

# Compiled Table Notes from November 19 Public Meeting

## West End Table 1: Lory and Jesse

- Zoning has to change in Scott's Addition
- If we let the market decide future development we will have tall buildings everywhere. Zoning should not allow one tall building next to another (like Arlington VA)
- In terms of height, Arlington VA is a bad example because there are tall buildings everywhere
- In terms of building character (for Scott's Addition) we would like to continue with the 1970s approach in terms of how to address corners
- The majority of the group believes that the character for Scott's Addition should be decided in this plan
- Most transparency on the front façade of the buildings at Scott's Addition
- All people at this table agreed that all streets at Scott's Addition should be two ways. However; one way should persist where the industrial business are located
- More Bike infrastructure in Scott's Addition
- Be able to bike on **Leigh St.** to get into Scott's Addition
- Clear standards for future building form (on Broad St) such as height, setbacks, openings, etc.
- Give developers the option of creating setbacks to allow outdoor cafes or other active activities at ground level
- No parking in front of the buildings. Buildings need to be close to the street and have small setbacks to place tables
- Even storage buildings should have an active use at the ground level
- Underground utilities on W Broad St same as E Broad St
- Parking ride in Hamilton St near to the BRT stop
- Parking deck on the parking lot of CVS on Willow Law
- A parking deck near the West End station for people who come to work from Short Pump area
- In general a parking deck near to each BRT station
- Make the intersection of Hamilton St and Broad St more attractive. It needs more code enforcement. This is a gateway
- New development should include LEED buildings with solar panels on the roof
- Make sure to have a maintenance plan for proposed public improvements on Broad St
- Tall trees on Broad St to provide shade
- Urban form (vs suburban) for new development on Broad St
- Opportunity for a small park or green space in the big median on the intersection of Broad and Sheppard St
- Streetscape: Lighting is a priority. Lighting brings businesses
- Streetscape: trees, improve sidewalks and provide benches
- **Priorities: 1) Lighting 2) Sidewalk 3) Trees**
- Conservation easement to preserve the green space along the railways begin the Science Museum
- More coordination between City departments during the process of planning
- Increase pedestrian traffic on W Broad St
- Broad St should be a place where people feel comfortable by walking

- Reduced Parking
- No weight limit in Scott's (Taller)
- All the same in Scott's (Zoning)
- Light industrial – Mix of uses
- Allow for new types of industrial uses
- Two-way streets (especially Leigh/Moore) \*
- Still facilitate trucks/deliveries
- Other outlets
- Form of development: height – let market decide
- setbacks – 0 except if public plaza
- location of parking/entrances – no parking in front of building
- Wider sidewalks
- Active use on ground floor
- Simplified encroachment
- Uniform Design for Streetscape
- Lighting
- CDA treatment along Broad Street
- Sidewalks
- Trees
- Green Space (conservation easements?)
- Different within neighborhoods (more pedestrian scale)
- Parking Deck/Park N Ride
- Façade improvement along Broad Street and the Boulevard
- More coordination between City departments

## **West End Table 2: Josh Mallow**

Create great streets

- Lighting and sidewalks
- Increased greenery
- Use code enforcement to beautify

Make 195 bridge a gateway

- Bridge is currently a barrier
- Western side unattractive
- Continuity needed in sidewalks, lighting, streetscape, but should be distinct from Scott's area
- Art on bridge

Density

- Two people wanted no more than two stories. Six people wanted a minimum of three stories

Form

- Articulated buildings
- Active uses on first floor
- Awnings on existing buildings
- Preserve older buildings

Uses

- Balconies on upper stories (eyes on the street)
- Quick food shops (cafes, not convenience stores)

- Signage to important places (VMFA)
- Ground-level retail
- Conserve as much industrial in Scott's addition as possible
- Mixed use throughout

#### Big ideas

- Use the triangular blocks as significant buildings/sites
- Add a BRT stop at Malvern
- Allow/encourage underground parking for new developments
- Shared parking garages
- Have bridge parks span 195 to connect both sides

#### Images Conversation:

- Vacant land and deep set backs are uncomfortable to walk past
- Good architecture is helpful, but when coupled with bad architecture it doesn't help that much
- On the suburban malls, one person said they would be good for the area west of 195, all others said it would be bad
- Architecture can be different, but should be contextual. Can be achieved through building massing and materials
- Trees alleviate the discomfort of parking lots
- Articulated buildings are interesting and attractive
- Historic buildings are interesting
- Rehabs are interesting
- Articulation with a single building is not as interesting as articulation with multiple buildings
- Glass fronted architecture would make a good riverfront community
- Deeper set backs are great when they form plaza-like spaces and have tree cover
- Ground-floor commercial is ideal
- The William Byrd building is a good height and is broken up by its own architecture
- The McDonalds near Boulevard is good because it fronts the street
- The old JCPenny's is unpleasant to walk past
- The new VCU buildings on Broad are non-contextual

