

1 Minutes of the Work Session of the Planning Commission of the County of Henrico, Virginia, held in
2 the County Manager's Conference Room of the County Administration Building, Parham and
3 Hungary Spring Roads at 6:00 p.m. May 15, 2003.

4
5 Members Present: Mr. E. Ray Jernigan, C.P.C., Chairperson, Varina
6 Mrs. Lisa D. Ware, C.P.C., Vice-Chairperson, Tuckahoe
7 Mr. Allen Taylor, P.E., C.P.C., Three Chopt
8 Mr. C. W. Archer, C.P.C., Fairfield
9 Mr. Ernest B. Vanarsdall, C.P.C., Brookland
10 Mr. John R. Marlles, AICP, Director of Planning, Secretary

11
12 Others Absent: Mr. Richard W. Glover, Board of Supervisors, Brookland

13
14 Others Present: Mr. Randall R. Silber – Assistant Director of Planning
15 Mr. Ralph J. Emerson, Principal Planner
16 Mr. Mark Bittner, County Planner
17 Mr. Paul Gidley, County Planner
18 Mr. John Young,
19 Ms. Debra Ripley, Recording Secretary
20

21 **Unless otherwise indicated, Mr. Glover abstained from voting on all zoning cases.**

22
23 Mr. Jernigan - I would like to call the meeting to order. This is the work session that was
24 scheduled for tonight on Brook Road, so I would like to turn the meeting over to John Marlles, our
25 Secretary.

26
27 Mr. Marlles - Thank you, Mr. Chairman. Good evening, ladies and gentlemen. I hope
28 you enjoyed your meal tonight and feel free to take your time and get up and take seconds and
29 thirds. Tonight what we offer you is a briefing on the Brook Road Enhancement Study, for which
30 the process had actually started about a year ago. We started this project in response to the
31 location of Gold City out on Brook Road, and some of the community concerns from that
32 development.

33
34 The County, actually at the request of Supervisor Thornton, did hire a consultant to work with the
35 County staff on that project, and I think all of you have met Barbara Jacock and Sam Harned from
36 McKinney and Company. They were the principals that actually worked with staff to develop this
37 plan. It still is in draft form. If you have any suggestions or comments or recommendations, we
38 are going to try to be very informal, so feel free to kind of break in if you have questions, and as I
39 say, it is still in draft form and still evolving. After tonight, the next step is to set up a work session
40 to brief the Board of Supervisors.

41
42 We do have some folks with us tonight, Sandra Glass, Bryan Montgomery and Sarah Brown who
43 acted on the Advisory Committee that worked with staff and the consultants on the plan. We
44 appreciate them coming out.

45
46 Mr. Jernigan - Thank you all for coming.

47
48 Ms. Jacocks - If you all want to ask questions, we will...

49
50 Mr. Marlles - And copies of the plan were sent out to everybody in advance.

51
52 Mrs. Jacocks - I apologize. I have a very bad head cold tonight, but I sound better and I
53 hope my voice will last. I am an urban planner and Sam is the landscape architect, so he offers the

54 designs, not only to expertise, but as project, and I offer more about planning, kind of a
55 comprehensive look at communities. We have really enjoyed working on this project and I am
56 really seeing an evolution of the properties, the communities, (unintelligible), Gold City and some of
57 the negative things that were starting to occur on Brook Road and now a more positive outlook for
58 the future for Brook Road. And I think a lot of that has to do with not only the community spirit
59 and the focus of the County on it, but also some of the many things that we uncovered through our
60 research.

61

62 The power point doesn't exactly follow the study that you got. We kind of reworded things a little
63 bit, but I think that it does give you the highlights as we go through it, the focus, some of the
64 objectives and the strategy for the Brook Road Study.

65

66 First was an inventory of existing conditions. I think we really started with one atypical
67 enhancement. I think you will see as a result of the study that we have seen a lot of that, more of
68 a programmatic and organizational outcome. Those are what we would consider to be the center
69 piece of the study. And those are the first steps that really need to be taken in order to really
70 enhance the Brook Road Corridor and the surrounding neighborhood. So, we do feel like this is a
71 long-range approach for future action to direct new development, infill and improvements along
72 Brook Road.

