boulevard address.

Mr. Carpenter asked if you cannot access the property from Jefferson Avenue. Ms. McAllister stated you will not have direct access into the property because you cannot have any curb cuts right there. She stated they could still have a Jefferson Avenue address because the property fronts Jefferson Avenue. Mr. Carpenter stated it makes good sense that there is no access to the property off of Jefferson Avenue because it is the extension of the off-ramp from I-64, but it makes it more impactful on Kiln Creek because you have to go into Kiln Creek. He stated that, because the access is off of Brick Kiln Boulevard, the traffic going into Kiln Creek will go up because it will be easier to get there, in some cases, by driving through Kiln Creek.

Mr. Mulvaney stated Habersham Drive is a one-outlet intersection now. He stated the lighting timing is based on that because of the minimal use coming out of Habersham Drive.

Mr. Mulvaney stated what is important to look at in this plan amendment is the Base Realignment and Closure Commission (BRAC). He stated we are a huge military area and one of the key components of every BRAC report for this area has been our transportation capabilities and the fact that we cannot move military personnel in an emergency from one place to another. Mr. Mulvaney stated if we start implementing all of these different plans that can potentially impact what the military feels is a bad traffic plan, we could start losing Fort Eustis, Langley Air Force Base, and even Norfolk because there is a lot of military personnel that make the commute from Newport News to the Southside. He asked if the Planning Commission has access to the Newport News Airport's master plan in order to review it. Ms. Ayers stated it is available online.

Ms. Fox asked if Brick Kiln Boulevard is going to be realigned regardless of the plan amendment because it is part of the airport's master plan. Ms. Ayers stated that would be up to the airport to determine. Mr. Carpenter stated it is self-evident that the answer would be no because if they need money, they are not going to spend money to relocate a road to nowhere.

Ms. McAllister stated we are looking at the possibility of Ramp C, which would add a ramp off of I-64 at Boykin Avenue Lane by Bland Boulevard, in hopes that it would move some of the traffic that gets off of Jefferson Avenue to that particular ramp, traveling to the neighborhoods off of Warwick Boulevard. She stated it would not be at the Bland Boulevard intersection. Ms. McAllister stated we would need to request the ramp from

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VDOT. Mr. Mulvaney asked if that is also the anticipated location of a rail and bus station in that area. Ms. McAllister stated yes, but that would be on the other side of the interstate. She stated we are talking about Ramp C now mainly because of the widening of I-64, in hopes we can get it included with the current VDOT improvements. Mr. Mulvaney stated, in the hours between 4:30 P.M. and 5:30 P.M., the backup on Jefferson Avenue on a good day is a mile and one-half, which backs up onto the interstate in an unsafe manner because of how vehicles are being offloaded on to Jefferson Avenue with all of those barriers.

Mr. Maxwell asked if the airport is worried about losing another airline and that is why they are looking to lease this land for extra revenue. Ms. Ayers stated the airport looked at leasing this land a few years ago. She stated they looked at their forecasts through 2032, the horizon year, and looked at their 1,600 acres of land and determined what they needed to meet their forecasted requirements, where those facilities needed to go and what opportunities there were for aviation type of uses, looking at the general cargo expansions they need and other needed improvements. Ms. Ayers stated that when they looked at what land remained and determined it was basically surplus, and maybe there was some opportunity to generate income on that land to help them implement all of the improvements they identified in their master plan over the 20-year horizon.

Mr. Jones stated the Director of the Airport came and spoke to his rotary about the problems with the airline mergers and competition with Norfolk and Richmond, and that has made it really tough to get a ticket out of Newport News. He asked if the Director of the Airport could make a presentation for the Planning Commission.

Ms. Fox asked why they need a plan amendment right now. She asked if it is because they need money right now, or is it because there is a potential commercial use pushing it.

Mr. Mulvaney stated there is a whole litany of zoning ordinance development considerations around an airport that is available to the general public, which includes the state organizations that actually include legalization and case law affecting planning review and approval necessary from the state agencies around the airport and develop and implement a citizen's public participation program with the appropriate process and relevant information so they can determine whether the uses around the airport are pertinent or not. He stated there are documents out there that allow us the opportunity to take a better look at this.

