

# STAFF EVALUATION

**Case No.:** Rezoning No. 22-00003

**Planning Commission Date:** October 20, 2022

**City Council Date:** November 9, 2022

**Prepared By:** Donald Whipple, AICP, Chief City Planner 728-5235  
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Bonnie Brown, Deputy City Attorney

## General Information

**Applicant** Marc Gloyeske, representing NP Hampton Commerce Center, LLC

**Property Owners** Phenix Industrial, LLC, Economic Development Authority, and City of Hampton

**Site Location** 700 and 750 Shell Road [LRSN: 1004270, 13004501] and a vacated portion ( $\pm 1.45$  acres) of Pine Avenue, totaling  $\pm 63.43$  acres

### Aerial Map:



**Requested Action** Rezone two parcels and vacated Pine Avenue right-of-way, totaling  $\pm 63.43$  acres, from One Family Residential (R-13) District to Light Manufacturing (M-2) District with proffered conditions

**Description of Proposal** **General**  
A portion of Pine Avenue, between Shell Road to the north and the city line to the south would be vacated and combined with the existing parcels and resubdivided into two new lots. The development, as described in the application, includes creating

two (2) new lots: Lot A  $\pm 33.68$  acres and Lot B  $\pm 29.75$  acres. Each lot would contain a new multi-tenant industrial building: Building 1,  $\pm 540,700$  square feet on Lot A; and Building 2,  $\pm 300,600$  square feet on Lot B.

Although the specific tenants are unknown at this time, the proposed uses would be limited to those identified in the proffered conditions, including office, technology, research and development, light manufacturing/assembly, and warehouse storage uses.

Within Building 1, approximately 5,600 SF of the overall  $\pm 540,700$  square feet space would be dedicated to Workforce Training and Development. This dedicated space would be built out as office space with a computer lab, two conference rooms, and restrooms.

At buildout, the applicant anticipates that the proposed development will create approximately 250 jobs.

### **Site Layout**

As shown on the proffered conceptual plan, the site would be framed with a treed and landscaped buffer. A landscape buffer is proposed on all four (4) sides of the collective property. These buffers consist of a variety of landscape treatments including landscaped berms along the northern boundary (along Shell Road) and the western boundary (along Aberdeen Road) and a combination of preserved wooded areas, landscaped berms, and enhanced landscaping along the eastern and southern boundaries.

Inside of the buffer, there would be two buildings, loading area for trucks, and parking lots for personal vehicles. The two buildings would be built with their short sides facing east and west. For reference, Aberdeen Road sits to the west. The long sides of the buildings run parallel to Shell Road, which is located to the north.

Building 1, which is proposed to be situated closest to Shell Road, would include a truck court area on both the north and south sides of the building.

Building 2, situated further south and closer to the residential neighborhood, would have a truck court area only on the north side of the building. This means that the truck court area would be between the two proposed buildings. Passenger vehicle parking would be located on the south side of Building 2.

The truck court areas would support warehousing and distribution land uses. Combined, the total number of trailer stalls would be approximately 240 stalls.

The site would share a single main entrance directly off of Aberdeen Road with a new signalized intersection established by the developer. The developer would be responsible for the design and construction of the signalized intersection at Aberdeen Road. Alternate emergency access points are provided in the northeast and northwest corners of the site connecting to Shell Road. These emergency accesses would be limited to emergency vehicles, controlled by the use of gates.

A portion of the vacated Pine Avenue will be converted into a 10 foot wide multi-use path, extending from a proposed new cul de sac at the southern end to the north, terminating at an existing bus stop on West Pembroke Avenue, just east of Aberdeen Road.

Drainage resulting from the development will be collected on-site and conveyed to the proposed stormwater management facilities located on the west side of the site for treatment and detention.

