

Subject: <b>Station Area Workshop</b>	
Client: <b>Hampton Roads Transit</b>	HRT Doc. Control No. <b>DR-009-49947-PLO11</b>
Project: <b>Virginia Beach Transit Extension Study</b>	Project No: <b>111287.003</b>
Meeting Date: <b>December 9, 2009</b>	Meeting Location: <b>Va. Beach Convention Center</b>
Notes by: <b>Delceno Miles - The Miles Agency</b>	

## Topics Discussed:

See Attached Agenda

## Action/Notes:

1. Councilman Jim Wood gave welcome remarks. David Vozzolo (HDR) gave a project overview and purpose of workshop. Oscar Gonzalez (HDR) and David Taylor (HDR) conducted a power point presentation.
2. Group Breakout Sessions were by corridor segments: Segment 1 (Newtown to Town Center); Segment 2 (Town Center to Lynnhaven); and Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)
  - Segment 1 facilitators were Reed Lee (HDR), Dana Holmes (HDR)
  - Segment 2 facilitator was Eric Nelson (HDR)
  - Segment 3 facilitator was Oscar Gonzalez (HDR) and Mark Schnauffer (CVB)
  - Each group had recorders noting key issues under such topics as land use, transportation/access, environmental, and community facilities
3. Following the breakout sessions, a representative from each group reported out highlights of their respective discussions.
4. Issues/Concerns by segment include:

### Segment 1 (Newtown to Town Center)

#### Land Use

##### Current Land Use Concerns

- Planned development around Pembroke area
- Higher density areas
- Mixed use areas
- How much space/land is needed to support a station?

##### Future Compatible Land Uses

- Focus new development around stations, new retail
- Redevelopment of Kempsville area to support rail

## Segment 1 (Newtown to Town Center)

### Transportation/Access

#### Current Transportation/Access Concerns

- Feeder busses to support rail
- North of ½ mile buffer @ Witchduck potential ridership
- Less congested entrance to station @ Euclid
- Witchduck should be considered as a transfer station
- Suggest reroute to increase ridership & connect with #20
- Pedestrian access from south of 264 to utilize rail
- What type of parking?
- Possibility of bus route on Newtown Road
- Feeder bus on Witchduck Road to Pembroke station
- Number of parking spaces (free parking)
- Most will work in the day and attend social events Downtown Norfolk in the evenings once rail completed.
- Light rail will create a different public perception. Eliminate negative stigma.
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### Community Facilities

#### Key Community Facilities (parks, schools, churches, etc.)

- Buildings that could be placed on historical list – Old Kempsville Bldg. (lumber station)
- Making stations compatible with existing retail areas
- Protecting/reuse historical buildings

#### Environmental -- Key Environmental Issues (historic resources, sensitive receptors, etc.)

- Reuse of old Kempsville bldg, MHS Bldg into a station, i.e. front (ticket purchase), back (Park & Ride)
  1. Built in 1930, early '40's
  2. Eligible for historic listing
  3. Online, currently vacant
  4. Building sits on corner of Southern & Witchduck
- How will the land change?
- Environmental cleanup after buildings are torn down
- City would like to relocate industrial business from Witchduck to Oceana

### Notes Written on Maps

Bike route along Southern Blvd and tie into Greenway.

Possible historic building (Kempsville Lumber yard) located at corner of Southern Blvd and Witchduck. Could be used as station building and has space for parking.

## Segment 2 (Town Center to Lynnhaven)

### Land Use

#### Current Land Use Concerns

- Parking spaces at Lynn Shores
- Concerns of exactly where station will be
- Concerns with lots and neighborhoods
- Concerns with Birchwood neighborhood
- Security considerations/station safety
- Bike connection along Kings Grant to cross lake and connect along railway – Tidewater Bicycle Association
- Considerations for land improvements at Lynnhaven
- Usage of space along Southern Blvd for bike access
- Will stations be big parking lots?
- It seems that a lot of parking spaces will be needed for Park & Ride because most people do not carpool.
- Think parking lots in neighborhoods will be stressful (Malibu area) – Neighborhood Preservation

## Segment 2 (Town Center to Lynnhaven)

- Is there adjacent property that may be acquired along the path and right of way to widen from 66 ft to be able to put in bike trails?