Mr. Maxwell stated the use can be worked out, but will the airport be here in 2032. He asked if the airport is in a predicament where Norfolk and Richmond Airports are pulling on them so much that this is a phase to prolong an imminent end to the airport.

Mr. Carpenter stated he thinks we have good airports in Norfolk and Richmond, and he tends to think we do not need an airport trying to provide the same services. He stated that maybe Newport News airport should serve private jets, or should be handling all of

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the new freight coming into our port. Ms. Fox stated that if we are thinking of it that way, then why are we taking industrial property and changing it to commercial. Mr. Mulvaney stated another component of this is the only other airport outside of Washington, D.C. where you can do military touch-and-goes for Air Force One is Newport News/Williamsburg Airport. Mr. Maxwell stated we need to figure out what the airport's financial state is in order to make a decision. He stated if the airport is going to end up closing, should we go ahead and allow a commercial use there to get ahead of the curve. Mr. Mulvaney stated if the airport closes you are going to put a bunch of homes there with mixed-use. He stated he disagrees with Mr. Carpenter's opinion that we do not need a commercial airport in Newport News. Mr. Carpenter asked that the website link to the Newport News/Williamsburg Airport Master Plan be made available to the Planning Commission for review.

Mr. Groce stated the issue we have here is if this land is going to be commercial or not and it should not matter if the airport closes. Ms. Willis stated if there is a building there that forces the airport to leave and it loses its military access then that is something we should take into consideration. Mr. Groce stated that is something the FAA would address if it is going to create a problem.

Ms. Fox stated the airport does not see it as a problem if they are the ones who want the plan amendment in order to generate revenue. Ms. Austin stated it makes the area a commercial ghetto where you drive miles and miles with nothing but traffic and parking lots. She stated there used to be a little bit of relief on the corner of Oyster Point Boulevard and Jefferson Avenue. Mr. Mulvaney asked how are we replenishing our green space if we continue to build everything out. Ms. Fox stated that maybe we should save this space as a park area.

Mr. Mulvaney stated he would love to see an off-ramp on Bland Boulevard but he does not believe it will relieve traffic impacts. He stated the intersection of Bland Boulevard with all of its directional signs is already confusing without offloading more traffic onto there with people who are not familiar with the intersection and will cause multiple stacking problems. Ms. Austin stated you will also have a new source of traffic close to where the realignment would come out. She stated that is already a very congested area. Ms. Austin stated it was just recently that they put in two storage lanes to turn right onto Bland Boulevard, making six lanes of traffic that are already stacked up and clogged. Ms. Ayers stated that, as part of the design, if Ramp C were to occur, they have preliminarily looked at Bland Boulevard and determined that there would need to be some changes needed made such as how the lanes are striped and lighting timing. She stated these items would be worked out in design.

Mr. Carpenter asked what does the current *Framework* say regarding those types of lands that we are discussing today, in regard to transportation, natural areas/open space and parks and recreation. Ms. McAllister stated it says that when we have tributaries that we should preserve that space as natural area/open space; however, this particular area is not necessarily natural area. She stated it is identified as natural

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area because it is adjacent to the lake. Ms. McAllister stated she is not sure where the park and recreation designation came from, but it is likely because of the easements for signage for Kiln Creek because this particular piece of property used to be part of the Kiln Creek development and was conveyed to the airport, so those designations carried over.

Mr. Mulvaney stated this seems like it is potentially adding density by changing the zoning into another runway area, when we have already paid money to move people and create a buffer zone. He stated we would now be reducing that buffer zone.

Ms. Austin stated that to be strict on "what is the crash zone" is not good enough. She stated that having a little buffer outside of the crash zone is a smart move. Mr. Maxwell stated the airport should have likely taken that into consideration before proposing a rezoning.

Mr. Mulvaney stated designating this space into community commercial could give you some opportunity to put things around an airport that are low density and do not fall into the safety categories. Ms. Fox stated that when you look at flying into the Newport News, part of the crash zone is right there at Wal-Mart, which you fly right over and can count the people in the parking lot. She stated she is not as concerned about that as she is with are we really willing to give up this land designation as part industrial when in five years the airport may see the need for something complementary and we have given it away as a commercial property.