#### **Building Materials**

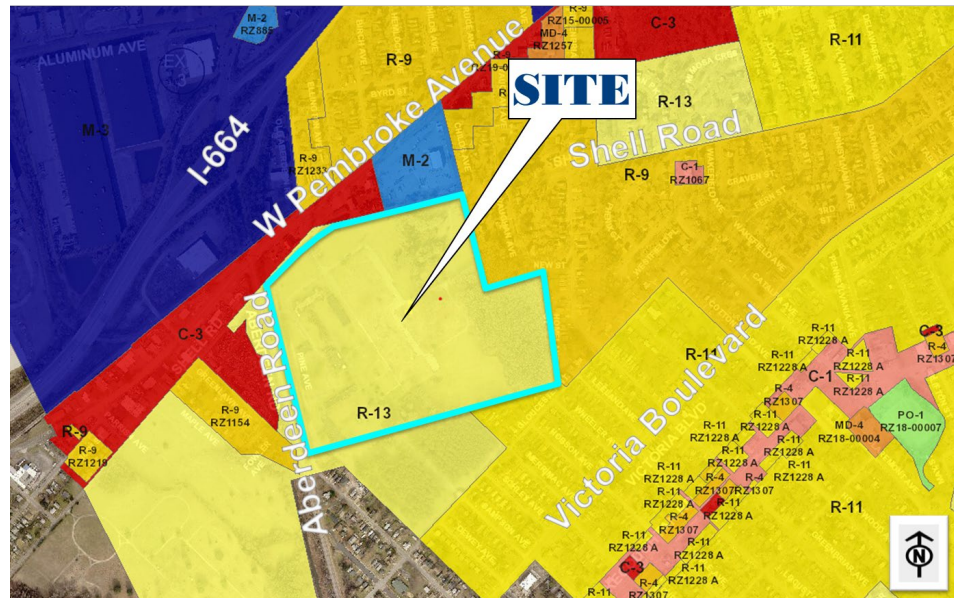
As required by the proffered conditions, all buildings and structures shall be constructed of permanent and durable building materials. Primary building materials include tilt-up concrete panels, pre-cast concrete, steel and aluminum exposed framing, glass (both vision and obscure), and/or pre-engineered metal. Secondary materials (constituting no more than 25%) may include cement fiber board, corrugated metal, and EFIS (exterior finishing insulated system with non-foam backing) materials.

<i>Existing Land Use</i>	Vacant
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<i>Zoning</i>	One Family Residential (R-13) District
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<i>Surrounding Land Use and Zoning</i>	<p><b>North:</b> General Commercial (C-3) District, Light Manufacturing (M-2) District, One Family Residential (R-9) District; commercial, single-family residences</p> <p><b>South:</b> One Family Residential (R-13, R-11) District; vacant, single-family residences</p> <p><b>East:</b> One Family Residential (R-11, R-9) District; single-family residences</p> <p><b>West:</b> General Commercial (C-3) District, One Family Residential (R-9) District; salvage yard, single-family residences</p>
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### Surrounding Zoning Map:



The subject property is zoned One Family Residential (R-13) District. The R-13 district is automatically applied to properties, which were previously not subject to local zoning (such as state-owned property) when brought into the local zoning jurisdiction. The former Virginia School for the Deaf, Blind, and Multi-Disabled site was a permitted use within the R-13 District.

## Public Policy

The Hampton Community Plan (2006, as amended) is adopted as the guiding policy document for the City of Hampton with regards to future growth and development of the community. The Hampton Community Plan includes the following policy recommendations pertinent to this case:

**Land Use and Community Design Objectives and Policies:**

**LU-CD Objective 1:** Promote the efficient use of land. Recognize land as a limited resource.

**LU-CD Objective 3:** Promote compatibility and synergy among different land uses.

**LU-CD Objective 4:** Be responsive to market and demographic trends and opportunities.

**LU-CD Objective 5:** Protect community appearance, character, and design.

**LU-CD Objective 6:** Recognize land use and transportation relationships.

**LU-CD Objective 7:** Be responsive to the fiscal and other tax base implications of land use and community design.

**LU-CD Objective 10:** Promote multiple benefits in all scales of development.

**LU-CD Objective 12:** Promote projects that fit its surroundings and celebrate Hampton's culture and heritage.

**LU-CD Policy 4:** Evaluate land use proposals from a regional, city-wide, and neighborhood perspective.

**LU-CD Policy 7:** Safeguard the integrity of existing residential neighborhoods.

**LU-CD Policy 11:** Promote high quality design and site planning that is compatible with surrounding development.

**LU-CD Policy 18:** Promote the important role of trees and quality landscaping as part of the development.

**LU-CD Policy 29:** Encourage high quality new developments that are compatible with surrounding neighborhoods

**LU-CD Policy 36:** Encourage corridor-oriented commercial development within specified areas to strengthen the viability of commercial uses and to protect residential uses and adjacent neighborhoods. Areas specified for corridor-oriented commercial include business corridors and commercial nodes within residential corridors.

