



# City of Richmond

900 East Broad Street  
2nd Floor of City Hall  
Richmond, VA 23219  
www.richmondgov.com

## Meeting Minutes - Final Urban Design Committee

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Thursday, November 5, 2015

10:00 AM

2nd Floor Council Chambers of City Hall

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### Call to Order

Ms. Levine called the meeting to order at 10:00 a.m.

### Roll Call

**Present:** 8 - Chris Arias, Doug Cole, Andrew P. Gould, Bryan Green, Giles Harnsberger, Vice Chair Andrea Levine, Jill Nolt and Robert Smith

**Absent:** 1 - Chair Andrea Almond

### Staff Present

Mr. Mark Olinger, PDR  
Mr. Jeff Eastman, PDR  
Ms. Tara Ross, PDR

### Others Present

Mr. Manouchehr Nosrati, DPW  
Mr. Lamont Benjamin, DPW  
Mr. Fred Murray, Maymont  
Ms. Beth Kennan, EDC  
Ms. Carrie Rose-Pace, GRTC  
Ms. Ashley Mason, GRTC  
Ms. Selena Cuffee-Glenn, CAO  
Mr. Stephen McNally, GRTC  
Ms. Amy Inman, ECD  
Mr. Matt Welch, City Attorney's Office  
Mr. Zane Robinson, Mayor's Office  
Mr. Mike Sawyer, DPW  
Mr. Chip Badger, Wendel Companies  
Mr. Don Marks, Mayor's Office  
Mr. Lee Downey, DCAO  
Mr. M. Khara, DPW  
Ms. Diane Linderman, VHB  
Ms. Ashley Licklitter, Kimley-Horn Associates  
Mr. Anush Nejad, Kimley-Horn Associates  
Mr. David Cappuricini, Kimley-Horn Associates  
Mr. Douglas Dunlap, ECD  
Mr. Nick Feucht, office of the DCAO  
Ms. Hope Elliot, office of the DCAO  
Mr. Sid Pawar, VDOT  
Mr. Bill Pantele  
Rev. Ben Campbell  
Mr. Josh Son, ECD  
Mr. Nicholas Smith

Ms. Greta Harris  
Ms. Carrie Cox  
Ms. Chantel Winston  
Ms. Amelia Lightner  
Rev. Dominic Carter  
Mr. Adel Edward, DPW  
Mr. Mark White, JMT

## Approval of Minutes

[ID 2015-021](#) Regular Meeting of October 8, 2015

**Attachments:** [Regular Meeting of October 8, 2015](#)

A motion was made by Ms. Nolt, seconded by Ms. Harnsberger, that the minutes from the October 8, 2015 meeting be adopted. The motion carried by the following vote:

**Aye:** 4 - Cole, Harnsberger, Nolt and Smith

**Excused:** 2 - Gould and Green

**Abstain:** 2 - Arias and Levine

## Secretary's Report

Mr. Eastman stated that at their October 19th meeting, the Planning Commission approved the Hickory Hill athletic field and 12th Street road narrowing on the Consent agenda with UDC recommendations. Also, since the September UDC meeting, the Department of Public Works reconsidered making the 12th Street encroachments go through an ordinance process, and instead will approve them administratively. Mr. Eastman also stated that the Department of Public Utilities agreed to remove the cobrahead lights on 12th Street as the UDC had recommended, using only the proposed ornamental lights instead.

## Consideration of Continuances and Deletions from Agenda

There were no continuances or deletions.

## CONSENT AGENDA

A motion was made by Mr. Cole, seconded by Mr. Arias, that the Consent Agenda items be recommended for approval. The motion carried unanimously.

1. [UDC No. 2015-05\(2\)](#) Final Location, Character and Extent Review of a new section of roadway connecting two sections of Deepwater Terminal Road

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

This Location, Character and Extent Item was recommended for final approval as submitted, and was forwarded to the City Planning Commission for their meeting on November 16, 2015.

2. [UDC No. 2015-12\(3\)](#) Final Location, Character and Extent Review of a parking lot expansion and a water quality treatment train in the vicinity of the Maymont Children's Farm; 800 Swan Lake Drive

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

This Location, Character and Extent Item was recommended for final approval, with the following condition:

- That the applicant considers retaining the row of mature Zelkova trees in the parking lot for several years, allowing the newly planted trees time to grow and provide shade.

