



City of Richmond

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Meeting Minutes - Draft Planning Commission

Monday, September 15, 2014

1:30 PM

5th Floor Conference Room

Call To Order

Mr. Poole called the meeting to order at 1:33 p.m.

Roll Call

Present 9 - Mr. Rodney Poole
Mr. Melvin Law
Ms. Kathy Graziano
Ms. Amy Howard
Mr. David Johannas
Ms. Jane Ferrara
Ms. Lynn McAteer
Mr. Jeffrey Sadler
Mr. Doug Cole

Staff Present

*Ms. Lory Markham, Land Use Administration
Mr. Matthew Ebinger, Land Use Administration
Mr. Willy Thompson, Land Use Administration
Mr. Leigh Kelley, Land Use Administration
Mr. Jim Hill, Planning & Preservation
Mr. Jeff Eastman, Planning & Preservation
Mr. Mark Olinger, Planning & Development Review
Mr. Douglas Dunlap, Planning & Development Review
Ms. Kathleen Onufer, Planning & Development Review
Mr. Matt Welch, City Attorney
Mr. M. Khara, Public Works
Mr. Tom Flynn, Public Works
Mr. Jakob Helmbolt, City's Pedestrian and Trails Coordinator
Mr. Charles Samuels, City Council, 2nd District
Ms. MaryAnne Pitts, Council Liaison
Mr. Parker Agelasto, City Council, 5th District*

Others Present

*Mr. Brantley Tyndall, Sportsbackers
Mr. Richard Barrett
Ms. Karen Kelly
Mr. Christopher Dunn
Mr. Andy Bauneau, Timmons Group
Mr. Tom Innes
Ms. Martha Bock
Mr. Kenneth Stewart
Mr. Edwin Conway
Mr. Dan Marks*

Ms. Ann Marks
Ms. Nan Stewart

Chair's Comments

Mr. Poole welcomed everyone who was present.

Approval of Minutes

Director's Report

There was no Director's Report.

- Council Action Update

Ms. Markham provided the following update on Council Actions:

- (1) The Pear Street special use permit that the Planning Commission recommended approval on was withdrawn.
- (2) The Belmont Food Shop that the Planning Commission recommended an amendment to remove outdoor dining was amended.
- (3) The special use permit that the Planning Commission recommended approval of for apartments on Overbrook Road was continued.
- (4) The Jahnke Road rezoning which the Planning Commission recommended approval with an amendment to the proffers to require single family component to come first was amended to include that proffer.

Consideration of Continuances and Deletions from Agenda

UDC No. Final Location, Character and Extent Review of alterations to the
2014-12 Carytown Gateway sign at the intersection of W. Cary Street and the Powhite Parkway off-ramp/S. Thompson Street.

- Attachments: [UDC Report to CPC](#)
[Staff Report to UDC](#)
[Location Map](#)
[Application & Plans](#)
[Letters of Opposition](#)

This item was withdrawn by the applicant and deleted from the agenda.

Consent Agenda

There was no public comment on the Consent Agenda.

A motion was made by Ms. Graziano, seconded by Ms. McAteer, that the Consent Agenda be approved. The motion carried by unanimously.

Aye: 9 - Mr. Poole, Mr. Law, Ms. Graziano, Ms. Howard, Mr. Johannas, Ms. Ferrara, Ms. McAteer, Mr. Sadler and Mr. Cole

UDC No. Final Location, Character and Extent Review of the Brown's Island Dam
2014-05(2) Walk connecting the north and south banks of the James River

- Attachments:** [UDC Report to CPC](#)
[Staff Report to UDC](#)
[Location Map](#)
[Application & Plans](#)
[Letter of Support](#)

This Location, Character and Extent Item was approved on the Consent Agenda.

UDC No. 2014-30 Conceptual Location, Character and Extent Review of a roundabout at the intersection of Idlewood Avenue, Grayland Avenue, and the Interstate 195 off-ramp

- Attachments:** [UDC Report to CPC](#)
[Staff Report to UDC](#)
[Location Map](#)
[Application & Plans](#)
[Letter of Support](#)

A motion was made by Ms. Graziano, seconded by Ms. McAteer, that this Location, Character and Extent item be conceptually approved with the following conditions recommended by the Urban Design Committee:

- (1) That the applicant investigates all traffic calming options, including textured pavement and directional deflections, in order to reduce the speed of vehicles in the roundabout.
- (2) That the applicant narrows the apron and asphalt travel way around the central island to the smallest possible dimensions.
- (3) That the applicant considers providing cobblestones in the apron instead of the proposed concrete.
- (4) That the applicant consider providing larger trees in the central island.
- (5) That the applicant uses a more native plant palette, and that the invasive Barberry shrub is replaced with a native equivalent.
- (6) That the applicant provides evidence that the proposed landscaping plans have been reviewed and approved by the Department of Public Works Urban Forestry and Grounds Maintenance divisions.
- (7) That the applicant considers providing irrigation to the central island to improve the survival rate of the proposed landscaping.
- (8) That the crosswalk from Grayland Avenue across Idlewood Avenue contain ladder-style markings consistent with the other crosswalk.
- (9) That the applicant removes the street surface on Grayland Avenue to the east of the "hammer head" and replaces it with grass and curb.
- (10) That the sidewalks from S. Cherry Street to S. Harrison Street be cleaned up and re-established as part of the roundabout installation project.
- (11) That the final plans include a lighting plan.

