



# City of Richmond

900 East Broad Street  
Richmond, VA 23219  
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## Meeting Minutes - Final Urban Design Committee

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Thursday, September 4, 2014

10:00 AM

5th Floor Conference Room of City Hall

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### Call to Order

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

### Roll Call

**Present:** 7 - Ms. Andrea Almond, Mr. Vaughn Garland, Vice Chair Bryan Green, Ms. Giles Harnsberger, Ms. Andrea Levine, Chair Jill Nolt and Mr. Robert Smith

**Absent:** 3 - Mr. Chris Arias, Mr. Doug Cole and Ms. Claire Shirley

#### Staff Present

*Jeff Eastman, PDR  
Tara Ross, PDR  
Jim Hill, PDR  
Will Palmquist, PDR  
Kathleen Onufer, PDR*

#### Others Present

*Amelia Lightner  
Kim Tingley  
Tom Flynn, Dept. of Public Works  
Jian Xu, Dept. of Public Works  
Travis Bridewell, Dept. of Public Works  
Brian McPeters, Kimley-Horn Associates  
Russ Uzzle, Virginia Commonwealth University  
Jake Helmboldt, Bicycle, Pedestrian and Trails Coordinator  
Andy Boenau, Timmons Group  
Marianne Pitts, 2nd District City Council Liaison  
Tom Innes  
Kenneth Stewart  
Denise Kern  
Nan Stewart  
Jeannie Welliver, Dept. of Economic & Community Development  
Bill Walsh  
Jody Branch  
Graham Moomaw, Richmond Times-Dispatch*

### Approval of Minutes

**A motion was made by Ms. Levine, seconded by Ms. Harnsberger, that the minutes from the August 7, 2014 meeting be adopted. The motion carried by the following vote:**

**Aye:** 3 - Garland, Harnsberger and Levine

**Abstain:** 4 - Almond, Green, Nolt and Smith

[ID 14-036](#) Regular Meeting of August 7, 2014

**Attachments:** [Regular Meeting of August 7, 2014](#)

## Secretary's Report

*Mr. Eastman stated that the Planning Commission did not meet in August and the items that were reviewed by the UDC in August were on the agenda for the Planning Commission's September 2nd meeting. That included the final review of the Mary Munford Pavilion and the conceptual review of the Cannon Creek Greenway Phase IV, both of which were approved on the consent agenda with the UDC recommendations. The Brown's Island Dam Walk is going to be considered at the Planning Commission meeting on the 15th of this month. It did not go forward because the project manager was out of town. Mr. Eastman stated that he approved the building permit for the Mary Munford Pavilion.*

## Consideration of Continuances and Deletions from Agenda

*There were no continuances or deletions.*

## CONSENT AGENDA

**A motion was made by Mr. Green, seconded by Ms. Levine, that the Consent Agenda item be recommended for approval to the Department of Public Works. The motion carried by the following vote:**

**Aye:** 7 - Almond, Garland, Green, Harnsberger, Levine, Nolt and Smith

1. [UDC No. 2014-29](#) Neighborhood Sign Encroachments on Belmont Road south of W. Belmont Road and Ironbridge Road south of Brookbury Boulevard

**Attachments:** [UDC recommendation to DPW](#)

[Staff Report to UDC](#)

[Location Map](#)

[Application & Plans](#)

[Letters of Support](#)

**This Encroachment was recommended for approval to the Department of Public Works, with the following conditions:**

- That the applicant considers providing landscaping around the base of each of the signs. Said landscaping should be low maintenance, low to the ground, and provide seasonal interest.
- That the applicant considers increasing the size of the signs slightly, perhaps to 48" wide by 36" tall, in order to increase their visibility.

## REGULAR AGENDA

2. [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](#)

*Mr. Eastman stated that there was a letter of support from the Oregon Hill Neighborhood Association that contained some comments as well.*

*Mr. Green inquired if there was any additional lighting being proposed as part of the project. Mr. Eastman stated that the lighting plan was not included for conceptual review but there are a couple of Richmond Metropolitan Authority (RMA) cobrahead lights there which are slightly different from the City's cobraheads. Mr. Eastman stated that the RMA lights are going to be replaced with the City's cobraheads and another one is going to be added in this area.*

*Mr. Smith asked for clarification on the recommendation that the circles are made larger and Mr. Eastman stated that the idea would be to enlarge the central island to shrink the apron because that is more effective in slowing people down.*

