

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.

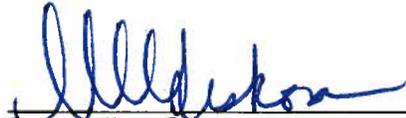
Mr. Carpenter asked when a work session could be scheduled. Ms. McAllister stated May 18, 2016. Mr. Carpenter stated that a work session is scheduled for May 18, 2016.

EXECUTIVE SECRETARY REPORT

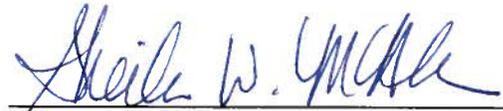
Ms. McAllister stated that the plan amendment and conditional zoning case for the Peninsula Airport Commission property at Jefferson and Brick Kiln Boulevard will be heard by City Council on May 10, 2016 at 7:00 P.M.

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