## VCU & Musuem District 1: Anne Darby

- Where is the ½ mile radius? (Bill Gallanch)
- 40,000 cars per day already in area, there is a concern about adding 20,000 more cars headed west (Ceci Armstrong)
- Concern: too much asphalt in the corridor (Dave Johannes)
- 100,000 new residents in the corridor in the next 20 years
- Concern: already have a bus to and from downtown
- Once BRT is constructed what effect will result with other existing bus lines?
- Concern: the destruction of Broad St
- BRT does not stop at the transfer station or grocery stores
- More people on Broad St, there should be no parking lots on Broad St, infill the parking lots
- Do not want traffic to leave Broad St and invade the other residential streets and neighborhoods
- Want baseball diamond on the Boulevard (Kathy Hearn)
- Need bus down the Boulevard (there is no bus which stops at the Greyhound station)
- Stymie businesses on Broad St while construction is underway
- Need more apartment units for adults (not just geared towards VCU students) as infill development
- Goal is to share a car with others and use public transportation for balance of travel
- Gateways: Broad and Belvedere, Broad and Boulevard, Broad and Meadow
- Concern: left turn from Broad to Lombardy leading to use of Grace, Leigh and Monument
- Walkability: currently not available, not fun but Harrison to Belvedere is improving
- Concern: making Broad an expressway, needs greenery, maintenance, need trees for shade
- Do not want 10 story condos
- Sears building at Broad and Allen is the worst example – dark and boarded windows
- Need better human-scale development
- Don't want contemporary architecture – needs to blend in
- Neighborhood signage is essential – could have flags up and down the corridor marking different neighborhoods
- No behemoths occupying entire blocks
- Respect the scale of the existing grid
- Storefronts help walkability
- Is there funding for improvement of larger buildings like the Sears building?
- Need accommodations for shoppers who want to use BRT to convey purchases (3 block walk to Shafer stop from Kroger)
- Should the neighborhood inquire of Whole Foods what their plan is going to be?
- Cover all of the parking lots along Broad St, 30% of the land in the area is surface parking, need to have infill instead
- Streetscape softening important
- Alley development to become passageways or pocket parks... European influence
- Alleyway utilization – European word is Mews
- Question: what is being done with post office building? Officer for new owner
- Concern: Big civic project destroying changing neighborhoods
- Phasing of construction/communication of phasing on news/newspaper/tv
- Zip car option along Broad St short term leasing

- Can we enhance Broad St for events/parades/marathons, accommodation of spectators, widening of sidewalks, trees in the tree wells, cleaning and maintenance along Broad St (trash management), more frequent pickups
- Café seating would enhance the corridor – zoning issue
- Create funding mechanism for funding landscape improvements
- Set landscaping back off the curb
- Green velcova trees, fast growing and leafy
- Who is doing the landscaping – we want to see the landscaping plan early in the process
- More retail would be good for the corridor
- Mixed use housing is better – wide range of sizes of apartments
- Bars and music
- Building height should be minimum 3 stores, ideally between 4 and 5 stories, with some buildings up to 10 stories in certain areas
- 10 stories in parking lots like DMV
- Need to develop form-based zoning
- Current pattern of development with beautiful variety
- Where would pocket parks do well?
- Find small scale places for green space, not huge spaces, little corner parks
- Visitors in the corridor? Sometimes the Children’s museum or science museum, but generally don’t take visitors in the corridor
- Need walkable spaces with trees
- Public art in the corridor? Okay but “no weird stuff”.
- No parking lots along the corridor
- Get rid of M-1! Get rid of B-3!
- Zoning should permit *artisanal* manufacturers like furniture makers, glass makers, pottery shops, breweries, metal shops
- Look at Lombardy for softening of larger uses (meaning Lombardy, just north of Broad has the same problems with large parking lots, etc)
- Connectivity North to South – near East Coast trucking – could restore the grid? Road through the property?
- Protect the integrity of the neighborhoods and their structure
- Lighting – sizes layer in corridor, and smaller into the neighborhoods

## **VCU/Museum District 2: Will Palmquist**

### Transportation/Circulation

- Mostly bike around the VCU neighborhood, but not much outside of it, except for Scott’s Addition or the Museum District
- Will take Marshall Street for biking west, and Grace Street for biking east
- Bike lane disappears on Lombardy Street at the Dollar Store
- Broad and Belvidere feels unsafe for walking and biking. It’s confusing and there is a lot of light running.
- N. Belvidere is very congested at times with all the cars heading to the I-95/I-64 interchange
- Sidewalks are not in great condition in the western portion of the corridor
- When bike lanes end it is “terrifying”
- Alleys are a bit of a mess