*Ms. Nolt inquired what the motivation is for the project and inquired is it a connectivity to get the neighborhood to the west or is it a traffic calming project or both. Mr. Eastman stated that it is probably both but that he will let the applicant answer that.*

*Mr. Smith inquired as to why Grayland is being retained and inquired if it was to maintain on-street parking. Mr. Eastman stated that Grayland is completely vacant right now and is owned by the City and Richmond Redevelopment and Housing Authority (RRHA) and he believes that it is to preserve the parking.*

*Mr. Tom Flynn, Department of Public Works and Mr. Brian McPeters with Kimley-Horn Associates came up to answer questions.*

*Ms. Nolt inquired what the motivation for the project. Mr. Flynn stated that the genesis came from a graduate urban planning student study about 5 years ago. Mr. Flynn stated that one of the issues today is the RMA expressway off-ramp and the high speeds of exiting vehicles. A lot of that traffic comes down to Cherry and turns left on Cherry destined to VCU. Cherry Street is very narrow and you have this high speed and high volume of through traffic. Mr. Flynn stated that the key thing that the roundabout does is slow that speed down to an urban speed of 25 miles per hour and making Idlewood two-way provides for connectivity. Mr. Flynn stated that they needed to terminate Grayland to make the design work as safe as possible and they are getting a lot of ideas on how to do it. Some of the neighbors want them to get rid of Grayland completely because it is being used for parking for VCU students and then there are others from Randolph and Oregon Hill saying that if they take Grayland out there is going to be more parking in the neighborhoods. Mr. Flynn stated that it hasn't been resolved yet and what they probably do in the final design is show that removal section as an alternate in their plans but they don't have the money to remove it now. Mr. Flynn stated that section abuts RRHA property and they might want them to leave it because they might not have formal plans now but they might need it for access to their property in the future.*

*Ms. Levine inquired if they looked into putting parking along Harrison Street and Mr. Flynn stated not as part of that project but the traffic engineers can look at that.*

Ms. Harnsberger stated that Idlewood is used by a lot of cyclist to go west to east and stated that she thinks it's great reconnecting the city south of the expressway but she is worried about the safety of the cyclist and drivers traveling east to west on Idlewood approaching the traffic circle and then having to merge with people coming off I95. Mr. Flynn stated that he thinks it will be a lot safer because what happens today with Idlewood being one way is that it is a free flow straight shot and this will eliminate that. Mr. Flynn stated that they will have a yield condition there and the speed reduction will make it safer. Ms. Harnsberger inquired if it will break the bank to add ladder style crosswalks at that intersection as well. Mr. Flynn stated that they could look at that as a separate item. Ms. Harnsberger stated that she is very excited that the traffic will be calmed and that it will go two ways but she would also love it if Public Works could put rumble strips coming off I95 to really slow the vehicles down. Mr. Flynn stated they can't do that because it belongs to the RMA.

Mr. Garland suggested that they put directional signs to get people to go to VCU via Harrison and Cary. Mr. Flynn stated that they will look into that but one of the things with roundabouts is that the focus needs to be with the drivers to look out for other vehicles and pedestrians and bikers that they have to yield to and adding more signs takes your focus off the road so they want them to be limited.

Ms. Nolt inquired if they had a meeting with VCU to review this proposal in terms of signage and Mr. Flynn stated not yet but they are at the point now where they have the concept so they can tell people exactly what they have. VCU is supportive of the project because they gave the City \$250,000 dollars towards it.

Mr. Green stated that this a terrific project because people come off the interstate at really high rates of speeds. He inquired if staff's recommendation of narrowing the travelway was acceptable to them. Mr. McPeters stated that they are narrowing the width of the off-ramp from 26' or 28' wide to 16' wide and they are going to do some curvature in which you won't be able to drive that curb even in small car. Mr. McPeters stated that the right movement turn off of the RMA to Idlewood west bound they are going to stripe a lot of that extra pavement which is there to enable the larger vehicles to maneuver and there will be a yield sign and signage in advance very similar to other roundabouts in the city to warn you that you are coming to a roundabout and have to yield. Mr. McPeters stated that they are also changing the vertical alignment of the ramp because of the elevation differences. Mr. McPeters stated that the challenge with the width is that this roundabout in its diameter and width of both the apron of the circulatory roadway which is the area in which you maneuver your car around the asphalt is consistent with the other designs in the City. Mr. McPeters stated that minimum is specified by the Federal Highway and the reason for the 20' width of the asphalt is to enable larger vehicles to maneuver but is also setup in case there is an accident or break down in which people will be able to get around the roundabout. Mr. McPeters stated that those standards are kind of set in stone but they can look at the autoturn movements in the circle and see if there is an opportunity that is a little more flexible but the 10' is suggested. Mr. McPeters stated that they did run a speed analysis based on the fastest pass through and all of the speeds come out to be consistent with the guidelines at about 20 to 25 miles per hour.