The item was forwarded to the City Planning Commission for their meeting on November 16, 2015.

## **REGULAR AGENDA**

3. [UDC No. 2015-19\(2\)](#) Final Location, Character and Extent Review of the Greater Richmond Transit Company plans for a Bus Rapid Transit system along Broad Street, N. 14th Street and E. Main Street from the intersection of W. Broad Street and Staples Mill Road on the west to the intersection of E. Main Street and Orleans Street on the east

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

Ms. Carrie Rose-Pace, Public Relations Manager at GRTC, introduced Ms. Cuffee-Glenn.

Ms. Cuffee-Glenn, City of Richmond Chief Administrator Officer, stated that this is a great city and great region. Ms. Cuffee-Glenn thanked the Commonwealth of Virginia for their support and their involvement in the partnership in this effort, Henrico County, GRTC and the US Department of Education. Ms. Cuffee-Glenn stated that they spent a number of months doing research based upon the feedback that they received from not only the Urban Design Committee but also from the Planning Commission and they look forward to providing them with the update. Ms. Cuffee-Glenn stated that this innovative opportunity is designed to improve transit services for the city and the region and enhance quality of life for those who live, work and play in the City. Ms. Cuffee-Glenn stated that the BRT will stimulate economic development and opportunities for revitalization along the commercial corridor and she believes with the Committee's support today they can open the doors to a competitive future for this region they call home.

Ms. Carrie Rose-Pace, the Public Relations Manager at GRTC, gave a presentation of the project that detailed the alterations made since conceptual review. Ms. Rose-Pace discussed the comments and recommendations made by the Committee.

[Mr. Green arrives at 10:35]

Mr. Eastman read the staff recommendations and stated that they sent out public notice to 12 civic associations that were identified within a 1000' of the BRT corridor and stated that he has not had any feedback from any of those civic associations. Mr. Eastman stated that they received 36 letters of support on the final review and no letters of opposition.

Ms. Nolt inquired what the city position is on changing the traffic pattern from a two-way street to a one-way street and inquired if there was anything in the Downtown Master plan for that. Mr. Eastman stated that there is nothing specific to that street but generally the City is looking to reverse some of the one-way operations to two-way in areas where there are high levels of connectivity, but that this is not the case for Pine Street. Mr. Eastman stated that the alteration of the circulation of a street is not subject to UDC or Planning Commission review.

Mr. Cole stated that they have a very detailed set of drawings and plans and even to the point of producing a beam 4 inches and stated that it is pretty exact and when you do a design/build it gives a contractor a certain amount of freedom. Mr. Cole inquired what safeguards they have that it gets built the way they see it. Mr. Eastman stated that there is a certain amount of freedom but there is also a timeline restriction on the design/build team. Mr. Eastman stated that there will be constant contact between the City and the design/build team ensuring that what comes forth is what was approved. Mr. Eastman stated that on any project that the UDC and Planning Commission reviews there are almost always alterations to the plans after the fact and as a Planning Department they have to look at those and determine if they are in substantial conformance with what was approved. Mr. Eastman stated that on this project they will be looking at it very closely to ensure that what is being proposed by the design/build team meets what is being approved and if it doesn't as they stated that will be on the design/build team to come back and get that approval. Mr. Eastman stated that he thinks that the timeline that they have presented is probably going to preclude that from happening. Mr. Cole inquired if the project came back who will review the drawings and Mr. Eastman stated that for a project of this magnitude it would depend on what the changes are and stated that it will be a core group of Public Works, Planning and Development Review and Public Utilities and the other agencies that have been working with GRTC along the way.

#### Public Comment

Ms. Greta Harris, President of the Better Housing Coalition, stated that this is a 25 year old non-profit organization that has invested 180 million dollars into the greater Richmond region through high quality affordable housing with most of it being in the City of Richmond. Ms. Harris stated that on behalf of their organization they enthusiastically support the continued refinement of the BRT program and are excited with the great work collectively that they have done as a community to put this asset into place. Ms. Harris stated that she greatly appreciates the work from this Committee and the importance of the connectivity to certain segments of our community to ensure that they too can participate in the benefits of a bus Rapid Transit System.