73

74 Also, the focus has been on redevelopment. We are not talking about starting with a greenfield or
75 a blank place. We are talking about the value of the area that has evolved over time. It is
76 important to note that where the community felt like they had been ignored possibly over the
77 years, and were seeing negative developments along Brook Road, what has happened to Brook
78 Road was that it had been bypassed really by Interstate 95 when it was developed in the 1950s. It
79 has taken that amount of time to change its complexion, its services to the community, and you
80 can still see some of those residents along the highway corridor. But now, it is time to really take a
81 corrective look and what we can do with some of those remnants of the past. How can we really
82 celebrate the history and that takes a little different approach, redevelopment as opposed to new
83 development. There are very good public private partnerships in the area, and that is really what
84 you focus on down the road.

85

86 I don't think we really have an overall map except for over here on the table that you can see the
87 Study area, which consists of the Azalea Avenue area, north to Parham Road is about 2-1/2 miles,
88 and on the other side, anchored by St. Joseph's Villa on the north and the commercial area there
89 on the south.

90

91 The very first recommendation is centered around one innovation, and this is already in the works,
92 to form a Neighborhood/Business Association, which may be a private non-profit 501.3(c)
93 corporation that is made of business owners and property owners along the corridor. And they
94 would be charged with working with the Neighborhood Group as well.

95

96 There are development opportunities in the area and again this is a little hard to see in the Power
97 Point in your study. We have a larger map over here if you want to look at it closer after our
98 discussion, but we identified vacant parcels in the area, and right here north of Brook Run
99 Shopping Center and some infill areas up here to the south of St. Joseph's Villa. This large area,
100 which is largely an influx flood plain, which is private already for a smaller lot residential.

101

102 We feel like there can be single-family residential that is accommodated potentially around the
103 Brook Hill estate, somewhere into the future. This is zoned for R-2 and curving out of the center
104 would be a conservation area, that whole tract of land, which is about 80 acres, potentially could
105 serve a future single residential use around the edges.

106

107 Yes.
108
109 Ms. Ware - What is the yellow portion? I can't read it on my...the largest portion...
110
111 Ms. Jacocks - That is all existing single family residential.
112
113 Ms. Ware - OK. Thank you.
114
115 Mr. Vanarsdall - It's what?
116
117 Mr. Jernigan - Single family.
118
119 Ms. Ware - Single family existing.
120
121 Ms. Ware - Thank you.
122
123 Ms. Jacocks - Some other points to make are the infill site that we talked about. They
124 are very hard to see, but there is a narrow strip of existing commercial along Brook Road and there
125 are a couple of little sites right in here (referring to rendering) that are zoned for office. Some of
126 the existing residential houses, like Wershore Realty have been converted from residential to office,
127 so there is that opportunity as well.
128
129 Another central policy of the study is to discourage any additional multi-family housing. There is an
130 existing apartment complex right here (referring to rendering), has been very strongly expressed by
131 the neighborhood, the neighborhood surrounding that that is all we need to accommodate in the
132 Brook Road area. And again this one is really hard to see (referring to rendering), but we do have
133 a map over here on the table that we can look at after our discussion. We identified opportunity
134 sites, and again some of this I have already talked about. This is Brook Hill Estate (referring to
135 rendering) which Mr. Archer and I were very pleased to be able to join the community on Monday
136 night and get a tour of it. That wonderful pre anti-valium estate property. This is zoned for R-2
137 and there is, maybe some long range potential to sensitively develop around the edges of that
138 estate property. And then we've talked about that large vacant parcel north of Brook Run Shopping
139 Center and the residential portion right here (referring to rendering) that is outside the flood plain
140 and down below Club Court neighborhood there is some potential for smaller lot or even combined
141 lot single family residential in that area. I think we've talked about the rest of the infill
142 opportunities.
143
144 The County of Henrico is fortunate that you've already set up a commercial assistance team
145 process whereby assistance can be given to local businesses and property owners. As we talked,
146 the business association is already forming along Brook Road and I think that is a very positive first
147 step to helping them proactively market those properties and to seek the assistance they need to
148 redevelop and revitalize.
149
150 We also have two existing trailer parks in the area. One is a rather large one, Hanover Associates
151 and one is also just on the east side of Brook Road from that which is much smaller and gradually
152 being phased out. A lot of the efforts in the area have been focused on what to do with these as
153 transitional uses. What could be the future potential for those trailer parks?
154
155 Mr. Vanarsdall - Barbara, what is the name of the one down on the left when you go
156 down?
157
158 Ms. Jacocks - Hanover Associates Trailer Park.
159