Mr. Green stated that if the width can't be adjusted what about staff's recommendation to use a cobblestone or textured pavement within the roundabout to further suppress traffic speed. Mr. McPeters stated that can evaluate that but the biggest challenge with the cobblestone is the cost. They talked about looking at alternatives of colorizing the concrete or something to make it different. Mr. McPeters stated that there will be a 3" curb which is mountable for the larger vehicles such as the tractor trailers that will prevent regular vehicles from driving up on it with speed and that should keep people from using the entire 30'. Mr. Green commented that with the cobblestones it wouldn't

*have to be the whole area but segments that would create a pattern or texture change to help slow down the traffic.*

*Mr. McPeters stated that when roundabouts were first used in America there were a lot of concerns about bicyclists in the roundabout and there have been numerous studies with both the Federal Highway and the College level looking at bicyclist incidents in roundabouts and they are now saying that a bicyclist is just as safe as a vehicle inside a roundabout provided that it is designed with the speeds being consistent. Mr. McPeters stated that this is a single lane roundabout so their design speed is 25.*

*Ms. Nolt stated that she thinks there is a missed opportunity in providing the dead end on Grayland Avenue and not having them remove all of the road back to Harrison. Ms. Nolt stated that it would be a better planning exercise to remove Grayland back to Harrison and re-think that area as a true park that could be served by the neighborhood and the university.*

*Ms. Levine stated that a good portion of that property is RRHA and it is possibly slated for another use and she doesn't know if the idea of making it all park is going to be feasible or not. Ms. Nolt stated that she is not suggesting that they make it all park and stated that turning Idlewood into two way traffic will still give them their needed public right-of-ways to those parcels. Ms. Levine stated that she disagrees because parking is needed in that area.*

*Mr. Green stated that housing will be good in that area.*

*Ms. Nolt stated that she is interested in seeing some more thoughtful design west so that this project can include this area west to Harrison.*

*Mr. Garland stated that he agrees that adding more parking to that space and stated that having more parking outside of Oregon Hill will help Oregon Hill residents.*

*Ms. Harnsberger wondered if it adds a lot of cost to the whole project does that throw the project on hold. She feels that the market is going to take care of Grayland and inquired if it was in the scope of the project.*

*Mr. Flynn stated that it is not in the scope of the project. They did look at it initially and they don't have the budget for it. Mr. Flynn stated that his understanding is that the property is essentially RRHA property and there has been thoughts on developing residential and they will be sitting down with RRHA because they have some temporary easements that they need and this is a good time to get this resolved.*

*Mr. Green stated that as a resident of the neighborhood he thinks that more surface parking adjacent to the neighborhoods is not desirable.*

*Ms. Almond stated that it will be nice to see more of a native plant palette and she would recommend that they remove barberries from the palette and use something else.*

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

- 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.**
- That the applicant narrows the apron and asphalt travel way around the central island to the smallest possible dimensions.**

- That the applicant considers providing cobblestones in the apron instead of the proposed concrete.
- That the applicant consider providing larger trees in the central island.
- That the applicant uses a more native plant palette, and that the invasive Barberry shrub is replaced with a native equivalent.
- 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.
- That the applicant considers providing irrigation to the central island to improve the survival rate of the proposed landscaping.
- That the crosswalk from Grayland Avenue across Idlewood Avenue contain ladder-style markings consistent with the other crosswalk.
- That the applicant removes the street surface on Grayland Avenue to the east of the “hammer head” and replaces it with grass and curb.
- That the sidewalks from S. Cherry Street to S. Harrison Street be cleaned up and re-established as part of the roundabout installation project.
- That the final plans include a lighting plan.