Ms. Carrie Cox, Director of Putting Communities Together, stated that their basic goal is to get everybody that can work to work. Ms. Cox stated that to have a Rapid Transit System is the greatest thing that she has ever heard in a long time and this the best

thing that could happen in the City of Richmond.

Ms. Shantel Winston, citizen of Richmond and small business owner, stated that she believes the BRT project is an excellent idea for the City. Ms. Winston stated that the City is growing and this will help with growth of Richmond because they have new businesses providing better job opportunities for citizens. Ms. Winston stated that they need reliable faster transportation.

Ms. Amelia Lightener, representing Brookbury Civic Association and the Upper Reservoir Civic Association, stated that she has lived in Richmond for most of her life and that Richmond is the Capital of Virginia and it should look like the Capital of Virginia. Ms. Lightener stated that this plan is a wonderful idea and she supports wholeheartedly and her community does too. Ms. Lightener stated that they appreciate this and wants them to go forward with this plan and stated that it will benefit the majority. Ms. Lightener stated that with more jobs, more people, and more traffic this mass transportation system will help that situation.

Mr. Ben Campbell, with RVA Rapid Transit and the Clergy Committee for Rapid Transit, stated that there are hundreds of people that want a faster transit system for metropolitan Richmond. Mr. Campbell stated that when he went to the first GRTC hearing on BRT 4 or 5 years ago he attacked the person who was presenting it because it didn't go beyond Willow Lawn and Rocketts Landing. Mr. Campbell stated that they explained to them that was all the City could do and what has happened is pretty marvelous. Mr. Campbell stated that what happened is speed and it is happening here very quickly a faster public transportation system on the largest routes that the city has a very rapid request for approval and development of the project. Mr. Campbell stated that rapid funding has happened and the City is moving quickly into the 21st century. Mr. Campbell stated that they will do an economic development study to look at how the BRT can help urban economic development and how they can have significant interest in Henrico, Hanover and Chesterfield to connect us all.

Mr. Nicholas Smith, representing Partnership for Smarter Growth, stated that this project has really done a lot to compromise with different groups and different stakeholders. Mr. Smith stated that parking is always a big concern and stated that they were originally taking away 700 spots now it's down to under 400, and stated that parking will remove some of the wonderful streetscape that we have to protect pedestrians. Mr. Smith stated that they have left turns every 3 blocks in the Broad Street corridor and that is a pretty good compromise. The Committee looked at the median running issue and compromised so that people can cross in the middle of the street downtown where all the connections are made. Mr. Smith stated that it is really nice that VDOT has reviewed this project and said that the financing is something that is reasonable and within budget. Mr. Smith stated that he has been to numerous meetings and GRTC had done a great job in engaging with the community. Mr. Smith stated that the number one reason people didn't use public transit was because they were slower than cars. Mr. Smith stated that they have to this for current riders who will benefit from time saving and from the new riders who will start to use it.

Mr. Dominic Carter, Clergy Committee for Rapid Transit and RVA Rapid Transit, stated that the BRT is really changing his life and stated that he started working as a clergy organizer for Rapid Transit November 4th of last year and he didn't know much about public transportation. Mr. Carter stated that coming into this work he realized that public transportation is important to a lot of people for a lot of reasons and this public transportation BRT has opened his eyes and shown him that it can provide options and opportunities for people that weren't there before. Mr. Carter stated that he sees the possibilities that a Bus Rapid Transit System brings with it when you talking about travel time from one hour to 30 minutes. Mr. Carter stated that when you think of a reliable transit system that is efficient that is less stress and you other amenities like WIFI so

you can do your work or access emails while on the bus. Mr. Carter stated that he have seen relationships being built across different lines that wouldn't normally happen here and he hopes that it will connect with all the other counties.

Closed Public Comment

Mr. Cole stated that they did a great job and it has been a very long process and stated that the length of the project has only made it better. Mr. Cole stated that he gives credit to GRTC, the City, the Committee and the people. Mr. Cole stated that he would like to make a motion to approve item 3 on the agenda.