Mr. Mulvaney stated another thing to consider is if you rezone it, Runway 2 is also a good place for airlines to take off and you have new weight, turbulence and noise factors that are now brought closer to a development. He stated once this plan amendment is done it overrides what the airport would be capable of doing. Mr. Mulvaney stated we want to believe the airport will potentially be here long-term and become a global transportation hub of our port. He stated that, because of the length of the airport runway, you could fly cargo in and out and we do not want to limit that. Ms. Ayers stated the expansion of the runways is not in this area and any expansion would be on the other side of the airport.

Ms. McAllister stated she thinks the airport is still very viable and this is a piece of property they can do something else with. Mr. Maxwell asked if they lease the property can they take it back. Mr. Mulvaney stated the expense of leasing land to somebody to build something and then take it back is absurd. Mr. Carpenter agreed.

Ms. Fox stated we should think about the fact that the airport wants to lease this property and feel like the commercial designation is the most beneficial. Mr. Mulvaney stated that he would like to have a work session so the airport commission can make a presentation. Ms. Fox stated she would like to hear Mr. Ken Spirito's input. Mr. Carpenter stated Mr. Spirito is going to say he is for the rezoning. Ms. McAllister stated

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the Planning Commission needs to decide whether or not this change is appropriate at this location.

Ms. Willis stated the airport is designated an asset of the city in the comprehensive plan. She stated whether they are failing or need to expand or trying to make additional revenue, we are assisting the airport by approving the change. She stated this space has spent 24 years as an industrial, natural/open space and parks and recreation designation and that has not done anything to help the airport. Ms. Willis stated we should change the zoning to help them. She stated she likes green space but she does not think the city of Newport News is crawling with green space because it is a city and not a county. Mr. Jones stated we should accept the airport's recommendations. Mr. Carpenter stated the land has not financially benefited the airport; however, there is a benefit to the city because the city is becoming devoid of those green spaces. He stated he has heard complaints from citizens about the amount of green space being taken away. Mr. Carpenter stated that if this rezoning happens, there will be wonderful land lease they will be accepting, which is of some benefit to the airport. He stated there is a benefit now simply because it is green space.

Ms. Willis asked if the city can determine that everybody who has green space has to keep it as green space going forward. Mr. Carpenter stated no. Ms. Fox stated that is why we have land use and zoning. Ms. McAllister stated it is identified as green space in the comprehensive plan but the zoning is industrial. She stated the airport can develop the land as industrial now. Ms. McAllister stated even if you decide not to change the plan, it does not mean that City Council cannot still rezone the property. Ms. Fox stated there are no trees on this property and it is not pretty. Mr. Mulvaney stated the city requires developers and developments to have a landscape plan and certain amounts of green space.

Mr. Maxwell stated a building there would be the highest and best use for the land. He stated he was more concerned about the status of the airport and traffic, but at the end of the day, he was for a commercial development.

Mr. Carpenter stated another issue we have not touched on is the potential impact on Kiln Creek. Ms. Fox stated the homeowner's association would have something to say. Mr. Carpenter stated he thinks it will be a major impact on Kiln Creek.

Mr. Mulvaney stated we have been working on the comprehensive plan update for the last eight months. He asked why this is now coming up when the Comprehensive Plan Citizen Advisory Committee could have looked at it. Mr. Maxwell stated it is financially driven. Mr. Mulvaney stated we do not change land use because someone needs money. Mr. Maxwell stated if you want to keep the airport operating, you need to help them generate revenue. Mr. Mulvaney stated they can build industrial all day long and can lease the land to industrial. Mr. Maxwell stated apparently they need to do something to stay here and if you want them here, they need to rent out land. Mr. Carpenter stated maybe they need a new comprehensive plan and they need new

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leadership. Mr. Mulvaney stated there has been a lot of work put into the current comprehensive plan and now we are adding this component to it in the eleventh hour.