**Aye:** 6 - Almond, Garland, Green, Harnsberger, Levine and Smith

**No:** 1 - Nolt

3. [UDC No. 2014-31](#) Conceptual Location, Character and Extent Review of traffic calming 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. Eastman stated that he received 10 letters of support and one letter of opposition to the project.*

*Mr. Tom Flynn, Department of Public Works, Mr. Jake Helmboldt, City Pedestrian, Bicycle and Trails Coordinator and Mr. Andy Boenau with Timmons Group came up to answer questions.*

*Ms. Levine inquired if they had considered curb extensions at Allen and Vine Streets because of the school. Mr. Boenau stated yes that is something that they have considered and also stated that they considered all the intersections to begin with and what can be done at any of them. Mr. Boenau stated that this was almost a design by the community kind of project that could calm things and making it easier for walking and biking. Mr. Boenau stated that on the west of the corridor people were really supportive of the idea of curb extensions and stated that VCU was also supportive of the curb extensions. As to potential curb extensions at Allen and Vine once the final design gets cranked up that is something that they could take a look at. Mr. Boenau stated that one more clarification on the staff report is that with the stop signs since they function a little bit different than roundabouts and you don't have to have a yield condition and one of the interim step of putting those in is to remove the stop signs on Floyd Avenue. Mr. Boenau stated that on the side streets the stop sign could remain and some of these intersections need drivers come to a complete stop so that they*

could get a good look to see oncoming traffic.

Ms. Nolt inquired how cyclists would navigate the roundabouts intersection going right and turning left and Mr. Boenau stated that you will have the right of way on Floyd Avenue and the large vehicles and quints could make all of the maneuvers and left turns. They are not suggesting that a tractor trailer should comfortably go around all of these circles because there is no need for that but they are going to have physical access. Mr. Boenau stated that vehicles turn left on Floyd because it's like a four legged intersection. Ms. Nolt inquired about the left hand turn for a cyclist or a car and inquired if they turn in front of the circle and not go around it and Mr. Boenau stated that they can do either and that generally you go around them because there is room and if a large vehicle can't fit around the circle they can swing to the left and not go around the circle. Mr. Boenau stated that depending on the oncoming traffic you are probably going to see some people come on the inside of the circle. Mr. Boenau stated that for two reasons that is fine because it is perfectly legal and it adds a physical refuge as you are walking across the street and this adds some protection for the cyclist.

Mr. Flynn stated that these are designed and engineered so that a passenger car and bicyclist making a left turn and would go to the right but from legal perspectives it is perfectly legal to turn left. Mr. Flynn stated that you can turn left as long as you pause for traffic, pedestrians and bicyclists. They have done about 40 circles in Richmond and they have done some good before and after analysis showing an overall reduction of crashes. Mr. Flynn stated that the key is to slow the traffic down and they have to design them so quints can turn and they have to accommodate large vehicles. Mr. Flynn stated that generally when you go through a circle they usually have yield signs and here with the parking the sight distance is typically very limited so they left the stop signs on the side streets so people will come to a complete stop.

Mr. Green stated that it would be very confusing and dangerous for someone to turn left before the circle because with the circle planted they are reducing visibility. Mr. Flynn stated that they are engineered for cars and cyclists to turn right and circles are always equal to a safer and better operation that way.

Mr. Green inquired about the back-in parking on Morrison Street and around the city and Mr. Flynn stated that they are putting more in and stated that there is a good documenting study that back-in parking is safer than front-in. Mr. Flynn stated that they have done it on Byrd and 10th Street and the big advantage is that they pick up 50% more spaces versus curb parking and based on studies there are no patterns of increased accidents at these locations. Mr. Flynn stated that at Brunswick and Morris they received more comments about that than anything else and that is something that they will look at with the residents and is more of a secondary item and not a fundamental part of Floyd Avenue.

Mr. Boenau stated that it is a nice opportunity to combine the bike walk street project with a place making project with the park that's out there and if there is an opportunity to clean up the intersection and make it safer for everyone at the same time when they are doing something to increase the play area of the green area then that will be great.

Mr. Garland inquired if the City would be accepting to the idea in the circle for staging public art and Mr. Eastman stated that he doesn't see why not. Mr. Garland stated that if they want to capture the aesthetic of being on that spot and making the environment better that public art could add to that. Mr. Flynn stated that is something they could look at it and stated that what they intent on the circle is to put a tree with low level shrubs because if you are a block away you will something ahead of you that will catch your attention.

Mr. Smith inquired if there was a need for additional lighting for the circles and Mr. Flynn stated no.

Ms. Almond inquired if they incorporated storm water management and bio filtration in the bump-outs and landscape islands. Mr. Flynn stated not at this point but they will look at that on the chokers.