Ms. Harnsberger stated that she fully support it and think that they have done a great job and inquired about Mr. Eastman's conditions to move the curb cut into the first bullet point which is basically holding the City accountable for coming back to the UDC for the curb cut issue as well as the other items.

Ms. Levine stated kudos to everyone for doing an amazing job and for GRTC for really diving in and coming back to them with very specific responses to all of their concerns. Ms. Levine stated that when she is looking at the parking and the parking that is being shared she only hopes that through many forms of media and communication that is known to the general public including apps, websites and signage to let people know that parking is not going to be an issue with the parking that they are taken away.

Mr. Arias stated that he appreciates all of the efforts that have been made to this point and stated that all of their concerns have been taken care of. Mr. Arias stated that he likes the fact that initially connectivity was kind of a side subject and likes the idea that the connectivity has now become more or the forefront of what is actually happening and it opens up great opportunities for the Richmond instead of just the Broad Street corridor. Mr. Arias stated that he would like to see that continue and see how they can expand on that.

**A motion was made by Mr. Cole, seconded by Mr. Arias, that this Location, Character and Extent Item be recommended for final approval with the following conditions:**

- **That applicable City agencies develop, and return for UDC and PC approval, a plan to provide a buffer (planters/street trees/bike racks, etc.) in areas along the corridor where on-street parking will be removed in order to enhance the streetscape for pedestrians. This plan should also show areas where curb cuts could be closed or reduced in width to allow for additional on-street parking, following an examination by the City Department of Public Works, coordinated with GRTC.**
- **That the BRT planning team and the City Department of Public Works Urban Forestry Division produce a tree survey, showing the location, size and species of all trees that will be removed along the project corridor as a result of this project.**
- **That the BRT planning team and the City Department of Public Works Urban Forestry Division develop, and return for UDC and PC approval, a plan to provide deciduous, shade-producing street trees in areas adjacent to those where existing trees will be removed, or, if space is not available in the vicinity, in other areas along the BRT corridor.**
- **That the BRT planning team develop, and return for UDC and PC approval, a final landscape plan for the stations, and that the plant palette is composed of drought tolerant and native species.**

**This item was forwarded to the City Planning Commission for their meeting on November 16, 2015.**

**Aye:** 7 - Arias, Cole, Green, Harnsberger, Levine, Nolt and Smith

**Excused:** 1 - Gould

4. [UDC No. 2015-29](#) Conceptual Location, Character and Extent Review of modifications to Hull Street, from Chippenham Parkway to Arizona Drive

**Attachments:** [UDC Report to CPC](#)  
[Staff Report to UDC](#)  
[Location Map](#)  
[Application & Plans](#)  
[Hull Street Revitalization Plan](#)  
[Hull Street Revitalization Plan Appendices](#)  
[Ordinance Adopting the Hull Street Corridor Revitalization Plan](#)  
[Public Comment](#)

[Mr. Gould arrives at 11:26]

Mr. Eastman stated that they received one comment from the public.

Mr. Cole inquired about staff's 3rd condition it talks about pedestrian crossing and cross walk signals and staff's condition say where appropriate and inquired what is meant by that. Mr. Eastman stated that sometimes ladder style crosswalks are used for higher level of pedestrian activity and stated that in some places it would be appropriate for ladder style crosswalks and in other place it would be appropriate for striped lanes. Mr. Eastman stated that it is his feeling that every intersection should have a countdown signal. Mr. Cole stated that they should take out the word appropriate because he thinks it is appropriate everywhere.

Mr. Cole stated that in the last presentation with the BRT they narrowed the lanes down from 11' to 10' and stated if they narrowed the lanes on that project why they can't narrow the lanes down here or make the medians larger or the green space between the sidewalks larger.

Mr. Mark White, with JMT, working with the Department of Public Works, stated that with this level of traffic and the multiple lanes and the amount of truck traffic 12' lanes are recommended by most criteria and stated that 11' lanes are acceptable. Mr. White stated that in this case 10' would be dropping the lane width dangerously close for the movement between the lanes as well as the separation between the lanes and or the turning traffic. Mr. White stated that with the revitalization plan and continuation into the detail plan 11' lanes are recommended. Mr. Cole stated that it seems like if they could narrow them on Broad Street then they should be able to do it here and stated that the turn lanes could be 10'. Mr. Cole stated that it seems like they could narrow the turn lane and make the green space larger.