**Business Corridors** - are dominated by commercial and/or industrial land uses.

The Hampton Community Plan identifies Aberdeen Road from the city limits to Briarfield Road as a business corridor.

**Resilience Policies:**

**LU-CD Policy 39:** Prioritize protecting natural systems and restore or recreate natural systems where they have been compromised.

**Transportation Objectives and Policies:**

**TR Objective 5:** Use transportation improvements to support economic development and to implement master plans for strategic investment areas.

**TR Objective 6:** Recognize the regional, national, and international nature of transportation services and facilities.

**TR Objective 8:** Balance the needs of residents, employers, employees, and visitors for safety, convenience, and efficiency in a variety of transportation needs.

**TR Objective 9:** Minimize the impact of the transportation system on residential neighborhoods.

**TR Objective 14:** Promote aesthetically pleasing transportation corridors that are well-designed and landscaped.

**TR Policy 5:** Coordinate transportation planning and investments with the City's economic opportunities and priorities. Maintain and enhance access to the city's key activity centers and strategic investment areas.

**TR Policy 10:** Use landscaping and other improvements to create attractive and distinctive corridors and gateways into the city.

**TR Policy 32:** Create connecting paths for pedestrians and bicyclists in new developments and existing neighborhoods. Maintain and improve existing bicycle and pedestrian paths and trails.

***Environmental Stewardship Policies:***

**EN Policy 13:** Continue to protect streams, wetlands, floodplains, and woodlands from the impacts of new development and redevelopment as required by local, State, and Federal environmental laws and regulations.

**EN Policy 28:** Preserve and protect existing mature trees in new development and redevelopment.

***Economic Development Objectives and Policies:***

**ED Objective 1:** Promote employment opportunities that provide higher family supporting incomes for Hampton's citizens.

**ED Objective 3:** Improve the skills of the city's labor force.

**ED Objective 5:** Focus business retention, expansion, and attraction efforts on companies that nurture regional economic clusters or wealth-producing businesses.

**ED Objective 7:** Base economic development initiatives on an evaluation of existing and anticipated market conditions.

**ED Objective 10:** Promote a shared agenda for regional economic development goals.

**ED Policy 1:** Retain, expand, and attract businesses that provide jobs with family supporting wages.

**ED Policy 10:** Foster the successful redevelopment of well-situated vacant and underutilized commercial and industrial properties within the city.

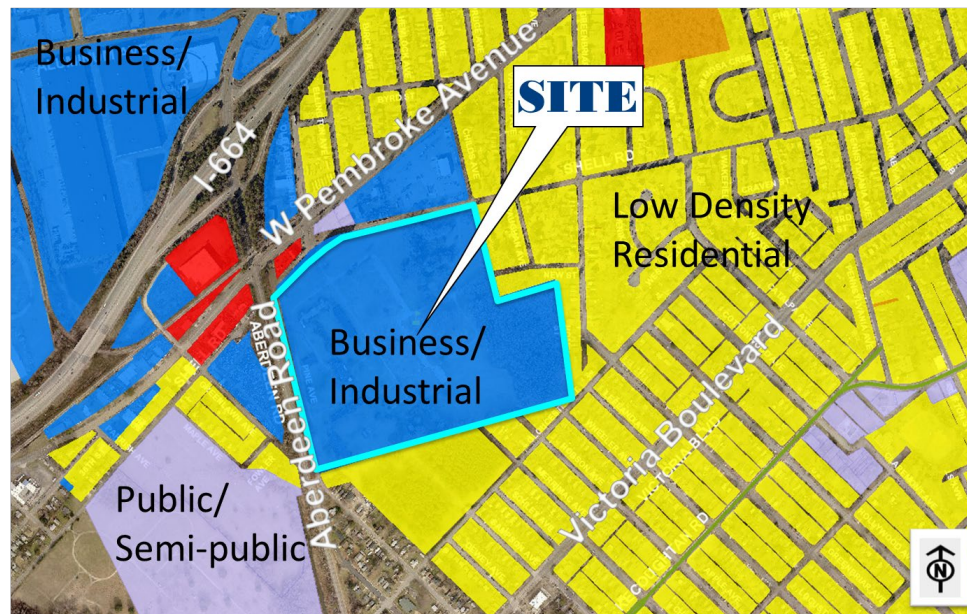


**ED Policy 12:** Focus special attention on strengthening the ability of older commercial and industrial areas to support new and expanded business activity.