160 Mr. Vanarsdall - Hanover.
161
162 Ms. Jacocks - The other one is Butner, the smaller one.
163
164 Mr. Vanarsdall - Something...
165
166 Ms. Jacocks - I don't recall.
167
168 Mr. Marlles - The Butner's own the smaller of the two. Hanover Associates is the larger
169 of the two.
170
171 Mr. Vanarsdall - I thought it was something like, Hilton Village, or something village; it's
172 been there forever. That's always looked very nice from the road.
173
174 Person in Audience - Is that the one up near Ashland? Isn't that the one going north on
175 Ashland?
176
177 Mr. Vanarsdall - That's the one. I'm to far up. I'm sorry.
178
179 Ms. Jacocks - OK.
180
181 Mr. Jernigan - Excuse me. Did you say they are going to phase that one out?
182
183 Ms. Jacocks - The Butner Trailer Park has only nine units still located in it.
184
185 Mr. Jernigan - OK.
186
187 Ms. Jacocks - It really evolved out of a kind of tourist camper kind of spot for the 50s.
188
189 Mr. Vanarsdall - That's the one.
190
191 Ms. Jacocks - It has never been very permanent and we understand that as people
192 leave the spaces aren't being re-leased.
193
194 Mr. Jernigan - OK.
195
196 Ms. Jacocks - The large part of what the Business Association will be charged with is
197 business recruitment. I think one of the things that, the initial step that they need to take is really
198 identifying what businesses are not there presently that could serve the needs of the
199 neighborhoods and the community because it is a crossroads. You have got lots of opportunity
200 with Lewis Ginter located close by and the location off the interstate, there is an opportunity to
201 serve larger community needs as well as neighborhood needs. And I think they could seek
202 assistance possibly from VCU Real Estate or Planning to help with a market study. And of course
203 there is always the opportunity to promote the area. In talking with several of you before the
204 meeting I think that has been the most exciting thing, is finding out what is along Brook Road, the
205 Brook Hill Estate. The opportunities to interrupt the Toll House, we haven't even talked about yet.
206 The Ashland Rail Line that ran to the west of St. Joseph Villa and that route is still very clearly
207 marked and of course the Civil War history that is in the area. That along with just the present day
208 opportunities for serve and retail along Brook Road.
209
210 Code enforcement is already been an active effort, I know through John's office. Working
211 particularly on the trailer parks and some of the issues related to code enforcement, and those
212 you've done a good job. Monthly reports and recording out to the neighborhood of what those

213 conditions are and what's being done to try and correct them, that of course should continue.
214 Some of the recommendations that we've made to the neighborhood group who have joined with
215 the Chamberlayne Civic Association, which is a very active and large civic association, which has
216 been in existence 60 years. Through that civic association, I think setting up programs such as the
217 neighborhood watch program and activating the neighborhoods and working with the business
218 association on a number of initiatives, clean up days, community fairs and other opportunities.

219
220 Now we are getting more into the physical enhancements and I don't expect you to read this map.
221 We did segment the project area into four different sub-areas with common characteristics and
222 common issues and possibly common improvements could be implemented to address those
223 issues. The Azalea Area being the one on the south (referring to rendering), which is the older
224 urban commercial area up against the city between the interstate, the interstate is right through
225 here (referring to rendering), and this is the ramp (referring to rendering). Already some
226 improvements in this area are being set into motion with the Wawa development and which
227 through their proffers the county has been able to get a sidewalk along Brook Road, some
228 additional landscaping, an enhanced entrance. Any thing else John?

229
230 Mr. Marllles - That is pretty much it.