Ms. Levine stated that near Chippenham there is no green space or median and notice that there are 12' lanes there and inquired if there was a way to widen the median there give it a little more green space. Mr. White stated that the limited access line that controls that typical section right there at the Chippenham interchange where those ramps begin and end as it approaches into the city and stated that those lanes transition from 11' as quickly as possible. Mr. White stated that the pavement through some of those areas are undefined with ragged edges so there is little evidence that there is full lane widths. Mr. White stated that when they proceed down Elkhart Road

they go into the fix level of the typical 11' wide lanes. Mr. White stated that the northbound Chippenham ramp to eastbound Hull Street has to be dropped and stated that there are also 3 lanes on Hull Street going east at that point so an additional lane drop to get to the 2 lanes has to occur just east of Elkhart Road intersection. Mr. White stated that the VDOT criteria as well as national criteria recommend 11' lanes for the level of traffic for a principle arterial.

Mr. Cole inquired if the turn lane is considered a travel lane and Mr. White stated that to reduce the turn lane it will give initiative to drivers to push out into the through lane to make the right or left turn and the narrow lane width doesn't enhance the roadway it just adds for continued restriction of turning traffic into the through lane. Mr. Cole inquired that since they did it on Broad Street could they just look at it. Mr. White stated that the criteria would be a 1' offset in a raised curve and the edge of the through lane and in the middle of the roadway where you have the through lane adjacent to a raised median the inside lane is 12' wide but that also include the 11' through lane plus the 1' shy line which is the distance between the through lane and the raised curve for safety reasons to make sure that the traffic doesn't impact the curb or lose control. Mr. White stated that in the lower drawing they continue the same dimension with the 11' lane and stated that actually the middle lane that is labeled 12' is actually an 11' through lane and the turn lane is 11' plus the 1' shy line or a 12' turn lane.

Mr. Cole inquired if every intersection has a crosswalk and Mr. White stated that all signalized intersections have pedestrian crosswalks on all four sides with the exception of Hey Road and Derwent Road intersection and stated that because of the angle of the intersection and the approach of the roadway. Mr. White stated that there is one crosswalk across Hull Street at that location that is on the east side of the intersection and all the other signalized intersections have crosswalks on both sides of Hull Street as well as on the approaching roadway. Mr. White stated that there are 2 pedestrian crossings one at Silverwood and one near Meadow Creek Apartments that will be signalized and provide pedestrian or bicycle traffic across Hull Street. Mr. Cole stated that by reducing the lanes by 1' or wherever they can to make the median 6' which helps out the pedestrians crossing 7 lanes of traffic. Mr. White stated that 4' is not really a pedestrian refuge and the signal timing at these locations will be that a normal pace could be taken to cross Hull Street with a protected pedestrian crossing signal. Mr. White stated that with the 4 way roadway provided with a median the pedestrian phase will amount to some time to ensure that the pedestrians will have an opportunity to get across. Mr. Cole inquired if they could incorporate some markings into the pavements and Mr. White stated yes.

Ms. Harnsberger inquired if the applicant had any discussion with Public Works about the proposed Pocosham Greenway which is at the eastern edge of this project and Mr. White stated that the plan that they have faces the greenway crossing just east of Hey Road and Derwent Road intersection and they do not have an elevation or design on that plan but they do have a pedestrian crossing included with the signal that is proposed on Hey Road/Derwent and Hull Street on the east side of the intersection. Mr. White stated that the greenway is just east of that and once the greenway is constructed and when the coordination between the greenway and shared use path of the sidewalk are curved to get the pedestrians or cyclist up to there so crossing is provided at Hey Road.