**Future Land Use:**

The Hampton Community Plan (2006, as amended) recommends business/industrial as the future land use designation.

**Future Land Use Plan Map:**



*Traffic Impacts*

The primary point of entry to the site would be from a new signalized intersection access point directly from Aberdeen Road. This entrance would provide for both industrial and standard vehicular traffic access. Two additional access points, which would be limited to emergency vehicle access only, are planned for the northwest and northeast corners of the site to Shell Road.

The current Pine Avenue would be closed between its intersection with Shell Road and just north of the Newport News City line. A hammer-head turn around is proposed at the Shell Road dead end and a cul-de-sac turn around is proposed at the Pine Avenue dead end (city line). The remainder of the former Pine Avenue roadway would be converted into ten (10) foot wide multi-use path, extending from the new cul-de-sac at the southern end and connecting to an existing bus stop on W. Pembroke Avenue at the northern end.

A Traffic Impact Analysis (TIA) was prepared in 2016 for a similar development proposed for the subject site. The applicant has updated the 2016 TIA to reflect the current proposal. The TIA projects that the proposed development would generate 658 total trips during the weekday AM peak hour and 654 total trips

during the PM peak hour. With these additional trips, the summary findings from the report are as follows:

- Aberdeen Road/Proposed Site Entrance – install traffic signal at the proposed site entrance and coordinate with Aberdeen Road signal system. Intersection geometrics should accommodate heavy vehicle turning movements.
- Northbound Aberdeen Road – maintain existing lane configuration (i.e., one exclusive through lane, and one shared through/right turn lane).
- Southbound Aberdeen Road – restripe the existing inside through lane to an exclusive left-turn lane; install advance notification including pavement markings and "Left Lane Must Turn Left" signs (R3-7) prior to the intersection.
- Westbound Proposed Site Driveway – construct one exclusive left-turn lane continuous out of the site; construct one exclusive right-turn lane continuous out of the site; construct one inbound lane to enter the site.
- Shell Road – Construct an access point along Shell Road; properly terminate Shell Road approximately 300-feet west of Old Pembroke Road while maintaining all access to the auto repair store located on the southwest corner of the Pembroke Road/Old Aberdeen Road intersection.
- Pine Avenue – properly terminate Pine Avenue approx. 300 feet north of 5th Street while maintaining access to the existing residential homes

Under 2024 (anticipated opening year) and 2034 (horizon year) conditions, all movements (under AM and PM peak hour conditions) are expected to operate at LOS D or better with increases or decreases in delays being attributed to updated traffic signal timings. Level of Service (LOS) D is a generally acceptable level of service for a roadway in an urban setting like Hampton. Public Works Department staff has reviewed the updated TIA and concur with the report's conclusions and find that the proposed infrastructure improvements would be sufficient in addressing the added traffic volumes projected.

#### *Environmental*

A wetland feature currently exists on the west side of Aberdeen Road, which is the opposite side of the street from the subject property. The wetlands are a Chesapeake Bay Preservation Act feature, meaning a 100' RPA (Resource Protection Area) buffer exists off the edge of the wetlands. No portion of the proposed development is designed within the RPA buffer.

In addition, small pockets of isolated non-tidal wetland areas occur within the area to be developed as well as within the existing wooded area, located in the southeast corner of the site, which would be preserved.