231
232 Ms. Jacocks - And that I think will set the streetscape creature for Brook Road through
233 this area as it redevelops and also create the opportunity for an additional gateway off the
234 interstate.

235
236 Moving north, we have the Southern Gateway, which is rich with history. This is where Brook Hill
237 Estate is all back in here (referring to rendering). The Toll House, the original Toll House for the
238 Brook Turnpike, it dates back to about 1825 and it is about 300 to 500 feet east of Brook Road and
239 that is part of the property at Brook Hill Estate. Unfortunately, it was recently vandalized, which I
240 think indicates that in some fashion it needs to be protected. It is kind of tucked back in the woods
241 and it is hard to see from the road, there are real opportunities to work with the trustees of Brook
242 Hill Association to try and preserve that. We identified it as a potential and (unintelligible) feature
243 with a trail that might led from the Toll House and along the side of Brook Road or possibly down
244 even into the woods. You would have to feature out a crossing up in Brook. That is of course a
245 long range potential. But right here in the first two blocks, the first two medians of Brook Road we
246 have identified as being the gateway opportunity and placing a marker that identifies it as Brook
247 Road that you have actually entered the community, then you have something special to see, as
248 these interrupted features do get that notice. We are talking about additional landscaping in the
249 median and possibly just clean up of some of the existing medians.

250
251 The Auto Oriented Commercial Zone, we will let Sam talk about those....

252
253 Mr. Sam Harned - The golf course is on this site, this arrow doesn't really work well with the
254 white back ground, the development golf course is this whole area up here (referring to rendering).
255 This middle back here (referring to rendering), is what we call the auto oriented commercial zone.
256 The automobile really dominates in this area in several ways. The title of the zone suggest the vast
257 amount of the commercial business in this area is auto orientated, car washes, auto service areas
258 or part sellers, things like that. As well, part of the auto, other things that really start to identify
259 very strongly in the zone a varied right-of-way as well as varied building setbacks. A lot of the
260 development that has occurred in this zone has not been just throughout the decades with different
261 (unintelligible) building, you know setback policies where different building codes in place. The
262 area kind of to the north of it, kind of in front of The Dump up towards the north end tends to be
263 very ample in right-of-way width which provides for any kind of improvements, without any kind of
264 right-of-way dedication or acquisition. Any other type of improvements especially along the
265 southern part of this zone really starts to get kind of pinched in right-of-way and that is even as low

266 as maybe 68 feet and that really occurs right at the intersection of Hilliard and Brook. So any kind
267 of improvements at the southern area, again this pointer is not very good but especially in this area
268 would require right-of-way acquisitions.

269

270 Mr. Marllles - Sam, that is a good point to bring up. However, as part of
271 redevelopment, for example, we can have sidewalks and get some of that physical infrastructure
272 improvements on private property as rezoning and redevelopment occurs.

273

274 Mr. Harned - Correct. Absolutely and not as one of the main recommendations for this
275 area, just our actual corridor (unintelligible) with redevelopment (unintelligible). Some of the other
276 automobile items that we see in this area really tend to do with the traffic and movement of the
277 vehicle. A lot of entrances in all the businesses, you have people making lefts across on-coming
278 traffic. You have, as well; pedestrians mixed with this, folks who live in perhaps the trailer park or
279 someone wanting to get across to the other side of the road to go to the park or something. There
280 is a potential, there is not a potential, there is existing conflicts already between pedestrians and
281 the automobiles. One of the recommendations, well I will take a step back, the two intersections
282 within the zone, Hilliard Road and Lakeside are both (unintelligible) line intersections, they are kind
283 of dog legged if you have ever driven it, it is really just a very, they intend to be very wide
284 intersections due to the fact that your two cross streets that come in come in at unaligned
285 intersection. So you have conflicting traffic movements at these stop lights. People trying to go
286 left or right and I think that perhaps that's a case of opportunity perhaps (unintelligible) this
287 instance is better stripping and better signage and indications of the different types of
288 (unintelligible). One of the other main recommendations we make here to help control traffic
289 movements at both the intersections as well as mid-block is the use of medians with dedicated left
290 turn lanes at certain areas to provide for the cross lane traffic. The planted medians continue
291 basically from this point north and they offer any opportunity not only to help in a traffic circulation
292 but they also offer planting opportunity to just help the overall aesthetics of the corridor.