Mr. Gould stated that there are a number of ponds shown and inquired about the storm water strategy and whether any other techniques considered. Mr. White stated that they are considering bio retention and they are evaluating the corridor for the use of nutrient credits which could reduce the need for water quality control. Mr. White stated that until they get the final footprint of the roadway they cannot determine the full effect of the quantity control that would be required. Mr. White stated that they have multiple pond sites at each of natural outfalls so with those as they refine it they will provide the city



with their options as far as using filtergrass or purchasing nutrient credits if the project qualifies for that. Mr. White stated that then they size the pond and locate the ponds in accordance to what they have to control whether there is additional water quality or quality control or including water quality control. Mr. Gould stated that he wanted to know if they consider other alternatives to ponds and stated that if there are some ponds left that they should do whatever they can to landscape them to make them look as good as possible. Mr. White stated that they will be recommending all the alternatives that the current criteria allows. Mr. Gould inquired who would be maintaining the storm water features and Mr. White stated the City of Richmond. Mr. Gould stated that the sidewalk adjacent to the curb there is a nice separation but there are a few areas where the sidewalk is immediately adjacent to the curb and inquired has there been ample consideration given to an alternative that would provide some type of green space or separations in those areas. Mr. White stated that as they proceed with planned development in some cases they adjust the distance of the green space to keep the sidewalk within the available right of way because they want to keep the alignment on the shared use path and the sidewalk as consistent as possible. Mr. White stated that they have allowed the width of the green space to vary to keep the alignment of the sidewalk and shared use path as consistent as possible and that is always an option if they chose to move the sidewalk out to maintain the green space. Mr. White stated that get into the right of way encroachment on private property. Mr. Gould stated that it is an awkward pedestrian experience when you are walking on a sidewalk immediately adjacent to a curb and if there are ways they should consider it.

#### Public Comment

Mr. Ben Campbell with RVA Rapid Transit stated that he feels like he is standing in a time warp here and because the budget for this project is 36 million dollars for 2.3 miles of road. Mr. Campbell stated that they are spending 7 million a mile to build a Bus Rapid Transit on Broad Street. Mr. Campbell stated that there is plan for the potential bus rapid transit on this road and Hull Street is one of the main corridors of metropolitan Richmond. Mr. Campbell stated that you can think that because we are going into Chesterfield County that it's never going to happen but he didn't think Broad Street was going to happen either. Mr. Campbell stated that he knows people in Woodlake and Brandermill and all along this corridor who are looking forward to a serious Bus Rapid Transit on this corridor because it's one of the four major corridors. Mr. Campbell stated who is going to ask the question of whatever plan is developed here is adaptable to a Bus Rapid Transit system so that they don't put millions of dollars of infrastructure that they then have to destroy in order to do what they have to do for a future BRT on this corridor.

Mr. Nicholas Smith, residence of Northside speaking as an individual, stated that he would like to echo the previous speaker and stated that this seems like an awful lot of money for what amounts to sort of really adjusting things on the margin. Mr. Smith stated that what the stakeholders and City needs to ask is what they want for this corridor and this is a very suburban kind of development with parking lots in front, huge setbacks, not walkable or friendly and that is the kind of the thing that exists today. Mr. Smith stated that with this plan it will make some adjustments it will make walking and biking better and that is something to be commended for. Mr. Smith stated that if they are trying to change something and making it a more pleasant environment to walk or bike in or take transit to he thinks a little bit more is going to be needed but not a lot more money. Mr. Smith stated that if this plan is to move forward that the turning radius in the intersections are incredibly large giving cars the opportunity to turn at high speeds. Mr. Smith stated that he is pleased to see all of the curb cut changes and ongoing work to look at safety issues for pedestrians. Mr. Smith stated that the city has proposed buying a part of CSX right of way eastern end of this to build a rail trail for biking and walking and stated that he think it is something that should be looked at for connectivity.

Mr. Henry Maddox, Chief I Officer with the United States Navy 5 Combat tour with the Vietnam Veteran, stated that there are many homeless veterans, incarcerated veterans and many veterans with health conditions. Mr. Maddox inquired if they considered an employment program or job training program as they do the different projects in the City of Richmond that could really help eliminate some of the homelessness for veterans. Mr. Maddox stated that they people are not taking care of veterans because they are sleeping on the grounds and using their survival skills to survive here in America. Mr. Maddox stated that he don't know if there would be federal dollars used on this project whereby that could be used to develop some type program. Mr. Maddox stated that he would like to work with the Committee.