	<p>All storm water runoff from the new development would be directed to two (2) new retention pond features, proposed on the west side of the site between Aberdeen Road and the proposed buildings.</p>
<i>Proffered Conditions</i>	<p>There are twelve (12) proffered conditions. Proposed proffered conditions include:</p> <ul style="list-style-type: none"> <li>• Limitation of uses permitted;</li> <li>• Substantial conformance with the proposed parcel plan;</li> <li>• Substantial conformance with the proposed concept plan;</li> <li>• Substantial conformance with the proposed landscape plan;</li> <li>• All regular and truck traffic limited to proposed signalized intersection at Aberdeen Road</li> <li>• Construct and maintain a minimum 10' wide shared-use path within the vacated Pine Avenue;</li> <li>• Substantial conformance with the building elevations;</li> <li>• Limitations on idling of vehicles;</li> </ul> <p>Permitted uses would be limited to general office, government office, and laboratory and research; machine shop and light metal manufacturing; manufacturing/processing/treatment of aircraft, medical, musical, electrical, light mechanical, and electronic components; warehouse/distribution, and wholesaler. More intensive business/industrial uses that would not be permitted include, but are not limited to, vehicle repair, sales, and storage; blacksmith, freezing plant, ice storage; manufacturing/processing/treatment of firearms, tools, dies, baked goods, dairy, meats, poultry, seafood, batteries, metal, leather, paint, tobacco, furniture and light wood products. The full set of proffered conditions can be found in the application package.</p>
<i>Community Outreach</i>	<p>Several community meetings were held as follows:</p> <ul style="list-style-type: none"> <li>• Before the community plan amendment was adopted in 2017, three community meetings were held concerning the potential for a business/industrial development on the property</li> <li>• March 8, 2022 - small group meetings with local faith community leaders and neighborhood group leaders (two separate meetings) (hosted by City)</li> <li>• March 8, 2022 – at-large community meeting held at Third Baptist Church (hosted by NorthPoint)</li> <li>• April 11 and 12, 2022 - small group meetings held with different neighborhood leaders (hosted by Delceno Miles, consultant for NorthPoint)</li> <li>• May 12, 2022 - Individual meeting with homeowners on Childs Ave. who are directly adjacent to the property (hosted by NorthPoint)</li> </ul>

- - June 27, 2022 – at-large community meeting held at the Boys and Girls Club (hosted by NorthPoint)
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### *Analysis*

Rezoning Application No.22-00003 is a request to rezone 700 and 750 Shell Road [LRSN: 1004270, 13004501], commonly known as the former site of the Virginia School for the Deaf, Blind, and Multi-Disabled, which closed in 2008, and a vacated portion (+1.45 acres) of Pine Avenue, totaling  $\pm 63.43$  acres, from One Family Residential (R-13) District to Light Manufacturing (M-2) District with twelve (12) proffered conditions. Approval of this application would permit a mixture of light manufacturing uses to include warehousing and distribution.

When the Hampton Community Plan (2006, as amended) was adopted in 2006, the Virginia School for the Deaf, Blind, and Multi-disabled was actively operating and serving the Commonwealth as a public educational facility. The future land use plan adopted in 2006 designated this property as public/semi-public to reflect ongoing support for the school. In 2008, the State chose to consolidate operations at the Staunton location and closing the school in Hampton.

Following the Commonwealth of Virginia closing the school, a 20+/- acre portion of the property reverted back, by operation of a deed, to the shareholders of the Old Dominion Land Company, which was the former owner of the property, and was then a defunct corporation. Trustees were appointed to act in the interest of the shareholders, which ultimately sold the property to Phenix Industrial, LLC in 2019. Another portion of the property (40+/- acres) was purchased by the City of Hampton from the Commonwealth of Virginia in 2010. It was then subsequently transferred to the Economic Development Authority (EDA). An 11+/- acre area, to the south of the project site, remains in City ownership and is not part of this rezoning application.

The map below represents the properties that are the subject of the proposed rezoning application. The property currently owned by the EDA is shown in yellow; the property owned by Phenix Industrial is shown in blue; and the pink area represents the portion of Pine Avenue to be vacated.