The motion carried unanimously.

Regular Agenda

UDC No. Conceptual Location, Character and Extent Review of traffic calming
2014-31 improvements to Floyd Avenue, from N. Thompson Street to N. Laurel
 Street

Attachments: [UDC Report to CPC](#)
 [Staff Report to UDC](#)
 [Location Map](#)
 [Application & Plans](#)
 [Letters of Support](#)
 [Letters of Opposition](#)

Mr. Jeff Eastman provided a presentation as outlined in the report from the Urban Design Committee (UDC).

Mr. Sadler asked what is the process for lowering the speed limit.

Mr. Eastman stated it can be accommodated, Mr. Flynn will have more on that.

Mr. Cole stated as a resident of the Fan he is excited about this but it is watered down. It is not a true bike boulevard; it accommodates cars more than bicycles.

Mr. Eastman stated the UDC agrees and wants it to feel different.

Mr. Poole stated the 2nd and 3rd recommendations from the UDC conflict, how big can the circle be. He is not supportive of circles anywhere in the City.

Mr. Tom Flynn stated he is the City Transportation Engineer, with him is Mr. Andy Bauneau with Timmons, Project Manager. He stated they are fine with most of the comments. They have reconsidered the speed limit and it is not appropriate to lower it.

Mr. Poole asked for a brief history on how the proposal came to be.

Mr. Flynn stated they have had an elaborate/extensive public input process driven by the Multimodal Plan. This project has probably had more public participation than any other that he has been involved in. He stated they have done a formal speed analysis.

Mr. Johannas asked is the speed limit based on 85% of the traffic.

Mr. Flynn stated no, it is 25m.p.h. based on statute.

Mr. Johannas asked if there are any standards for a Bike Boulevard.

Mr. Flynn stated no.

Mr. Johannas asked what is the speed of an average bike rider who would be going up and down Floyd.

Mr. Jakob Helmbolt stated for the utility bike rider, mid to high teens.

Mr. Johannas stated so cars will be going faster than bikes.

Mr. Flynn stated the law is not going to change and preference is given to statute, they are not going to treat this street specially. He provided statistical information.

Mr. Sadler stated when Mr. Flynn spoke about the maximum speed should be 25 mph on highways and business/residential districts he read that to be the most it could be; maximum means most, not that it cannot be less.

Mr. Welch stated yes maximum is what it has to be unless lowered by study, cannot lower at will.

Mr. Sadler stated the traffic engineering study was in 2 parts, one was the 85% and the other safety.

Mr. Flynn stated 85th percentile is safest.

Mr. Sadler stated he wants statistics on crashes and how severe crashes are at different speeds.

Mr. Flynn stated they are looking at the facts that they have.

Mr. Sadler stated it is not complete data.

Mr. Flynn stated there are no fatalities.

Mr. Sadler stated it does not take into consideration pedestrians/bikes and it is too automobile centric.

Mr. Flynn stated he respectfully disagrees, in their opinion based on what they have done, they are making it safer for pedestrians, bicyclists and motorists.

Ms. Howard stated this needs to be the best bike boulevard possible; on the internet there are speeds of 18 mph in other cities. She asked what is the research and data for best practices for bike boulevards.

Mr. Flynn stated he does not know.

Mr. Cole stated design slows traffic not signs. He avoids Floyd Avenue because of the stop signs; it will be faster because there are no stop signs and more traffic under the bike boulevard proposal.

Mr. Flynn stated it will be safer because stop signs are risky.

Mr. Poole stated free flow should be 25 mph and 85% is 21.5 mph.

Mr. Flynn stated no, it is 31.5 mph; average of 25 – 26 mph.

Mr. Poole asked about speed studies conducted in 2009 and 2014.

Mr. Andy Bauneau stated physical diverters are best practice; traffic circles are put in place in order to get rid of stop signs for bikes, bump outs slow traffic and help pedestrians. Three hundred plus people attended the public meetings. 80% liked circles, 15% opposed, 5% unsure. West of Boulevard 75% liked bump outs, east of Boulevard they were not supported except in VCU area. Diverters received 60% support, 40% opposition and had to be in a few (2) places to maintain parking. He went over all options presented. The circle sizes are probably as large as they can be. Signage is important. Three (3) sharrows per block are proposed versus two (2) which is City standard.