Mr. Tom Innes, a resident on Grove Avenue, expressed his opposition to the project, noting that he is concerned with some of the elements of the project that will adversely impact his quality of life and the value of their homes. Mr. Innes stated that he sees that there is a one size fits all remedy for the corridor while in reality the areas are different. Mr. Innes stated that the passage of trucks will require a 10' setback and no parking zone and the new crosswalk areas in order to accommodate a 14' diameter traffic circle. Mr. Innes stated that this appears to facilitate a bikers with minimum requirements that would navigate stop signs and residents would face the loss of practical parking spaces and the bigger picture mandates that the needs of the residents need to be considered in a revised plan that is more sensitive to the characteristics of the block.

Mr. Kenneth Stewart, a resident of Floyd Avenue, expressed his opposition to the project, noting that his issue is loss of parking and the difficulties of the traffic circles. Mr. Stewart stated that these circles will take at least 8 parking spaces from each corner and stated that they can easily take 16 from each corner. Mr. Stewart stated that the regulation of parking within 20' to 30' of an intersection has never been enforced and they are therefore legal parking spaces and if they were to enforce it they will have extreme protest from the residents.

Ms. Denise Kern, a resident of Floyd Avenue, expressed her opposition, noting that her main concern is the parking issue. She stated that they said the plans are not taking any legal parking spaces but she counted 84 illegal parking spaces being taken on Floyd Avenue. Ms. Kern stated that there are over 2000 illegal parking spaces used daily throughout the Fan District and that came from Mr. Charles Samuels. Ms. Kern stated that another one her concerns is about the roundabout and if they have planters who will maintain them.

Ms. Nan Stewart, a resident of Floyd Avenue, stated that most of the residents support the Bike Boulevard and that the thing that they don't support is the lack of parking and it doesn't seem like there are any plans to address these issues.

Mr. Brantley Tyndall with Bike/Walk RVA and Sports Backers gave a presentation which outlined Sports Backer's recommendation of approval.

Mr. Garland inquired if there was a way of making that whole stretch into a 1 hour parking permit area. Mr. Flynn stated that they rather keep this out of this project because it is a bigger issue and stated but it is something that the City can look at.

Ms. Nolt inquired if they could summarize the current parking zones and restrictions.

Mr. Stewart gave a summary of the parking zones and restrictions.

Ms. Nolt asked if there was permit parking west of the Boulevard and Mr. Stewart stated not to his knowledge.

Mr. Garland stated that this project could relieve some parking by having students ride their bikes and not bring their cars into the City.

Ms. Levine stated that the comments that were made regarding the one way going to



two way on Main and Cary is actually beneficial to the people on Floyd because instead of that being another major corridor go through it's not going to be used so she thinks that is a great plus there. Ms. Levine stated that Mr. Innes made a comment that it is becoming more owner occupied which is a benefit again rather than having four or five students and five cars to an apartment. She understands that there is an issue with parking and thinks that a little more consideration does need to be made for the residents in the area but otherwise she is in full support of this project.

Ms. Nolt stated that she has a concern with the circles and the lack of clarity that it could give to the intersection. She lives in the Fan area and its very common that bikers do not follow traffic regulations and she is a little bit worried that the design of the circle and the opportunity to negotiate around the circle or to make the immediate left turn is going to cause some issues when they are trying to accommodate both the cyclist and vehicle in those intersections. Ms. Nolt stated that she feels that it needs a little more study and she knows it has been successful in other areas of the City but they are designating this as a bike corridor and she needs to be sold that the circles are actually going to work.

Ms. Almond stated that she had the same concerns until they stated that they were leaving the stop signs on the north south direction and now it makes more sense.

Mr. Smith stated that they need to show something showing what is going to happen with the parking and show the illegal parking. Mr. Green stated that they could paint or stripe out the illegal parking spaces to make it clear.

Ms. Nolt stated that the most concern regarding the parking is in the eastern section of the bike path on Floyd and maybe they can make a recommendation that there is more thought on the eastern portion of Floyd Avenue to address the parking issue.

Mr. Green stated that this project is called bike/walk and stated that he is hearing the bikes but not about walk and he doesn't understand what this does for the pedestrian experience either through lighting, safety or signage.

Ms. Nolt stated that there is a lot of pedestrian foot traffic in that district.