Ms. McAllister stated this plan amendment will be on the agenda for April 6, 2016 and the Planning Commission will have full presentations from staff and people speaking for or against the plan amendment. Mr. Jones asked if it would just be the plan amendment. Ms. McAllister stated the plan amendment would be accompanied by a change of zoning application. Mr. Mulvaney stated that even though there is a requirement in place, he felt April 6 is too soon to notify the public adequately. He stated he thinks this whole location is important and we really need to double our efforts to get it out to the citizens of Newport News to inform them of the application. Ms. McAllister stated we are meeting the notice requirements and the applicants submitted the application in time to meet the April 6, 2016 public hearing. Ms. Fox asked if there have been any public meetings with homeowner's association. Ms. McAllister stated she thinks their boards have met with the airport.

Mr. Mulvaney read a portion of a document from the FAA on the Land Use Compatibility in Airports: "There is a wide variety of citizens interested in airports and aviation, including those who travel through airports (whether on commercial carriers or general aviation); those who work at airports (whether directly for the airport or indirectly for an aviation-related business); those who are affected by tourism and industry (the airport being the entry and exit point for passengers and cargo); those who have property interests in the vicinity of an airport; and those who are impacted by airport and aircraft activity (particularly aircraft noise). These interests represent a wide variety of viewpoints regarding the role and effect of aviation in the community. The overall role of the citizenry is to understand the issues involving aviation in their community, to protect the benefits of aviation in their community, and to minimize the adverse consequences that can result from aviation activity in their community." He stated we have a responsibility for something this big to ensure that the citizens in the community are really made aware of what could potentially happen to this space and how it would affect the airport in our community.

Ms. Fox stated we should have a work session on the rezoning in addition to the work session for the plan amendment. Ms. McAllister stated you can have a work session but in the past some members on the Planning Commission felt as though the discussion should be had before the public and not in another forum where the people who may be involved impacted are not involved in the conversation. She stated we are having a work session on the plan amendment because Planning Commission is responsible for the comprehensive plan. Ms. McAllister stated the plan amendment is the first item on the agenda and we should not be talking about the change of zoning application. Ms. Fox asked if we can hear the plan amendment and the change of zoning at separate meetings. Mr. Carpenter stated we could vote on the plan amendment and hear the rezoning and defer them if we need to. Ms. Fox stated we should not hear from anybody at the plan amendment public hearing that are going to be addressing any type of development because they do not have anything to do with

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the plan amendment. Ms. McAllister stated it is a public hearing and the public can still comment. Ms. Fox stated we are not supposed to be focused on the development when we hear the plan amendment. Ms. McAllister stated no, you are not. She stated the Planning Commission can still allow the rezoning applicants to speak.

Mr. Mulvaney asked if Planning Commission will have a full TIA prior to the public hearing. Ms. McAllister stated yes. Mr. Mulvaney asked if VDOT would have their recommendations available by then. He stated he is concerned that they have not responded and they are still reviewing it and have input. Ms. McAllister stated VDOT is still waiting to review the TIA.

Ms. Austin asked if Planning Commission could have better pictures of the inner section of the area where Brick Kiln Boulevard and Habersham Drive where they are now and what they would look like afterward. Ms. McAllister stated yes.

Mr. Jones stated that when Planning Commission heard the application and plan amendment for Tech Center, the public was already very aware of what was proposed. Ms. McAllister stated the developer or his/her representatives of the property that wants the rezoning will probably be at the public hearing.

Mr. Mulvaney read another portion of document from the FAA on the Land Use Compatibility in Airports as part of the compatible land use tools and their potential application required for zoning ordinance development considerations around an airport: "Develop and implement a citizens' public participation program, replete with appropriate processes and relevant information. This effort should be designed to elicit meaningful responses from the general public regarding the status of land use planning around the airport." He stated some of these things are not required, but suggested that we do, because this is potentially a high impact decision that we are making. Mr. Mulvaney read: "Ensure that airport-related zoning and all other implementation devices (for example, subdivision regulations) are in agreement with the adopted comprehensive plan." He stated that to ask for a change to our comprehensive plan for what we want to do, there are a lot of things to consider that four weeks is not going to provide. Ms. Fox stated we are changing the comprehensive plan, which is one event, but she thinks we are supposed to be considering the land use issue for the comprehensive plan change and when we do the rezoning we are getting into a whole other project for this. Ms. McAllister stated Planning Commission would need to recommend for something based on what the plan says. She stated that, in order for you to recommend for it, you need to change the plan. Ms. McAllister stated that if the plan does not change, it would be difficult for you to recommend for a commercial zoning if the plan is saying something different. She stated City Council is the legislative body and, while they should follow the comprehensive plan, they can choose not to and still vote to have the property rezoned. Ms. McAllister stated that because the comprehensive plan is Planning Commission's document, you should not vote against your own document. She stated if Planning Commission says you should not change the plan, then you need to say you cannot support the rezoning. Mr. Mulvaney