### Future Compatible Land Uses

- Kings Grant area may be a good neighborhood stop. Not really developed at this time.
- Land improvement at Lynnhaven
- Use of space along Southern Blvd. for bike trail

### Transportation/Access

#### Current Transportation/Access Concerns

- Bonney Road access
- Concerns with avoiding Va. Beach Blvd. on bike access
- Considerations of bike trail alongside railway
- Consideration of how to secure bikes
- Kings Grant Road access by bike concern/consideration
- Could a station be at Rosemont?
- Connections to office space in Lynnhaven area
- Bikeway on Edinburgh Way (25 MPH street). Several street crossings north & south. Traveling east-west to get to light rail needed to avoid the bikeway access. Suggest a bike trail along the light rail path.
- Where in Town Center will a station be placed?
- Bike/pedestrian trail to connect to the Lynnhaven end of light rail. There is one on the southside connecting to Lynnhaven now from Lynnhaven Rd. to Lynnhaven Pkwy
- Access to mall from light rail and to office buildings on Lynnhaven

### Community Facilities

#### Key Community Facilities (parks, schools, churches, etc.)

- What will be done about safety concerns? (people getting mugged like at bus stops)
- Neighborhood preservation of the Malibu area. Does not want large parking lots.
- Neighborhood preservation of the Birchwood area

### Environmental -- Key Environmental Issues (historic resources, sensitive receptors, etc.)

- None noted.

### Notes Written on Maps

- None noted

## Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)

### Land Use

#### Current Land Use Concerns

- Access to Laskin area (medical, retail)
- Where will the Park & Ride stations be? How decided?
- Potential Park & Ride station near Kings Grant area
- What is the design for the Great Neck/London Bridge area?
- Restrooms at the stations?
- Basketball arena (180 ft tall, 400x400)
- Birdneck & Norfolk Ave. between neighborhood & Jack Rabbit
- Will there be a specialty station or some type of Park & Ride planned?
- Buffers between neighborhood & proposed basketball arena (Lakewood area)
- Historic area district
- Pathway down to Oceana (Main Gate)

### Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)

- Bike connectivity down to NAS Oceana
- If BRT from Birdneck to Oceanfront, how and where do they turn around?
- It is not wanted in the potential Historic District.

Future Compatible Land Uses – None noted.

#### Transportation/Access

Current Transportation/Access Concerns

- What is the timing? (Norfolk – Va. Beach)
- How often will the busses/rails come? Hours of operation?
- Do the trains have emergency vehicle preemptions?
- London Bridge/Va. Beach Blvd. pedestrian/bike access
- Flexibility of BRT is a plus

#### Community Facilities

Key Community Facilities (parks, schools, churches, etc.)

- Will there be BRT/LRT security or will local police make random checks?
- Would like to see local police involved
- Safety, security concerns for neighborhood on Norfolk Ave. and Birdneck Rd.
- Increase in activity, crime via foot traffic
- Specialty stations for special events happening in Downtown Norfolk, i.e. Park & Ride at Va. Beach Convention Center
- Cemetery and potential of buying up homes to facilitate room for LRT
- Take a look at population mix for ridership (Seatack area)

Environmental -- Key Environmental Issues (historic resources, sensitive receptors, etc.)

- How big are stations?
- Don't forget about solar energy.
- Avoid use of petro energy

#### Notes Written on Maps

Lynnhaven to Birdneck:

- Bike Commuter Route north/south down First Colonial continuing down Oceana and East/West along Southern.

Birdneck to Oceanfront:

- Residential Permit Parking Program east of Birdneck in the residential areas north of 264 between Old Virginia Beach Road and 21<sup>st</sup> Street; between 19<sup>th</sup> street and Virginia Beach Boulevard; and Virginia Beach Boulevard and Norfolk Ave.
- A station off of Virginia Beach Boulevard at 2<sup>nd</sup> Street would have less impact to residents and provide better access from Virginia Beach Boulevard.
- Possible arena at 2<sup>nd</sup> Street.
- Historic district in area around Virginia Beach Boulevard between: 14<sup>th</sup> and 19<sup>th</sup> street (North south boundary) and Parks Ave and Pacific Ave (east/west boundary).
- 1900 Bed and Breakfast exists on corner of Arctic and 16<sup>th</sup> ST.
- Possible station location at 19<sup>th</sup> Street and Pacific.