Mr. Jakob Helmboldt stated that he can't see how they will lose 16 spaces because it is a circle and stated that even with 8 spaces you're not losing them because that is presumed that someone is parked up to the intersecting curb line and they will effectively have a vehicle parked in the crosswalk or blocking the sidewalk. Mr. Helmboldt stated that if that is the case then the police will ticket them now and stated that they should be parked 10' from the crosswalk. Mr. Helmboldt stated that when someone is parked egregiously illegally too close to the intersection not only does it present a safety issue in terms of sight distances it also impairs those larger vehicles from being able to navigate the curves. Mr. Helmboldt stated that this is not a huge impact to parking. Mr. Helmboldt stated that they have talked to the community during the course of the multiple meetings that there are opportunities for them to look at no parking zones to see if there are areas where they can actually gain parking spaces. Mr. Helmboldt stated that in the end they will see an effectively modest gain from an effective parking standpoint and this is not going to affect parking to the degree that the way it has been presented.

Ms. Nolt inquired about some background on the amount of surveys or community meetings that has been offered up to this point with the residents or other people in the community. Mr. Boenau stated that there is a Museum District survey from the end of August but the results have not been released. They heard from council members that the Museum District was anecdotally supportive. The Fan District had a survey where

70%, 5 or 10% not sure and the remainder was opposed. Mr. Boenau stated that at the public meeting they got an overwhelming response to the questions that were asked and stated that with certain recommendations 80% support the traffic circles and 75% supported the bump-outs more west.

Ms. Nolt inquired if the community seen the project and Mr. Boenau stated that everything that the Commission has seen was presented at the last meeting where they asked for more circles and bump outs and inquired about having a diverter at Morris.

Mr. Green inquired if a parking study has been done and Mr. Boenau stated no but there was a walkthrough and one thing that they found was the alley parking was about 50% occupied through the whole corridor. Mr. Boenau stated that some of the residents stated that they don't use their own alley spots because it is easier to park within a couple of blocks from their homes. Mr. Green stated that they are hearing a lot of anecdotal evidence and it would be helpful to see an overall parking study to see how many spaces exist and how many will be lost. Mr. Boenau stated that there hasn't been a parking study.

Mr. Flynn stated that they are not taking any spaces and the issue they are coming into is the illegal spaces and they can accomplish these circles without taking any legal parking spaces. Mr. Flynn stated that if someone was parked right up to the corner and someone can't physically make the corner the police will be after that. Mr. Flynn stated that the 20' to 30' distance is the state law and City code.

Mr. Garland stated that the idea of having bump-outs will actually get rid of the whole idea of it being illegal because once the bump-out ends that's where you can park. Mr. Flynn stated that the bump-outs are at the illegal 20' or 30'. Mr. Garland stated that there is a way that they can do the bump-outs smaller and Mr. Flynn stated that it gets to the dilemma are they doing it to encourage illegal parking and states that puts them in an awkward position. Mr. Garland inquired about the size of the bump-outs in Carytown and Mr. Flynn stated that they are fairly minimal at about 20'.

Ms. Harnsberger stated that staff recommends that they use 3 sharrows per block or the highlighted area around the sharrow and inquired if they had considered markings and if so does it fit into the bike lane marking plan. Mr. Flynn stated that they haven't gone over all of staff's recommendations but they will look at that and they have new guidelines and are wrapping up the new bike plan.

Ms. Nolt stated that they are really dealing with a different context on the east end of Floyd versus the west end of Floyd and stated that she would be a little more interested in more thought and sensitivity to those intersections and maybe there is a different response that's needed. Ms. Nolt stated that she knows there is a parking conflict and know it's illegal but it is the current situation and inquired if they can see a different response on the east end of Floyd. Ms. Nolt stated that generally the bump-outs in the circle are working on the western edge and don't think they are solving the problems on the east side.

Mr. Green stated that he agrees with Ms. Nolt.

Ms. Harnsberger stated that she would hold off on making specific recommendations about the markings until a city wide plan is made for what bike ways are designated until they have a consistent plan.

Ms. Nolt inquired if there was a timeline for that and Mr. Eastman stated no and but this project is intended to be in place by next summer.