293

294 One other situation that we find here is very narrow, in general, very narrow lot depths following
295 perhaps 150 feet and that is going to be, there is a certain challenge that is presented with
296 redevelopment when you have only 150 feet of lot depth. In some instances we will touch on this
297 a little bit further in the presentation, but there is a non-continuance alley that separates the
298 residential from the business. There is a potential opportunity there for perhaps, you know,
299 increasing the lot depth in the business. There is an opportunity there and that is just something
300 that we are going to have to give them to fill depth at a later date.

301

302 Mr. Taylor - Sam, what segment is that in? Is that behind?

303

304 Mr. Harned - Yes, lets see...

305

306 Mr. Taylor - Those buildings there.

307

308 Mr. Harned - Yes, basically along here (referring to rendering) and then it stops, I forget
309 which section, but it is absolutely discontinuous on both sides...

310

311 Mr. Taylor - Is it just a series of alleys they kind of group together?

312

313 Mr. Harned - Yes, it is a series of alleys that have come about just through the housing
314 development, so they may align or they may not align. Some of them are paved, some of them are
315 completely blocked (unintelligible)...down near the Butner Park that is setting within one of them,
316 and some of them are absolutely paved. They are noncontiguous and use is there as well as the
317 state of maintenance...

318

319 Mr. Taylor - Is that private property or is that...
320
321 Mr. Jernigan - I believe...
322
323 Mr. Harned - County property.
324
325 Mr. Jernigan - Most alleys are County property.
326
327 Mr. Harned - That is correct. Like I mentioned we will get into some of that, a little
328 more in depth into the alleys.
329
330 Mr. Taylor - If what Commissioner Jernigan said is true that they are dedicated, they
331 are County property one would wonder with the county owning it couldn't we dedicate it,
332 standardize it and improve it so it was usable for something even if it were just a trail.
333
334 Mr. Marlles - To be honest, we are not sure who the ownership of the alleys would
335 revert to if they were vacated. It depends on a number of different factors, but in most cases Mr.
336 Jernigan is right. If it is a public alley it would revert back, in fact most cases it is split between the
337 two property owners, but we have done some research on some of the alleys along here and we
338 know for a fact it would revert back to the residential lot owners. It would not be split with the
339 commercial lot owners. So you have a certain amount of research that would have to be done to
340 determine who it would exactly revert back to.
341
342 Mr. Taylor - I'm wondering John what kind of trail will be there-so to speak trail, and if
343 maybe the County couldn't do something to make it a minor pathway or a pedestrian pathway and
344 open up some kind of amenity.
345
346 Mr. Marlles - Well, the option I think that has been talked about is that one is it may be
347 possible to split it between the residential property owner and the commercial property owner.
348 That is one option to deal with the shadowiness of the commercial properties. The other option
349 that has been discussed is possibly use those rights-of-way for some sort of enhanced buffer.
350 There is an opportunity there either to put masonry walls or additional landscaping. Those are
351 some of the next steps in the process that we are going to have to look at in more detail, but those
352 are good ideas, Mr. Taylor.
353
354 Mr. Harned - In one thing to talk about the alley ways, I think one just major plus
355 regarding the alley ways is that is where all of the overhead utilities occur. As is the case in so
356 many of these older and somewhat urbanized corridors. You can drive down it and the overhead
357 lines crossing the street and running down the sides of it is imperative in so many of the areas
358 which people really consider to be a little bit of blight and we do not have that in this corridor. I
359 think that is a huge bonus that they run up both sides of Brook Road within the alley way which
360 keeps, as well, not only astatically but when it comes time to do any kind of improvements to that
361 road moving power poles could be a very (unintelligible).
362
363 Continuing north, I think I will turn it back over to Barbara.
364
365 Ms. Jacocks - From Lakeside north to Parham we are continuing with the idea with
366 having introducing medians and I think one thing, of course you all, I'm sure know this is a state
367 highway. One of our first recommendations is to have the highway department study the traffic
368 movements in the area, particularly the Lakeside/Hilliard intersections and some other problem
369 areas that we know about just in this initial study and see what traffic control measures might be
370 the best way to deal with them and one of them that we like is, of course the median. The controls
371 from the median as well has the enhanced value. But we are showing two additional medians as