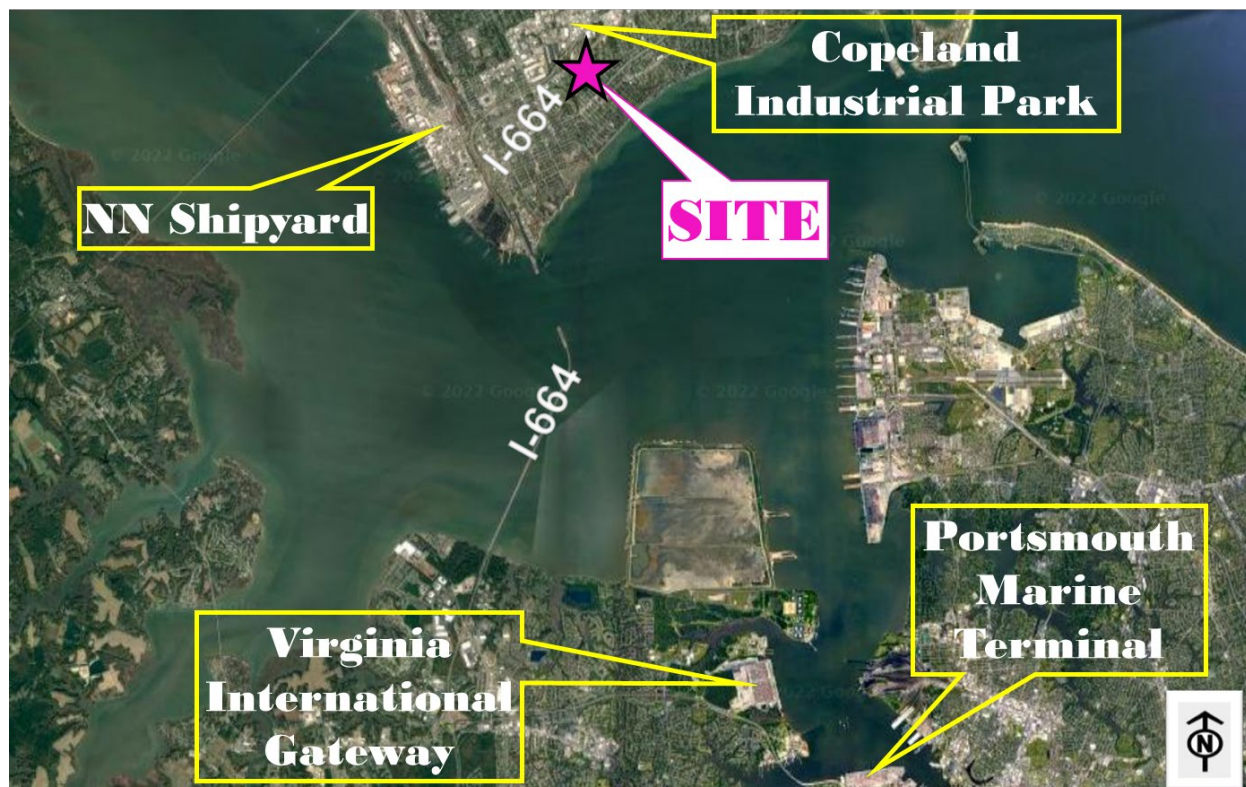


Since the time the school closed, several iterations of planning and development inquiries occurred. Initially, a citizens group with strong ties to the former school looked into ways to potentially maintain the legacy of the school and educational program with the specific intent of serving youth who are deaf, blind, or in some way differently abled, as the root of a potential new use of the site. This potential reuse of the property never materialized. Later the Hampton Redevelopment and Housing Authority explored opportunities for new housing development that might serve as an alternate site to replace some or all of the public housing units eliminated when Lincoln Park was demolished. Once it was determined that HUD would not require site-based replacement of the Lincoln Park housing units, the momentum for utilizing this site for residential development began to be questioned as more and more interest was emerging for this site to be utilized for business/industrial uses. By 2016, the City had received interest from a national developer who proposed to use the site for business/industrial uses related to the shipyard and port activities. There had also been private interest in purchasing the property for residential development. Based upon this range of development interests expressed in this property, the City began a process to evaluate what might be the long term highest and best land use designation for this property.

In January 2017, the future land use designation for the former site of the Virginia School for the Deaf, Blind, and Multi-disabled in the Hampton Community Plan (2006, as amended) was changed from public/semi-public to business/industrial to reflect the highest and best redevelopment opportunity of the former Virginia School site. The Community Plan defines business/industrial as existing and future areas appropriate for employment centers, business parks, research and development, and manufacturing. As defined in the Plan, light industrial refers to areas devoted to research, manufacturing, storage and distribution businesses that involve minimal nuisance production processes and may or may not require large properties to build their operational facilities.



In addition, the Plan recommends advancing the successful redevelopment of well-situated vacant and underutilized commercial and industrial properties and strengthening the ability of older commercial and industrial areas to support new and expanded business activity (ED Policy 10, 12). The Plan also recognizes Aberdeen Road and W. Pembroke as business corridors, which are mostly influenced by commercial and/or industrial land uses. The CSX railroad line that extends between downtown Newport News and Hampton and the later construction of Interstate 664 have historically shaped the commercial and industrial land uses along these corridors. The construction of the rail line predated development of most of the neighborhoods that now occupy the areas around the subject site. The Newport News Connector Road (late 1950's) which later became part of I-664 did impact a portion of the Park Place neighborhood located on the north side of West Pembroke Avenue. The subject site is located near the intersection of Aberdeen Road and W. Pembroke Avenue and is proximate to the southern edge of Copeland Industrial Park, a 423-acre industrial park which is adjacent to the convergence of Interstates 64 and 664. This geographic location places the site within easy access to the Newport News and Portsmouth marine terminals. The Hampton Community Plan (2006 as amended) identifies such areas as ideal locations for warehouse/distribution and heavy and light manufacturing. The Port of Virginia (POVA) is the sixth-largest container port in the United States, a regional gateway to world markets, and a catalyst for regional economic development. The vacancy rate for Class A warehousing/distribution is currently at a historic low: 0.8% across the region and 1.4% in the Hampton submarket (see map below).