Ms. Howard stated it seems there has been a lot of input, which is good.

Mr. Sadler asked will signalized intersections be treated differently.

Mr. Bauneau stated there will be striping for pedestrians, but nothing for bikes.

Mr. Sadler asked is there a yield to pedestrians on this street.

Mr. Bauneau stated the design to calm traffic and the branding that would go along with that.

Mr. Cole asked why would he take this street instead of others. Narrow lanes slow traffic. He asked why are we not doing more.

Mr. Bauneau stated public meetings said no. They said no bike lane, they wanted shared lanes.

Mr. Poole asked how many of the 300 people are residents of that area.

Mr. Bauneau stated information was collected from the Fan District Association, the Museum District Association, and surveys. He does not have specific numbers.

Mr. Poole stated all the presentations are focused on the bicycle or the car but not the residents of the area. Residents matter just as much or more as the cyclist.

Mr. Bauneau stated they have input from both.

Mr. Poole opened the public hearing and asked if anyone would like to speak in favor of this item on the regular agenda.

Mr. Brantley Tyndall of SportsBackers provided a presentation and argues against Mr. Flynn's assertion about speed. Supports speed humps.

Mr. Richard Barrett stated he owns two (2) houses on Floyd Avenue. The proposal has been watered down and wants diverters back and wants largest circle possible at Auburn and no bump outs on Auburn.

Ms. Karen Kelly stated she lives on Floyd Avenue and is in support though it is watered down. The 4-way stop at Dooley has helped tremendously. She wants a circle at Auburn. She stated circles will slow cars and allow bikes to go through.

Mr. Christopher Dunn stated he is a 16 year resident on Floyd Avenue. It is more dangerous to ride bikes here than in New York City. Supports this project because it will make it safer and easier to commute on bike. There were a number of Floyd Avenue residents at the meetings who are supportive. He gives examples of getting hit by cars.

Councilman Parker Agelasto stated he lives on Floyd Avenue. For the most part residents are supportive, 2/3 of the responses were supportive, the Museum District Association was more supportive, 70% is the general consensus. The Planning Commission should support the Urban Design Committee's recommendation and look at east of Meadow for redesign.

Mr. Poole asked what is the best way to address east of Meadow.

Councilman Agelasto stated go door to door; 1800 – 1900 Floyd Avenue have converted to owner occupied and are supportive. The Fan District Association is

supportive with a letter.

Mr. Poole asked given your thoughts on what should be done east of Meadow, is there a modification of the Urban Design Committee recommendation on that particular point that should be made to talk about more specifics.

Mr. Agelasto stated only to Harrison. Morris Street is OK for circle, but other intersections need a study.

Councilman Charles Samuels stated he lives 1-1/2 blocks off Floyd Avenue. Council can set speed at whatever they want after study. Roundabouts and circles accelerate speed, they have the same problems as stop signs. He loves the mid-block humps, but not all in his district like it. He is supportive of the Urban Design Committee's recommendation. This is a fairly unique opportunity because all 3 council members living in the area support the Urban Design Committee's recommendation.

Mr. Poole asked can east of Meadow to Harrison have a specific recommendation.

Mr. Samuels stated it can work in tandem.

Mr. Poole asked if anyone would like to speak in opposition of this item on the regular agenda.

Mr. Tom Innes stated parking and safety are his concerns. Parking is worse east of Meadow. Eight (8) spaces to sixteen (16) per intersection will be lost. Lower speed and bumps do not impact parking.

Ms. Martha Bock stated she lives at 2111 Floyd Avenue and is speaking for the residents, though they cannot stop it because it is a done deal. She had to take out an umbrella policy because of the bikes. She stated noise and construction is too much for her, she works from home. The City cannot maintain what they already have, a tree limb fell and has been there for 2 months. The Fan District Association will have to maintain the traffic circles. The FDA survey shows one hundred (100) people do not live on Floyd Avenue, Fifty seven (57) people live on Floyd. She stated she is not against the speed limit, traffic circles, or bike paths, but they need to think about the residents.

Mr. Kenneth Stewart stated he has lived at 1424 Floyd Avenue for thirty-five (35) years. Parking is his concern, stating no loss of legal parking is disingenuous. Eight (8) to sixteen (16) spaces at each intersection will cause hazards if spaces are not lost. Two circles will eliminate an entire block of parking. Women will get mugged because they have to park far away. It will increase auto traffic by eliminating stop signs. He stated a real life example is where a bus hit the cars, which was scary.