372 we move north and the existing concrete medians take over from that point from essentially just
373 below Wal-mart up to Parham and of course calling for improved pedestrian circulation through
374 sidewalks. We also looked at the possibility of a trail that would follow the, this is the Ashland car
375 line (referring to rendering) that runs to the west of St. Joseph Villa and all the way down really
376 until you get to the interstate. It's a fairly clear path; it's marked by high tension power line. We
377 suggested that as a possible trail opportunity to get folks off of Brook Road and it might be
378 something that could be explored by St. Joseph Villa to improve the pedestrian circulation for their
379 residents. In this area we also call for the potential of pedestrian lighting so many of the residents
380 of St. Joseph Villa, as well as others in the area, do frequent the Wal-mart and the other shopping
381 on the other side of the road and well feel it is important for them to have the freedom of
382 movement and to have the area well lite. We are also calling for gateway signs, similar to the one
383 on the south up here at this corner you can see at the corner of Parham and Brook Road there is a
384 nice grove of trees that runs diagonally through St. Joseph Villa that point was the old road bend
385 and we are talking about that being back dropped to the gateway signage.

386
387 I will highlight some of the things we have already talked about. We fill the first step in the
388 physical improvement side is to request VDOT to look at these problem areas, particularly those
389 intersections we talked about and to also look at the potential for signaling the pedestrian
390 crossing at Parham and Della Park Drive which would be where that trail crossing could potentially
391 be. We feel like that would be a safer crossing than right at Brook and Parham, which is the
392 highest accident rate in the corridor at that intersection. Then of course as part of the traffic
393 solution to look at reinstallation of medians.

394
395 Historic resources: The photo on the right (referring to rendering) is the Toll House. That is pretty
396 much as it is today, except for some broken windows and lots of graffiti and I know the owner is
397 very concerned about that and is already talking to an architect and getting cost estimates on
398 renovating it. So I think if we can do anything to foster that, to bring it out perhaps a little more
399 into the public eye, I think it would encourage its chance of survival and allow people to really
400 appreciate it. The Civil War (unintelligible) that are on the Brook Run property are just, from what
401 I have been told are just a small smattering of what is there on the east side. These were very
402 (unintelligible) engineered fortifications and very well intact. So if there is any way to invite folks in
403 to observe them and to respect them I think there is a wonderful opportunity here. Of course, I
404 didn't mention Emanuel Church, which is the only national registered property in the corridor and of
405 course St. Joseph Villa, which is a real gem in terms of architecture, 1931. It's founded, that
406 particular campus, since 1931.

407
408 Gateway ideas we picked up on the pillars or the columns at St. Joseph as an idea for a central
409 gateway feature. Some replication of that column with Brook Road in just a very simple classic kind
410 of look that would be placed at both the southern and northern end of Brook Road. And of course
411 we would have the appropriate landscaping and maybe some feature lighting at those gateways.

412
413 Signage, we took a very quick look at the signage of the area. There are some non-conforming,
414 from what we could tell, we didn't do an extensive study, but there is definitely some old vestiges
415 of previous signs that need to be removed or improved. And we talked about some options of
416 scaling them down and I think that is as the County proceeds in this study. They could take a
417 closer look at some of those issues.

418
419 The billboard issues are mostly associated with larger pieces of property. And we feel that through
420 the redevelopment process we would like to make them go away. But I think that, rather than
421 outright buying them that is probably the appropriate avenue to take.

422
423 Landscaping: We have some specific suggestions of appropriate median and street tree planting
424 that could take place in the area. The photo on the left (referring to rendering) shows the ramp

425 coming off of 95 onto Brook Road and that sand silo that you really can't see, the VDOT sand silo
426 on the right, we are suggesting that that could use some screening since that is the first view so
427 many people have of Brook Road. And then the photo on the right (referring to rendering), right
428 around Brook Run Shopping Center those medians are in fairly good shape, but if we wanted to
429 really feature it as a gateway, we talked about strengthening that with some additional
430 landscaping. And then these are some of our suggestions, smaller median trees, and of course the
431 larger Willow Oak and Zelkova for the streets on the sides.

