

Greenwood Park – Public Meeting Questions

Henrico County Staff in Attendance:

Richard Glover – Brookland District Supervisor

Neil Luther – Recreation & Parks Director

Al Azzarone – Recreation & Parks Capital Planning Manager

Steve Hart - Recreation & Parks Capital Project Manager

Kevin Wilhite – Planning Department

Dave Barlow – Consultant CHA Sports

Meeting Date: November 12, 2015

Public Attendance: Approximately 70 residents signed the public meeting attendance sheet.

Public Questions:

- 1) *What will be the hours of operation for the new Greenwood Park? How late will the sports field and parking lot lighting be on?*

Henrico County parks close at sunset, but there are no fixed hours of operation for lighted facilities. Program requirements and special event schedules typically dictate operating hours for lighted facilities such as athletic fields. At the end of daily use, all sports lighting and parking lot lighting would be turned off and this typically occurs between 9:30 to 10:00 PM once maintenance staff have cleared the site and locked the entrance gate.

- 2) *Why does Henrico County need more sports fields?*

Henrico County does not have enough field space and does not have any fields with an all-weather synthetic surface. The Division of Recreation & Parks sports section has quantified all available sports fields and types within Henrico County and has regularly reported a field space shortage for resident use requests.

- 3) *Will the neighborhood typically be able to hear a Public Address (PA) system during activities?*

The neighborhood will not likely hear much noise from PA system usage. Sports played on the type of proposed field type typically do not use a PA system during activities.

- 4) *Where will the construction entrance and construction traffic be routed in order to construct the new project?*

The existing park entrance near the intersection of Greenwood Park Road and Braxton Avenue will be utilized for the routing of all construction traffic.

- 5) *How will the county control and manage storm water drainage from the site?*

The project will be required to comply with all local and state storm water regulations. The storm water plan for this project will consist of a series of water quality best management practices that will treat all runoff prior to discharge. Energy balance will be maintained with two settling basins on the parcel. Filtered runoff from the project will ultimately be directed towards the Chickahominy River and not Greenwood Road.

- 6) *I am concerned with the proposed park entrance which is shown to be located at the intersection of Forest Trace Way and Greenwood Road. What are you going to do to make the 4-way intersection safe and control noise?*

In the developed condition, approximately 80 percent of the traffic entering the site will come from the east. A dedicated right turn lane will be provided at the site entrance. During special events, the county will be required to have a specific event management plan in place to control traffic entering and exiting the site.

- 7) *Why are you proposing only once entrance to the park near the intersection of Forest Trace Way and Greenwood Road?*

Phase 1 of this project only requires one entrance to maintain safe and efficient traffic movements. The existing park entrance near Braxton Avenue will be utilized as a second emergency or maintenance entrance from Greenwood Road. As the full master plan is developed in the future, the county will be required during the plan of development process to study traffic and work with Public Works in order to provide safe ingress and egress to the park under all traffic conditions.

- 8) *The master plan does show the existing entrance to Greenwood Park closer to Braxton Avenue. What will happen with this existing paved entrance?*

This existing entrance will be maintained as an emergence/maintenance access point. Staff envisions this access point will be gated at all times. This existing corridor will also be utilized to route underground water, sewer, and electric power.

- 9) *How will the County protect the wildlife and other sensitive wetland areas on the site?*

The park design and the Henrico County plan of development process on all projects is designed to limit the impact to the environment, wildlife, and sensitive areas. The most sensitive areas of the site are towards the rear of the property near the Chickahominy River. There are also some small natural wetlands near the front of the property. The proposed master plan does not propose any development in the rear 30 acres. Also, the proposed parking lot was relocated to minimize wetland impact near the front of the property. The majority of proposed development is located in the central portion of the site where the site is not natural and was utilized for an inert material borrow site during the construction of Interstate 295.

- 10) *Where the parking lot is proposed, I believe wetlands are there. Is that true?*

Jurisdictional Wetlands exist on the project site including the area proposed for parking. Wetlands have been delineated in the Phase I area of the project and include the following:

Palustrine Forested Wetland – 3.64 acres
Palustrine Scrub Shrub Wetland - 0.5 acres
Palustrine Emergent Wetlands – 0.54 acres

- 11) *How much wetlands are being disturbed with this project?*

Phase I of the project will disturb wetlands as follows:

Palustrine Forested Wetland – 0.44 acres
Palustrine Scrub Shrub Wetland – 0.19 acres
Palustrine Emergent Wetlands – 0.44 acres

Permits for this disturbance have been issued by the Virginia Department of Environmental Quality and the US Army Corps of Engineers. Henrico County is required to mitigate this disturbance by purchasing wetland credits from an approved wetland mitigation bank.

12) *Why isn't parking centered on the site and more away from the neighboring property lines? Why isn't parking more spread out?*

The parking areas as shown on the master plan were intentionally located as depicted after a design effort was completed in order to satisfy Virginia's new storm water regulations. The parking lot configuration minimizes impact to the natural wetland areas on the southwest portion of the site. The current parking lot configuration allows for sports field drainage to flow naturally downhill and be treated by bio-filters within the parking lot islands.

13) *Who will be the users groups of these new fields? Will it be used primarily to support county youth or will it be used to support tournaments attended by participants from outside of Henrico County?*

The primary intent of the new field space will be to support existing and future Henrico County youth activities. It will provide new synthetic field use space which will afford the Division of Recreation and Parks improved field scheduling options, allow practice to occur during periods of inclement weather, and provide field options for sports with a rapidly growing youth user base such as lacrosse and field hockey.