- People speed down alleys and across the sidewalk into streets
- Bridge on Boulevard over CSX is scary on bike and on foot

#### Current Assets/Detriments

- Enjoy the Science Museum, Bowtie Cinemas
- Lack of mix of uses at current storefronts along Broad St
- Lowe's is nice to have so nearby, but because of the sea of parking, maybe it could be located elsewhere
- Enjoy the restaurant and bars
- Gateways – Hermitage, Boulevard, Lombardy
- Broad/Boulevard has ugly buildings and too much parking
- Myers/Boulevard intersection is very awkward
- Mystery park behind Training Camp?
- Make the Training Camp more accessible to everyone
- There are currently no good connections from the Museum District to Scott's Addition. Broad Street acts as a barrier.
- Lack of crosswalks in some areas is problematic
- Parking lot in front of the DMV is ugly and a waste of prime space

#### Future Vision

- Thinking about more restaurants, bars, office, and retail uses right on Broad Street, with residential just off of Broad, because of noise concerns
- Street-level shops
- Residential further away, just off of Broad
- Break up the superblocks and reconnect the grid! (area bounded by Broad, Hermitage, Leigh, Lombardy)
- More bars/restaurants in the more western portion of the corridor. Nicer restaurants, not just chain fast food and convenience stores
- West of Belvidere has a nice streetscape, should carry that through to this portion of the corridor
- In Scott's Addition, convert one-ways to two-ways and add more green (i.e. medians).
- Pavers to dress up intersections. Raising them makes it feel safer
- Roundabout is a plus, great for driving, but less so for bicycling
- Allow for more bikes on the buses than now
- Medium height buildings, 4-8 stories. Taller on Broad Street. Some buildings which are taller might be OK if they are interspersed with buildings of medium height.
- More shops and storefronts to tie things together
- Bike lanes on Hermitage would be great.
- No less than two stories on Broad Street
- Not Downtown-height here
- Jackson Ward and Scott's Addition are both interesting places where they take out-of-towners, Libby Hill as well
- Monroe Park could be better overall. How will the new plans address that?
- Scott's Addition is confusing to get through, some street one-way dead-end into each other
- Pocket parks could be a great way to provide green space where space is limited
- Have green space in front of buildings

- VCU to be contained? “I love VCU and I go there, but I don’t want them taking over the whole neighborhood”
- Take advantage of the ICA and have a way of enjoying. Perhaps the former Hess station could have some outdoor space (plaza/courtyard), or outdoor café where the building can be enjoyed
- Improved bike connection into Scott’s Addition where Leigh St crosses Boulevard and becomes Moore St
- Vacant parcel west of the William Byrd Senior Apartments could be greenspace

## Downtown – Kathleen

Favorite places:

Grace St: architecture, restaurants / Brook Rd & Adams triangle / Capitol Square / Main Street Station / general Arts District street fabric / Church on E. Duval / Federal Courthouse & Library of Virginia / Shockoe Slip

Least favorite:

Coliseum, dead zone around the Convention Center, bunker Library of Virginia and dead hours, neglect of 1<sup>st</sup> to 3<sup>rd</sup> St on Broad, Parking lots on E. Cary & Canal

- Unanimously the most important part of the City
- Like walking in Jackson Ward, on Grace St, Broad St
- Marshall St is not as much fun to walk on
- Bad intersections: Broad & Belvidere, 16<sup>th</sup> & Broad, Gilmer, Canal & 9<sup>th</sup>
- Gateways: Broad & Belvidere, Broad out of Bottom, 3<sup>rd</sup> to 5<sup>th</sup>, Brook & Adams, 95, Leigh St viaduct

City Center

- Uses: hospital, entertainment, proper groceries, effective anchor retail, dwelling units
- What is the connection from BRT to General Assembly when buildings are under construction (opportunity)

Monroe Ward

- N. Adams through the Jefferson Hotel
- Residential over parking areas
- Corner commercial uses (versus all of ground-floor requirements)
- Identifiable boundaries

VCU

- Integration is desirable (compared to containment)
- Need to go after student rentals in Jackson Ward with bad landlords

Public/Open/Green Space

- Capital
- Abner Clay
- West side of N. 16<sup>th</sup>
- Kanawha Plaza

Would like to see in redevelopment:

- Tall buildings with a relationship to the street (no closed off corporate HQ)
- Connectivity to green spaces
- Better code enforcement
- Architecture Review Board for Monroe Ward (also a vote for NO!)
- Building height diversity, relationship to street essential and more important
- Viewsheds in Monroe Ward, transection
- Public Safety building as redevelopment site
- Activate the Armory
- Richmond Coliseum: Multi-use, too small for entertainment, bus transfer station?