While the subject site is strategic in its proximity to Interstate 64, the port terminals, Newport News Shipbuilding and Copeland Industrial Park, it is also proximate to established residential neighborhoods to the east and south. This juxtaposition of competing land use influences certainly warrants careful thought and consideration from

both perspectives. On the one hand, the protection of established neighborhoods is a central land use policy in the Hampton Community Plan (2006 as amended) and in an ideal land use scenario business/industrial land uses would not directly abut low density residential neighborhoods. In contrast, this is a rare, large, undeveloped site which is uniquely situated in close proximity to key regional transportation corridors both in terms of highways and rail. Few sites are similarly benefitted with close proximity to both an interstate highway and rail access. In addition, business/ industrial land uses naturally congregated along the rail line running parallel to the West Pembroke Avenue Corridor. Due to this strategic geographic location, nearby property which once served as housing during World War II was redeveloped post WWII into Copeland Industrial Park. As a result, similar land uses to what is being proposed for the subject site have existed in this proximity for decades and would not be out of character with existing land use patterns. During the various community meetings held for this application, area residents have continually expressed their concern over the loss of the school and potential loss of the property as a community asset and an important piece of cultural heritage. In addition, they have voiced concerns with possible business/industrial development to include potential noise, traffic, and drainage/flooding impacts. Given these concerns, it is even more important to ensure that we research and understand the impacts that past land use and public investment decisions may have had on neighborhoods with predominately black, poor and other minority residents. Many such communities formed where they did due to limited choices forced upon them by intentional or unintentional institutional policies put in place by financial institutions, governmental policies or other private business practices. Residents of these communities were sometimes forced to locate adjacent to nuisance land uses and/or other disruptive facilities like railroads, ports and interstates due to practices such as "redlining." As we consider today's land use decisions, we must do our best to understand and have awareness of how these historical decisions may indirectly influence the decisions we make today. While we cannot undo past decisions, we can be careful to fairly weigh the decisions before us today within this historical and often complex context in order to arrive at the most fair and equitable decisions for the community.

Today, the City of Hampton has to address the tension between supporting the neighborhood's concerns and interests compared to much broader city and regional interests. These are almost always difficult circumstances requiring decisions that hopefully strike a careful balance between protecting the neighborhood and assuring that the City of Hampton continues to develop in a way that provides high quality employment opportunities, improves the commercial tax base, and helps one of the region and state's most critical industries (maritime and logistics) thrive. When viewed in total, the City's adopted plans and policies begin to provide us with broad guidance as to how we might achieve as many mutual goals as possible. In the context of what is being proposed, the following key Hampton Community Plan policies are addressed as described below.

The Community Plan encourages safeguarding existing, surrounding neighborhoods through compatible development (LU-CD Policy 7, 29) and also emphasizes incorporating design elements, such as proposed screening and landscaping, to promote compatibility with surrounding development. This proposal addresses one of the principal community concerns by proposing a series of landscape buffers to include a combination of preserved existing trees and landscaped berm. Additionally, supplemental landscaping is proposed along the eastern and southern boundaries, which are the boundaries shared with the neighboring residential community.

The residences on Childs Avenue are the closest to the proposed truck stalls, facing Shell Road; thus, the applicant is proposing a 10 foot high sound wall, centered on a six foot high and earthen berm (16 feet to the top of the wall). The berm would also be planted with landscaping to soften the sound wall. The proposed wall would extend approximately 700 feet from Shell Road, running parallel to Childs Avenue. Further down the eastern boundary, the buffer has a minimum depth of 183;' comprised of approximately five (5) acres of wooded area to be preserved.

In addition, along the southern boundary of the project site, an approximately 11-acre property is not included in the rezoning request and would be retained for the purposes of providing a public amenity and respecting the grove of evergreens, which serve as a further buffer in that area. The specific use and design of this space would occur in collaboration with the neighborhood.