14) *I live adjacent to the park and my only vehicle access to my residence is from Bent Pine Road. How difficult will it be to exit my neighborhood and turn left onto Greenwood Road from Bent Pine Road?*

The traffic study identified that there would be no drop in the level of service on Greenwood Road during the PM peak hour of operation.

15) *What biological or health hazard does crumb rubber which is used as infill material on synthetic sports fields present to the kids and user groups?*

There are no documented scientific studies that prove crumb rubber contains hazardous materials. The use of this material has not been prohibited by either the EPA, CPSC, or the Commonwealth of Virginia.

16) *Has the county researched utilizing non-crumb rubber infill materials?*

Yes. Organic infill has been researched as part of the project planning.

17) *Where will the new utilities required to support the park site be routed?*

The existing park entrance near Braxton Avenue will be the utility corridor for new public water/sewer and electric power.

18) *It is difficult to turn left now at the intersection of Greenwood and Woodman Road. Will this project provide a stop light at that county road intersection?*

The scope of the traffic study did not evaluate the existing operation at the Woodman Road Greenwood Road intersection. This intersection was outside of the study area. The traffic study did identify that during the PM peak hour there would be no drop in the level of service on Greenwood Road

19) *Will the park site be fenced?*

No. The Division of Recreation and Parks does not typically fence park properties. It is not envisioned that the park will be easily accessible from directions other the main access off Greenwood Road. The topography to the west and north will not allow easy pedestrian access.

20) *Are you aware of any other commercial development in the area?*

Planning reported at the public meeting that they are not aware of any proposed commercial development within the vicinity of Greenwood Park.

21) *What is the schedule and the status of the Woodman Road Extension project?*

The engineering design effort for the Woodman Road Extension will be completed in 2016. This design will be used for the future construction of the roadway. There is no specific timeframe for construction at this time.

22) *Will sidewalks be installed so the adjacent neighborhood can walk to the park site?*

Sidewalks will be considered along Greenwood Road as part of the Phase I project.

23) *What research has been conducted to analyze the traffic generated from this project? Has the Department of Public Works been involved with the traffic analysis for this project?*

CHA completed one traffic study for the master plan which was based on the park utilizing the existing park entrance near Braxton Avenue. As part of this study, CHA conducted traffic counts by installing automatic traffic recorders (ATR's) on Greenwood Road. The ATR's collected 24-hour hourly traffic volume and vehicle class information for the period of one week. CHA also obtained VDOT historical traffic count data for Greenwood Road. The trip generation of the proposed site development was estimated based on data published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition, which is the industry standard for determining trip generation for various land uses and is based on data collected at case study sites throughout the United States.

The current traffic study will be updated by CHA to reflect the final as the final design for the park entrance road progresses. This entrance will be near the intersection of Forest Trace Way and Greenwood Road. The Department of Public Works during the plan of development process will be involved reviewing the updated traffic study.

24) *What benefit to the local community will be included with the phase I project which installs the four large soccer fields?*

The existing site is currently gated and not accessible to the public. The new project will make this park property accessible to the public and provide a large and flexible field space for both active sports and community events. It will also provide more passive park amenities such as playgrounds, walking and nature trails along the Chickahominy River, and accessible public open space. The park will provide new opportunities for the Division of Recreation & Parks to offer general recreation programming and youth summer programs/camps for residents.

25) *We need more benefit to the local community and neighborhoods. Can a playground be added?*

Yes. A playground is shown on the proposed master plan and can be added to the Phase I development project.

26) *Will the trail system near the Chickahominy River and shown on the master plan be included with the phase I development?*

Yes.

27) *Where will the funding for this project originate?*

The Greenwood Park project has been in the County of Henrico's Capital Improvement Program (CIP) for several years. The Division of Recreation and Parks has included this project in year one of our CIP and has estimated the cost of the full master plan buildout to be approximately \$24 million. Funding of approximately \$9.6 million in General Fund dollars has been allocated for Phase I development of the proposed master plan.

28) *What is the timeline for this project?*

The master plan is scheduled to be presented to the Board of Supervisors on November 24, 2015. Henrico County would like to complete construction of a first phase of the proposed master plan by summer of 2017.

29) *Is there a plan to widen Greenwood Road?*

There are no plans to widen Greenwood Road at this time.

30) *Have you considered building somewhere else?*

The need for both active and passive recreation facilities is continually being assessed across Henrico County, and there are several identified projects similar to Greenwood Park in the current Capital Improvement Program.

The current concept plan presented encompasses only half of the approximately 200 park acres Henrico County now owns at Greenwood. This proposed plan addresses the roughly 100 acres acquired by Henrico through two separate donations in 1992 and 2006.

A substantial portion of that acreage has been dramatically altered over the years, first as a borrow pit for the construction of I-295 and subsequently as a private construction debris landfill.

The proposed master plan also sets aside close to 40% of the property for more passive uses, including an extensive trail network and picnic and play areas for the community. This development balance and range of uses is consistent with the design approach for all current and proposed community parks in Henrico County.

It will take many years to build the future phases beyond the initial four fields, restroom, parking, playground, volleyball court, picnic shelter and trails.

31) *Can this project provide public water for the residents along Greenwood Road?*

The Phase I development project will extend the 12" public water & sewer lines approximately 375 feet east from the intersection of Braxton Avenue and Greenwood Road to the existing Greenwood Park entrance.