- Coliseum redevelopment does not necessarily need to be as an entertainment center
- More residential, particularly encouraged in Monroe Ward and near the hospital
- No closing of existing streets
- No more garbage on Grace St
- A skate park would be a neat downtown public space – that's who is recreating Downtown on weekends
- Want to reconnect Clay Street, have two way Clay and Marshall Streets
- Too many institutional buildings and their parking lots like fortresses on 14<sup>th</sup> St. Need to redevelop. Infuse diversity and mixed uses into the state office areas
- Move the BRT to Ambler St to avoid 14<sup>th</sup> traffic jams.
- Improve landscaping along 95 through the City
- Redevelopment of Gilpin is necessary for the residents and for downtown

## East End: Josh Son

### Red Dots

- Development needs to happen just SE of the Pear and Dock intersection
- There should be a grocery store near Admiral Gravelly Blvd and Williamsburg Rd
- There is a need to redevelop the parking lots along Williamsburg Road between Nicholson and Orleans St.
- There is a need for historical markers along Route 5
- Fulton Gas Works site needs mixed-use development
- Redevelop (Adaptive Reuse) 3200 Williamsburg Ave (Armitage Building)
- Create/maintain park at land near 31<sup>st</sup> st and Franklin
- Develop 4 story buildings on plots north and south of Main, either side of 26<sup>th</sup> street
- Extremely dangerous pedestrian crossing at 21<sup>st</sup> St and Main
- Need to infill vacant lots around MSS, develop a master plan with a mix of uses including hotel, residential, historic museums, retail
- Traffic Congestion on 14<sup>th</sup> street (especially during rush hour)

### Green Dots

- Yoga in the park / family oriented park (Chimborazo Park)
- Stone Brewing Plant and Beer Gardens
- Chimborazo Park
- Gillie's Creek Park
- Need density near end of Orleans St. stop
- Libby Terrace Park
- Libby Hill Park – Great UCI Showcase
- Adaptive reuse project between 23<sup>rd</sup> and 24<sup>th</sup> street on Main St
- Park space at 24h and Franklin
- Main Street Station
- Fulton Hill Properties projects (Lava Lofts, new residential development end of E Broad St.

### General Comment

- There is a need for more sidewalks along Government Road
- Include Greater Fulton in this plan
- Daylight/re-naturalize Gillie's Creek to create a greenway
- The BRT should expand to Fulton, there should be more transit connections and more bike/ped connections to Fulton (possibly via Nicholson St. and/or Orleans St.)
- Restore historic roads between Fulton and Chimborazo, enhance the pedestrian connection between these areas.
- There should be protected bike lanes along Williamsburg Rd.
- Fulton Gas Works site needs Mixed Use development, perhaps Medium Density but also needs to preserve views.
- Some would like to preserve some Fulton Works structures, others disagreed.
- Williamsburg Rd could benefit from a road diet especially between Admiral Gravelly Blvd and S 31<sup>st</sup> Street (potentially add protected bike lanes and better pedestrian access)
- There is opportunity to engage with the County near Orleans St.

- Opportunity for a bike/ped ferry from Sugar Pad site to Ancarrow's?
- Enhance Great Shiplock Park
- Create another park on the former silos site
- Retain part of land between Shiplock and former silo site as a future park
- Invasive Species overgrowth around Chimborazo Park
- 29<sup>th</sup> Street Bike Boulevard should have increased connectivity closer to the river and Libby Hill Park and other parts of Church Hill
- There needs to be general access from North Church Hill to points south towards the river
- The span of Route 60 between Poe's Pub and where Williamsburg Rd and Main St fork should be considered a Gateway.
- Address at-grade railroad crossing on Williamsburg Rd
- Restore Navy Yard of the Confederate States pocket park
- Is there opportunity to develop parking lots between 22<sup>nd</sup> and Pear between Cary and Dock? Is this preserved or developable? What kind of form would we want?
- What is the status of the development at Pear and Dock? Is there precedence for 5 stories?
- Repair stairs heading north on 27<sup>th</sup> street from Main St.
- 25<sup>th</sup> and Main St. should be considered a Gateway
- Restore area around Richmond Hill along Franklin St and 21<sup>st</sup> Street, it is currently not cared for
- Improve connection from Richmond Hill (Grace St overlook to 21<sup>st</sup> street)
- Pedestrian oriented design near Jefferson Ave. and M st.
- Consider a Parking Overlay / Exemption along Main St.; Shockoe Slip; and Broad street near MCV
- Rezone more cohesively, UB2 in the bottom
- Keep the street grid in the bottom, especially area around 18<sup>th</sup> and Grace
- Poor pedestrian environment around Broad Street and Interstate interchanges (don't like proposed pedestrian bridge concept)
- M1 & B5 zoning similarities should be looking at