432

433 Lighting: We tried to take a historic prospective, again in looking at St. Joseph's lighting which isn't
434 shown here (referring to rendering), its more of a gothic kind of fixture. We tried to pull from the
435 street car experience and what was turn of the century and then also what Henrico through
436 Dominion Power has at some of the newer developments which is the colonial fixture and I think
437 the jury is still out on what fixture might be appropriate to serve for both St. Joseph and in the
438 future the larger Brook Road corridor.

439

440 This is where we talked about buffer options (referring to rendering). We do have work maps,
441 which will show you where we found them. You know the alleys to be and where there are some
442 opportunities possibly for a better buffer treatment because we have got the space. In looking at
443 the options, of course we managed to get some of the newer development put those flood
444 (unintelligible) masonry wall, which is the more expensive option. It completely blocks off any
445 visibility. We heard a mixed number of reactions from the neighborhood, some wanted to be able
446 to see through, others didn't want to. Concerned about security if you could not see through it. So
447 we talked about the option of even chain length, wire coated black chain length with vegetation
448 planted next to it, which would actually grow into it and would provide some visibility through it,
449 but would cut off the pedestrian circulation. Then of course the board fencing which has been
450 used in the corridor as well. I think the important thing is to try and get sort of an consistency of
451 quality. Right now we still have got some ply board and mixed bag of solutions, a part of some of
452 the older developments. The only way we can really try and encourage them is through
453 redevelopment as the property changes hands or changes use.

454

455 Mr. Marlls - Barbara, you touched on this earlier, but one of the recommendations is to
456 amend the Comprehensive Plan with a special strategy...

457

458 Ms. Jacocks - Right.

459

460 Mr. Marlls - ...on the designation and to develop design guidelines. That is one of the
461 ways or techniques through those design guidelines that we'll look at in more detail at what we
462 want to see in the way of buffers and landscaping and infill development and signage along this
463 corridor. So that is one of the next steps in this process. But that will provide the more definitive
464 direction on some of these issues.

465

466 Ms. Jacocks - From the designs here. Correct. Then to close, and I think actually we
467 have one last slide which kind of touches on all of the implementation ideas. The pedestrian
468 pathway is extremely important for those who live and also those that use the Brook Road corridor.
469 Our suggestion would be to maybe start at both ends; you have got the opportunity at the
470 southern gateway of the historic features and connecting them to the larger community and the
471 northern end with St. Joseph Villa and there immediate pedestrian needs and just improving the
472 sidewalks. In many cases just to have access to the transit stops, just widening the pads so that
473 those that need to be having access to the transit from a wheelchair can actually do that with
474 improved bus stops. One thing I found out about the GRTC route, it was a new route when we
475 started this study back in September and it has increased rider ship 70% since we started. So I
476 think it is becoming a well used route and it may justify some transit related pedestrian
477 improvements along the corridor. And this is where we talk about the special strategy area with