Ms. Domingo Barbosa, an Air Force Veteran, stated that she respects the fathers of the war and stated that all of her family including her grandfathers were army veterans. Ms. Barbosa stated that if they did an economic study of this corridor or the income of this area we all know this is not a high income gaining or reaching area. Ms. Barbosa stated that most of the individuals from that actual spot at Chippenham walk because that is there mode of transportation. Ms. Barbosa stated that they have veterans with ADA specifications who will definitely need consideration in developing the corridor and stated that biking and the bus are a major as well. Ms. Barbosa stated that their concern is that will the City also provide incentives for business to come in to help develop it and stated that once they invest that money on beautiful roads, greenery and turn lanes and asked will there be any money coming into the area. Ms. Barbosa stated that they want to represent the Veterans Resource Center that they would like to put there which is less than 5 miles from that particular starting point. Ms. Barbosa stated that they want to get the veterans in their so they would have a place to go which is 5 miles from the VA Hospital. Ms. Barbosa stated that they are willing to be partners with the City in helping to develop incentives for business development and to include a Veterans Resource Center to allow all the veterans a place to go that is close to the hospital so that they can find out about what opportunities are going on the city.

Ms. Levine stated that in regards to this development there was a large section that they had reviewed and stated that she don't know from the applicant and inquired if there was anyone who could address that. Mr. Eastman stated that he doesn't know if there is anybody here that can address those concerns directly and stated that the plans that the Committee is seeing is an outcome of the revitalization plan that the City had completed. Mr. Eastman stated that they will see if they can put them in touch with the right resources within the city.

#### Closed Public Comment

Ms. Harnsberger stated that if they could reduce the turn radius so that it will be safer to cross and to reduce those travel speeds and turns it will be a better solution. Ms. Harnsberger stated that maybe a condition that they consider reducing the turn radius.

Mr. Cole stated that it is a great idea and that sometimes they put too much emphasis on cars and not the pedestrians and they need to put a lot more emphasis on pedestrians and bikers out there. Mr. Cole stated that they need to look at the minimum radius that the city requires.

Ms. Levine stated that she would say the minimum lane widths that they can add to the medians.

Mr. Arias stated that at the curb cuts the levels will not drop for the bicyclist or pedestrians and that it will be raised and the vehicle traffic will have to go over these and Mr. White stated yes and stated that there is no change in the profile of the sidewalk or the shared use path only at the public street type connections.

Mr. White stated that they have a fairly strong coordination with GRTC and stated that they continue to coordinate with the bus stops and bus routes for those final locations that are recommended they are holding as many of the current bus stop locations as possible and stated that is being coordinated with GRTC based on their ridership and the level of bus stops that they desire at that location.

Ms. Harnsberger inquired why it would not be possible to put a pedestrian crosswalk on the west side of Hey Road. Mr. Eastman stated that the Pocosham greenway is going to be on the west side of the intersection and the lone pedestrian crossing is on the east side. Ms. Harnsberger stated that it is generally good practice to have the crossings on both sides wherever possible.

Mr. White stated that the map they pulled up from the greenway site indicated the actual trail crossing to the eastside of the intersection which will be to the right of the intersection and stated that that is not the case then they can reevaluate that at look at a pedestrian crossing.

Mr. Arias inquired about the radius at the intersections. Mr. White stated that the radius are determined by an accepted design program called autoturn and when you have a turning truck if you reduce that radius there are opportunities for the rear wheel of that truck to overtake the curb and get into the green space and sidewalk which is not designed for vehicular traffic and that becomes a maintenance issue. Mr. White stated that it not only breaks up the curb it destroys the area behind the curb and stated that the 35' to 40' turning radius generally gives a good room for a turning vehicle whether it be a truck or a bus to maneuver that turn without encroaching on the sidewalk or the curb. Mr. White stated that reducing that radius will increase the likelihood that you will get that rear wheel encroachment on the sidewalks and greenery. Mr. Arias stated that makes sense but his concern is that most people don't stop at a turn until their nose is encroaching on the perpendicular traffic and then the vehicle blocks the sidewalk so anyone stepping off the sidewalk is in the path of a moving vehicle. Mr. Arias stated that makes it even harder for a pedestrian to cross the street because they have to go around the car or behind the car. Mr. White stated that the crosswalks are designed to be in conjunction with the turning radius and to maintain the actual alignment that is provided along the typical section and stated that if they had an un-signalized intersection and there is a pedestrian walking along or using the shared use path there is the potential for a vehicle to turn and see the pedestrian and stop.