*Ms. Harnsberger stated that she understands the concern and stated that on Leigh Street they just got a new striped bikeway and she would just rather see a consistent solution and her change would be that they would consider marking the street in a way that is consistent with designated bikeways throughout the city.*

*Ms. Almond stated that they are talking about branding this corridor as something really unique with special signage that shows you are in a place that is different from the way that sharrows and bike lanes will be done all over the city. Ms. Harnsberger stated that she feels all of the additional changes to the infrastructure will brand it and also signage will brand it but pavement markings should be consistent throughout the city if it meets a certain kind of use. Ms. Harnsberger stated that her recommendation wouldn't preclude any marks that Public Works would use.*

*Mr. Garland stated that he is really proud that the City has taken this progressive look at including bicycles into our environment and hopefully in the next couple of years you will see more and more bicycle use.*

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

- That the applicant considers lowering the posted speed limit along the subject corridor to 20mph.
- That the applicant reconsiders the locations and/or use of design elements, including curb extensions and traffic circles, east of N. Meadow Street.
- That the traffic circles are enlarged to the maximum possible dimensions.
- That the applicant considers providing curb extensions at N. Allen Avenue, N. Vine Avenue, and N. Robinson Street.
- That final plans include dimensions for the curb extensions.
- 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").
- 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.
- 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.
- That the curb material on the curb extensions match the immediately adjacent existing curb material.
- That the sidewalk material in the curb extensions match the immediately adjacent existing sidewalk material.
- That the applicant considers providing a bike corral in a curb extension or no-parking zone where there is nearby commercial activity.
- 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.
- That the final plans include landscaping plans for the traffic circles and curb extensions.
- 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.
- That the applicant considers the possibility of the traffic circles being used as locations for public art.
- 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.

Aye: 7 - Almond, Garland, Green, Harnsberger, Levine, Nolt and Smith

4. [UDC No. 2014-12](#) Final Location, Character and Extent Review of alterations to the 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](#)

*Mr. Eastman stated that he has received 2 letters of opposition.*

*Ms. Levine inquired if they were beyond the point at which they could say no to a project or ask why it was being considered. Mr. Eastman stated that a sign was previously approved for this area and for this purpose but there has been some turnover on the UDC since 2011 and his opinion is that the people who are on the Committee now should be making decisions based on their own judgment and not based on the previous approval.*

*Ms. Nolt stated that the renderings provided by Staff were very helpful in visualizing the sign and the recommendations that are being made. Mr. Eastman thanked Mr. Will Palmquist for providing those renderings.*

*Ms. Jeannie Welliver with Economic and Community Development gave a presentation on the Carytown Gateway Sign.*

*[Mr. Smith exited the meeting at 1:03 p.m. during Ms. Welliver's presentation]*

*Mr. Green asked Ms. Welliver if she accepted the staff recommendations and Ms. Welliver stated that she disagrees with staff's recommendations.*

*Mr. Garland inquired if they looked at any other locations for the sign and Ms. Welliver stated that they think this corner is a gateway that is under celebrated and deserves gateway beautification. Ms. Welliver stated that this sign is not just for cars but for the community, for those that walk or ride bicycles and the community supports the project.*

*Ms. Almond inquired about the price of the sign and Ms. Welliver stated that the overall cost is about \$300,000 but that includes contingencies, electrical power, signage and lighting. The sign they have here is not \$250,000 - the sign they have before the Committee is about \$95,000 which includes the electrical, the large oaks, the cranes and the landscaping. Ms. Welliver stated that the \$250,000 it also includes 3 shopping directories.*

*Ms. Almond inquired if it is more important to the merchant's association to have the directional signage throughout Carytown than it is to have the gateway sign and Ms. Welliver stated that it is important for both. Ms. Welliver stated that this sets a tone for the entrance in the district and other shopping districts like Short Pump have gateway signage.*

*Ms. Harnsberger stated that the gateway sign doesn't really echo any art deco character and when she looks at it she doesn't pick up those historic notes that the sign was trying to reference. She does like the landscape plan and thinks that it will improve*

*the gateway. Ms. Harnsberger stated that she thinks there are very subtle cues that were lost in translation.*

*Ms. Nolt stated that the font here is a little soft and bubbly which is not art deco, which tends to have a little more sophistication. Ms. Welliver stated that they are not proposing art deco necessarily on this sign but the Carytown lettering package is the Carytown merchant's association brand.*

*Mr. Garland inquired if there could be any consideration for another material outside of the granite and Ms. Welliver stated they don't recommend brick because this sign needs to last for 30 or 40 years so the material choices were keeping with that expectation and thinks that the granite is beautiful.*