478 design guidelines as being a very important implementation tool and you have already got that well
479 used and many of your other areas and I think it gives us a framework to start for Brook Road. In
480 looking at more specifically the design issues in the area. Then of course, you have got other tax
481 exemption and abatement programs and then of course the opportunities for fund raising through
482 the corporation, the known private corporation that we talked about. The business community
483 setting up that is also working with the neighborhood group.
484
485 Mr. Gidley - Has any one ever looked at putting an under pass under Brook Road for
486 the people going across. I mean they have them in Twin Hickory and all.
487
488 Ms. Jacocks - Yeah, you mean up at the northern end. We certainly didn't look at the
489 feasibility of that.
490
491 Mr. Marlles - I think it was actually suggested early on by some of the citizens to do
492 that and I think that either VDOT or the County looked at it and from a cost standpoint, I believe
493 that was the reason that was given, wasn't it Mrs. Glass/Mrs. Brown of not doing the under pass or
494 the tunnel under Brook Road. That is the reason I remember anyway.
495
496 Voices in Audience (Unintelligible)
497
498 Mr. Jernigan - I would say an overpass would be better.
499
500 Mr. Marlles - The difference between Twin Hickory is a private developer did that. So it
501 is a little different than VDOT doing a tunnel under Brook Road. But they did look at a pedestrian
502 overpass.
503
504 Mr. Gidley - St. Joseph and the people (unintelligible)
505
506 Ms. Jacocks - Now, St. Joseph has submitted a CDBG application to make some of the
507 pedestrian improvements, some we've talked about and some of the lighting along their property
508 since that can be a load of moderate benefit. That application is pending, correct John?
509
510 Mr. Young - Correct.
511
512 Ms. Jacocks - So that is a good funding source.
513
514 Person in Audience - We could just, sharing (unintelligible), these T21 Funds, there has been a
515 whole board (unintelligible) and they can be appropriated based on what in your area qualifies.
516 The more things that we come up with (unintelligible)... Because the redevelopment as many
517 years as you say it took for this to come in this condition, if we wait that many more years for
518 redevelopment. So we were excited that we did qualify for seven of the twelve things in the
519 criteria under these T21 funds as far as (unintelligible).
520
521 Ms. Jacocks - That is a good feature of resource. Now it does offer the opportunity for
522 an all team mobile kind of, I think we've got transit, a pedestrians and vehicular modes of travel
523 and historic interpretation. All those ingredients are what they are looking for towards the T21.
524
525 Person in Audience - (unintelligible). Most of the people we talked to in the area feel that with
526 redevelopment (unintelligible)...
527
528 Ms. Jacocks - That is why with a special strategy area and guidelines at least will tell
529 them if you are going to do a piece of sidewalk this is what the specifications...
530

531 Mr. Jernigan - Barbara, we are going to have to wrap it up.
532
533 Ms. Jacocks - I know.
534
535 Mr. Jernigan - It is getting close to the hour.
536
537 Mr. Taylor - Relative to the leadership, this is a very large scale effort and obviously
538 would take a long time and a lot of money and it will take a lot of teamwork. Is there any locus of
539 leadership that is champing at the bit to take this team and lead it?
540
541 Mr. Marlles - Al, my response is that the neighborhood has been certainly that driving
542 force and has done a very good job of pushing this along. The County is working with some of the
543 businesses as was allotted to by Barbara in trying to form a business association. The
544 neighborhood is organizing; they have joined the North Civic League, Door Chamberlayne Civic
545 Association, the missing piece quite honestly is the business association. I was going to tell the
546 ladies this, but Mr. Archer may be interested, we are trying to set up a meeting on the evening of
547 June 4th, and that is still a tentative date to invite the businesses along the corridor in to discuss
548 forming a business association. So we have already had an exploratory meeting, now we are
549 inviting all of the businesses in. So the County is kind of serving as the catalyst as to try to get that
550 group formed because it really is an important missing component from that leadership equation.
551
552 Mr. Taylor - From that standpoint, Chris and the leadership up there and leadership by
553 the neighbors should help.
554
555 Mr. Marlles - Mr. Thornton, he was the sponsor of the study and is obviously very
556 involved and very interested in seeing this move along.
557
558 Mr. Vanarsdall - Well they do need the association here.
559
560 Mr. Marlles - Oh yeah. If you look at what has happen off of Lakeside Avenue, for
561 example, and that's an development that started well 9, it depends on who you ask, 9 or 12 years
562 ago, the business association was a vital part of that process.
563
564 Mr. Taylor - There are lots of great ideas.
565
566 Person in Audience - I agree with you whole heartily. (unintelligible)..
567
568 Mr. Taylor - Well, I think that is what Mr. Marlles said. That is probably the next step,
569 to get organized and all..
570
571 Mr. Jernigan - Alright. Members of the Commission we have to have a motion to move
572 this along to the Board of Supervisors. All in favor, aye. All opposed, nay. The ayes have it, the
573 meeting has adjourned. We will reconvene in the Board Room.
574
575
576
577
578

E. Ray Jernigan, C.P.C., Chairman
579
580
581
582

John R. Marlles, AICP, Secretary
583