Mr. Cole stated that he understands and generally agrees and some of the intersections get a lot of truck use but they should go back and look at some these intersections that trucks don't travel through and reduce the radius. Minimizing the radius is a good thing for pedestrians. Mr. White stated that all the public street intersections are designed to maintain the use by delivery trucks or emergency vehicles with fire equipment which gets quite large and they can usually navigate through tighter turns better than the general public. Mr. White stated that the size of the radius is determined by the service to whatever private properties that exists down that public street and stated that there is no differentiation at this point between whether that road serves 5 residences or businesses or a hundred and stated that they are treated equally as public streets. Mr. White stated that the recommendation has been noted and they will check on it.

Mr. Gould inquired if there are overhead utilities and if they will be moved back into the utility easement. Mr. White stated that is correct and that one of their next steps is to engage and work with each of the utility owners especially Verizon and Dominion which generally uses the overhead lines and they did not anticipate relocations that they will stay near the same spot and they would relocate only where required. Mr. Gould stated that it looked like the corridor was coordinating with the green space such that they are going to have trees or overhead utilities going through them.

Mr. Cole stated that his recommendation would be that on number 3 where it states appropriate it should be struck out and on number 4 where it says feasible it should be strike out. Mr. Cole stated that they should provide a gateway sign.

Ms. Harnsberger stated that the applicants work with DPW to investigate providing connection to the Pocosham greenway as well as indicating possible connectivity to the proposed James River Branch Trail. Ms. Harnsberger stated that the applicant to investigate on how to narrow the radius where possible and stated that if they can't give them proof why they can't.

Mr. Smith inquired how many intersections is the Committee talking about and inquired how many points are they talking about. Mr. Smith stated that he would err on the side of making it work in a standard fashion and stated that for him this is an amazing transformation of that corridor already and stated that it is going to make a multi modal transportation available to people that are already there. Mr. Smith stated that he wouldn't want to spend a lot of time trying to figure out specifics to get a couple of feet in a suburban area.

Mr. Cole suggested that they leave the radius on the table and stated that he doesn't think it hampers economic development in any way and let them come back with reasons why they can't do it.

Ms. Levine included the maximum lane width for pedestrian safety.

**A motion was made by Ms. Harnsberger, seconded by Ms. Levine, that this Location, Character and Extent Item be recommended for conceptual approval with the following conditions:**

- That the final plans include a landscape plan and schedule showing plant species, location, quantity, and size at the time of installation.
- That the final plans include a lighting plan, showing make, model and finish for any light pole and fixture, as well as fixture light source and color temperature. It is recommended that light fixtures be full shutoff, with a color temperature of 3000k.
- That all signalized intersections contain accommodations for pedestrian crossing, including striped or ladder-style crosswalks and countdown signals.
- That pedestrian crossings of Hull Street contain refuge islands.
- That the final plans include details on the proposed retaining walls.
- That the applicant sets aside space for a City gateway sign at the western end of the corridor.
- That the applicant investigates reducing lane widths to promote pedestrian safety.
- That the applicant investigates reducing the turning radius at cross streets to support pedestrian safety, or provide rationale for why not to reduce the radii.
- That the applicant work with the Department of Public Works to accommodate the crossing of the proposed Pocosham Greenway and investigate connectivity to the proposed James River Branch Trail.

This item was forwarded to the City Planning Commission for their meeting on November 16, 2015.

## **OTHER BUSINESS**

[ID 2015-022](#)

Discussion on revising the 1992 Broad Street Streetscape Design Guidelines

**Attachments:** [1992 Broad Street Streetscape Design Guidelines](#)

Mr. Mark Olinger and the Committee had a brief discussion regarding the Broad Street Design Guidelines. The Committee discussed the idea of having the full committee to discuss the changing of the Guidelines and then break up into a subcommittee to look at portions of the Guidelines.

A motion was made by Ms. Levine that they will be a Committee in full and establish a subcommittee to discuss the Broad Street Design Guidelines. The motion was seconded by Mr. Smith second the motion and passed 8-0-0.

## **Adjournment**

Ms. Levine adjourned the meeting at 12:52 p.m.