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stated if we vote not to change the plan, will we still hear the rezoning. Ms. McAllister stated you will still need to hear the rezoning. Ms. Fox asked what if we vote for the rezoning if we reject the plan amendment.

Mr. Mulvaney asked if it is possible to get the agenda package a week earlier than expected. Ms. McAllister stated it would be difficult for Planning staff to get the agenda package to Planning Commission early because we are still waiting on documents.

Mr. Carpenter asked when the application was filed as a complete package. Ms. McAllister stated approximately two months ago.

Mr. Mulvaney stated this project has been out in the open market a lot longer than two months. He stated it has been marked as a potential shopping center for the public view for quite some time. Ms. McAllister stated the city did not have an application at that time. Mr. Carpenter stated he does not feel like enough information has been available to the public.

Ms. Willis stated the comprehensive plan is industrial, park, transportation and natural/open area and we would change it to community commercial. Ms. Ayers stated yes, and it would only be that portion of 33.37 acres and not the entire airport. Ms. Willis asked if there is it could be rezoned for something else it could be rezoned as. Ms. McAllister stated the airport wants community commercial.

Mr. Mulvaney asked if the property has been posted yet. Ms. McAllister stated it will be posted two weeks prior to the public hearing. Ms. Austin asked when property notification letters will be mailed. Ms. McAllister stated next week. Mr. Mulvaney asked when the public hearing will be advertised in the newspaper. Ms. McAllister stated next week. Mr. Mulvaney asked if the notice will address the plan amendment and the rezoning. Ms. McAllister stated yes.

Ms. McAllister stated the airport and developer will have a community meeting with Kiln Creek at the end of March. Ms. Ayers stated the dates are March 29, 30 and 31. Ms. Fox asked if the Kiln Creek homeowners will have enough information prior to the public hearing. Ms. McAllister stated yes.

Mr. Mulvaney asked if the agenda package will have a military concurrence letter. Ms. McAllister stated no, but we can ask. Mr. Mulvaney stated the Air Force and the Navy need to be notified. Ms. Fox stated we are not changing anything that impacts the military because the property is there regardless. Ms. Willis stated it could impact the military if we change it from industrial to commercial and the density in a crash zone.

Mr. Carpenter introduced the second item on the agenda: Open Discussion.

Ms. Austin stated that while she was on vacation in Florida, visiting the Everglades, every day they wanted to go into the park they would drive ten miles through all of these

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flat fields that grew food that people eat. She stated almost every one of those fields had a for sale sign, approved for residential development, which made her wonder where the people who live in the houses developed there will buy their produce and where those fields would go once they are replaced. Ms. Austin stated one of the current buzz phrases is 'Eat Local' and she asked what is local if you buy something from a grocery store that traveled 300 miles to get there. She stated community supported agriculture is also a big deal, where you can buy a share of somebody's farm and get a box of groceries from a local farmer every week or so. Ms. Austin stated she thought of the Endview area that has been green for a very long time and has been used to grow produce. She stated the city of Newport News might want to think about taking a leadership position and make the area a local food sustainability area since it has been zoned as mixed use for years and still not developed. Ms. Austin stated the area could be irrigated and we could grant the land to growers who would maintain certain crops people would buy locally and maybe subscribe to them for their groceries. She stated if we do not take any steps to preserve the green space, it will continue to sit there. Ms. Willis stated you can rent a garden plot in Lee Hall. Ms. Austin stated this is a much bigger scale that is not for an individual family.

Ms. McAllister invited the Planning Commission to attend an Equitable Development work shop on March 17, 2016 at 7:00 P.M. She stated the session is expected to last one and one-half hours.

There being no further discussion, the meeting adjourned at 5:42 P.M.

Recording Secretary

Executive Secretary