Mr. Poole asked if circles were gone east of Meadow, would he be supportive.

Mr. Stewart stated yes as long as parking is not lost.

Mr. Edwin Conway stated he has lived at 11 North Plum for sixteen (16) years. Parking is a problem, we need a different policy and to require people with on-site parking spaces to use them.

Mr. Dan Marks stated he is a resident of 105 N. Rowland Street for thirty (30) years. It is terrible without 4-way stops, so much better with stops. The Fan District needs stops everywhere. Parking is a problem. All "illegal" parking should be taken away (over 2,000 spaces), otherwise Floyd Avenue is being discriminated against. He stated he could be supportive of bumps and crosswalks.

Ms. Anne Marks stated she is a resident of 105 N. Rowland Street, east of Meadow. The Upper Fan is being thrown under the bus. They have to park 2 – 3 blocks away.

Ms. Nan Stewart stated she lives at 1324 Floyd Avenue. The parking is her main objection. She wants speed bumps and restricted parking to midnight, seven (7) days a week.

Ms. Anne Innes stated she lives at 1501 Grove Avenue and is worried about the safety of the cyclists. She likes 4-way stops for the safety of everyone. Parking is an issue.

Ms. Lisa Simms stated she has lived on Plum Street for thirteen (13) years. Cyclists do not obey the rules of the road. Loss of the 4-way stops will increase traffic on Floyd Avenue. A 20 mph speed limit is great, speed bumps are great.

The public hearing was closed.

Ms. Graziano stated illegal spaces are very dangerous.

Mr. Sadler stated there is a conflict between illegal parking and sight lines.

Mr. Sadler wants to strengthen language regarding 20 mph speed limit.

Mr. Cole stated it has lost elements that makes it a bike boulevard; it is too watered down.

Mr. Johannas stated providing a different mode is important.

Mr. Poole stated it is good but flawed; needs more study.

A motion was made by Ms. Graziano, seconded by Mr. Sadler, that this Location, Character and Extent Item be approved with the conditions recommended by the Urban Design Committee. The motion was amended several times to include additional conditions that ultimately included the following:

- (1) That the applicant provides more research on automobiles, bike and pedestrian streets and how the combination of the modes of transportation effect speed limit and the applicant strongly consider lowering the posted speed limit along the subject corridor to 20mph.**
- (2) That the applicant reconsiders the locations and/or use of design elements, including curb extensions, speed bumps and traffic circles, east of N. Boulevard to Harrison Street.**
- (3) That the traffic circles are enlarged to the maximum possible dimensions.**
- (4) That the applicant considers providing curb extensions at N. Allen Avenue, N. Vine Avenue, and N. Robinson Street.**
- (5) That final plans include dimensions for the curb extensions.**
- (6) That the final plans include a signage plan, and that the applicant considers providing directional signs from adjacent streets to the bike/walk street on Floyd Avenue, and providing unique branding for the bike/walk street (e.g. "Floyd Avenue Bike/Walk Boulevard").**
- (7) That there are a minimum of 3 sharrow markings per block (at each end and the mid-point), and that the street markings are consistent with other designated bikeways in the City.**
- (8) That crosswalks for each arm of the 28 intersections are denoted. For most crosswalks, parallel lines will suffice, however, ladder-style crosswalks should be provided at N. Boulevard.**

- (9) That the curb material on the curb extensions match the immediately adjacent existing curb material.
- (10) That the sidewalk material in the curb extensions match the immediately adjacent existing sidewalk material.
- (11) That the applicant considers providing a bike corral in a curb extension or noparking zone where there is nearby commercial activity.
- (12) That the final plans include an inventory of tree wells along the subject corridor that are either vacant or contain a dead tree, and that a landscape plan is devised showing replacement tree species, quantity, and size at the time of installation.
- (13) That the final plans include landscaping plans for the traffic circles and curb extensions.
- (14) That the applicant provides evidence that the proposed landscaping plans have been reviewed and approved by the Department of Public Works Urban Forestry and Grounds Maintenance divisions.
- (15) That the applicant considers the possibility of the traffic circles being used as locations for public art.
- (16) That the final plans indicate the color of the tactile warning strips on all new accessible ramps, to match those existing in the project area.

The motion carried by the following vote:

Aye: 7 - Mr. Poole, Ms. Graziano, Ms. Howard, Mr. Johannas, Ms. Ferrara, Ms. McAteer and Mr. Sadler

No: 1 - Mr. Cole

Excused: 1 - Mr. Law

ID 14-037 Citywide Master Plan Update

The discussion of the Master Plan update was tabled to the next meeting.

Upcoming Items

Adjournment

Mr. Poole adjourned the meeting at 4:14 p.m.

Rodney M. Poole, Chair

Lory P. Markham, Secretary