

**TOWN OF ABINGDON
PLANNING COMMISSION
CONTINUED MEETING
MAY 9, 2005 - 7:30 P.M.**

A continued meeting from the regular meeting, April 25, 2005, of the Abingdon Planning Commission was held Monday, May 9, 2005, at 7:30 P.M. The meeting was held in the Municipal Building, Downstairs Meeting Room.

Mrs. Doris Shuman, Chairman, called the meeting to order.

ROLL CALL

Members Present:	Mrs. Doris Shuman, Chairman Mr. Edward B. Morgan Mr. Kenneth Mathews Dr. H. Ramsey White Mr. Richard Stevens Comprising a quorum of the Commission
Members Absent:	Mr. G. M. Newman Mrs. Harriett DeBose Mr. Richard Stevens
Administrative Staff:	Mr. Albert C. Bradley, Director of Planning/Zoning Mr. W. Garrett Jackson, Town Planner Mr. J. C. Smith, Town Engineer Mr. Chris Johnson, Assistant Town Manager Mr. Gregory W. Kelly, Town Attorney
Visitors:	Mr. Ed H. Street, Jr. Mr. Tim Kuykendall, ADS, Inc. Mr. John Sexton, Wilbur Smith Associates Mr. Mike Agee, Mattern & Craig Engineering Mr. Bill Hampton, Buck Oil Company Others

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(2) **CONTINUED DISCUSSION - Walgreens Project - Potential Walgreens Development, West Main Street at Porterfield Highway (Buck Oil Property). Tax Map No. 17 (1) 11A.**

This is a continued meeting from the regular meeting, April 25, 2005, regarding the proposed Walgreens Development to be located on West Main Street at Porterfield Highway.

The Town staff, along with their consulting engineer, Mr. Agee of Mattern & Craig Engineering, met with the Virginia Department of Transportation (VDOT) and reviewed the proposed intersection change submitted by the applicant. Some of the concerns, as a result from the review of the intersection, were that the proposed intersection change did not have any significant improvement but indicated a reduction of service and an increase in delay of the intersection.

Mr. Vernon indicated that based upon the current review, his recommendation remains the same as before to not allow the proposed entrance into the existing intersection.

From the Town's analysis, noted in Mr. Agee's remarks, it appears that if this entrance is permitted, even with the significant geometric improvements to the intersection as are currently proposed by the developers, there will be excessive queuing of traffic on all current approaches to the intersection. This queuing will be to such an extent that it is expected to adversely affect access to existing streets and businesses. Additionally, during the review with VDOT it was noted that when applying the Federal Highway Administration (FHWA) requirement (i.e. no right on red for dual right turns), the intersection experiences a LOS F.

The following information indicates some of the benefits and disadvantages of the proposed development:

BENEFITS

- Removal of an existing unattractive development
- Good addition to tax base
- Ascetically pleasing structure constructed
- Additional employment
- Developer would bear some of the cost that the Town would face in future roadway improvements, however, that figure has not been separated and made available for comparison

DISADVANTAGES

- Decrease in level of service of the existing intersection
- Increase in overall delay experienced in the intersection (this, to the Town, is a more important factor than the v/c ratio which the developer cited at the April meeting)
- The cost to the Town for future improvements to this intersection with the entrance in place will be significantly higher
- Nearby streets and businesses will be adversely impacted by excessive queue lengths
- The Town would be in a difficult position to justify this approval after denying left turns from Wyndale Road and would be in a weaker position to deny other similar requests in the future.

Mr. Vernon has indicated that if the proposed entrance is permitted, there are some additional provisions that must be considered. Based upon the most recent review, those provisions are as follows:

1. Require an EB right turn pocket into the site. This will avoid slowing down the through traffic and would help avoid the likelihood of a rear end accident.
2. The SB un-signalized right turn from Porterfield must be reconstructed to a dual right turn under signal control. During the review with VDOT it was brought out that the south bound approach may require four lanes in order to function satisfactorily.
3. If this concept advances to design, a study on the approved intersection geometry must be fully developed, including signal timing optimization, turning radii, the potential impact upon existing businesses in the area, and lane storage lengths.
4. The final design must be reviewed and approved by the Town of Abingdon and VDOT.

After a lengthy discussion, Mr. Stevens made a motion that the Certificate of Appropriateness and preliminary site plan, as presented, be recommended to Town Council for approval. The motion was seconded by Mr. Mathews, with unanimous approval. Mr. Bradley advised the Planning Commission that site plans and Certificates of Appropriateness are approved by the Planning Commission and then appealed to the Town Council, if necessary. The motion and second were withdrawn.

After further discussion, Dr. White made a motion that the Certificate of Appropriateness and preliminary site plan, with Holston Street as the ~~primary~~ means of ingress and egress be approved. Mr. Morgan seconded the motion, with unanimous approval.

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There being no further business, motion was made by Mr. Stevens, duly seconded, and unanimously approved that the meeting be adjourned. The meeting was adjourned at 8:30 P.M.

Doris Shuman, Chairman

G. M. Newman, Secretary