*Ms. Almond inquired where the granite was sourced from and Ms. Welliver stated that she will get back to the Committee regarding that. Ms. Almond stated that Carytown is about shopping local and focusing on what we have here and using granite from South America seems opposite. Ms. Welliver stated that Custom Ornamental is local and the letter could likely be done by them and stated that they did take that into consideration.*

*Mr. Bill Walsh stated that he is in opposition of the project. Mr. Walsh stated that the vast majority of his shopping is in Carytown and he loves Carytown but this sign is unnecessary and when you add public funding of this unnecessary sign it becomes a bad idea. The sign doesn't serve any purpose and the only people that would see the sign is motorists or people going south on Thompson. Mr. Walsh stated that anything the city can do to support Carytown is great but this sign doesn't do that. He hates being negative or in opposition of something but he respectfully submits that this a bad idea at the public's expense.*

*Ms. Jody Branch from Windsor Farms stated that she thinks in 2006 maybe Carytown needed a little boost but there have been a lot of improvements and it is booming right now. It is a vibrant place and 3 shopping directories placed in good places might be a good idea but they don't need a sign to let them know they are in Carytown. Ms. Branch stated that if the merchants had to pay for this sign she wonders what it would look like but when the taxpayers have to pay for a big fancy sign is crazy. Ms. Branch stated that she is against it but she would be fine with something more in keeping with the area.*

*Ms. Levine stated that her first instinct was that there shouldn't be a sign because it is tax payers' dollars and everybody knows where Carytown is. She appreciated the staff recommendations which solved several problems and the sign does clean up a blighted corner. Ms. Levine stated that it is equally important to have a directory system and she would add to staff's recommendation for them to add a directory system. She doesn't think Carytown is Short Pump and it doesn't need identification on this large scale. Mr. Eastman stated that a directory system went through the UDC years ago but hasn't been installed.*

*Ms. Nolt stated that she feels this a design problem that hasn't been solved and she appreciates the staff recommendation of angling the sign and making it smaller but it still doesn't solve the problem. Ms. Nolt stated that there are problems that need a better solution and she thinks a sign is appropriate and the one that is there is outdated but it needs to be sized, scaled and designed for Carytown.*

*Mr. Garland stated that one thing that bothers him about the proposal is that it is coming from west to east and there is nothing designating Carytown from the east to the west. He thinks the shopping directories can become the reminder as you are going through Carytown and that would be helpful. Mr. Garland stated that he has a passionate dislike*

for the base.

*Ms. Almond stated that Carytown is quirky and imaginative and the planting plan is just 3 green low maintenance species of plants that aren't the least bit interesting. They could do a lot more with the same amount of material and do something more interesting there that will reflect Carytown better.*

*Ms. Harnsberger stated that she likes the trees on the ramp of I95 and stated that is a huge gateway and she would love to see that move forward but she does think there are design issues with the actual sign. Ms. Harnsberger asked why the move away from the existing branding that's in Cary Court and stated that she understands that it doesn't represent the Retail Merchants Association Logo but states that if the city is going to pay for this why would they be beholden to that and Ms. Welliver stated that is their logo and brand and stated that is what they wanted to have as their sign font and it matches their stuff as an independent standalone piece of art. Ms. Welliver stated that they want to install the improved sign on VDOT lot. Ms. Harnsberger stated that she doesn't have problems all of the elements but states that it could be more elegant.*

*Mr. Garland stated that if the land comes through and that means that the original sign can be placed there and Ms. Welliver stated that if she follows the procedures and if they defer it and get it off the Planning Commission agenda she will probably have this conversation anyway because there are people in the community that may want to have that conversation.*

*Mr. Eastman stated that moving this project forward if it was to get a recommendation of approval from the UDC and the Planning Commission does not delete or negate the previous project that was for two pieces of property. Mr. Eastman stated that essentially it would add a second option on.*

*Ms. Harnsberger made a motion to deny the project. Upon further discussion Ms. Harnsberger withdrew her motion.*

*Mr. Green made a motion to deny the project. Upon further discussion Mr. Green withdrew his motion.*

**A motion was made by Ms. Harnsberger, seconded by Mr. Garland, that this Location, Character and Extent item be recommended for denial, with the recommendation that the applicant reconsider the design and scale of the sign as well as the landscape elements.**

**Aye:** 6 - Almond, Garland, Green, Harnsberger, Levine and Nolt

**Excused:** 1 - Smith

## **OTHER BUSINESS**

*There was no other business.*

## **Adjournment**

*Ms. Nolt adjourned the meeting at 1:42 p.m.*