To address the traffic concerns, the applicant has proposed all vehicular and truck access would be limited to the proposed new entrance off Aberdeen Road, controlled by a traffic signal. Two (2) proposed access points on Shell Road would be limited to emergency vehicles only and controlled by gated access. All daily traffic into an out of this site will traverse Aberdeen Road to West Pembroke and/or I-664. There would be no logical reason for any of this traffic to travel on any of the nearby residential streets. All of these proposed improvements have been included in the proffer agreement as part of the application. The applicants also provided a traffic study, which City of Hampton's Public Works staff reviewed and found to be satisfactory.

To further address noise concerns, the applicant has also included a proffer that prohibits trucks from idling more than 15 minutes during the hours of 10 pm to 6 am daily.

The Community Plan also encourages protecting natural systems and restoring natural systems where they have been compromised (LU-CD Policy 39). Encroachment into the existing non-tidal wetlands by the proposed development appears to be limited, and there would be no impact to the Chesapeake Bay Preservation Act (CBPA) feature and associated Resource Protection Area (RPA) buffer, which is located to the west of the site across Aberdeen Road. Also, the Community Plan speaks to preserving and protecting existing mature trees in new development and redevelopment (LU-CD Policy 18). A large area of existing mature trees, located in the southeastern portion of the site, is being protected and preserved as part of the development. This wooded area provides a natural buffer between the proposed improvements and an existing residential neighborhood to the east.

The applicant has proffered 12 conditions with the application. These proffers include limitation on business/industrial uses, substantial conformance with the parcel plan, concept plan, landscape plan, and building elevations, and limitation on vehicle idling. Staff finds these proffers appropriately address the potential impacts of the proposed development.

While not part of this application, it is important to note that the City has retained ownership of 11 acres located immediately south of the subject site (see map below). This property is germane to this discussion only in the sense that concerned citizens and neighborhood residents have voiced concern about the loss of a community asset as well as desire to honor the history and work of the former Virginia School for the Deaf,



Blind and Multi-Disabled. It is the City's intention to engage with the community in a collaborative planning effort to arrive at a plan for these 11 acres which will provide both a community asset and an effective way to honor the history and heritage of the former school. This eleven-acre parcel was intentionally removed from any sale of the property to assist the neighborhood in fulfilling these aspirations.



The proposed application presents several complicated planning policy and land use considerations given the present and historical context of the site itself and the surrounding community. On the one hand, the surrounding community is fearful that the proposed use will create impacts that will lessen the quality of life in their community. In addition, they see the subject site as an opportunity to develop some sort of community asset that can serve their community as well as honor the history and heritage of the former Virginia School for the Deaf, Blind and Multi-Disabled. Some have mentioned that they would welcome new residential development on this site. The perspective presented by the proposed development recognizes the need to create new jobs in our community and enhance the community's tax base which in-turn supports community wide service delivery and quality of life across the entire community. The development also supports a regional need for this type of development that would support the regional business industrial base and port activities. All of these perspectives are identified in the Hampton Community Plan adopted goals. As is the case with this application, sometimes circumstances and context create a tension between adopted goals.

The final form of this application seeks to balance concerns of the neighborhood with the City and regional economic development objectives. In summary, the proposed application is consistent with the City's adopted land use plan as well as other policies articulated in the Hampton Community Plan (2006 as amended). These policies address land use and community design, transportation, environmental stewardship, and

economic development policies. In addition, the proposal would meet a regional economic development need for Class A warehousing and distribution while enhancing the City's tax base. In an effort to also balance the Community Plan policies which speak to safeguarding the residential neighborhood with compatible development, the proposal incorporates a substantial set of conditions which limit the range of permitted uses; specifies landscape buffers on all sides of the proposed development, including a sound wall along the property line adjacent to Childs Avenue, mandates that all traffic entering or leaving the development must access the site from a new primary entrance on Aberdeen Road, provides appropriate stormwater management facilities to properly collect and treat stormwater runoff and site drainage onsite, and offers well-designed buildings with high quality building materials. Lastly, five acres of mature forest located in the southeast quadrant of the site will be preserved in its natural state in addition to the City reserving 11 acres of the property **(not a part of this application)** in order to be the site for the development of a community asset (to be determined in collaboration with the community) which can also serve to honor the history and heritage of the Virginia School for the Deaf, Blind and Multi-Disabled.

Staff recommends **APPROVAL** of Rezoning Application No. 22-00003 with 12 proffered conditions.