

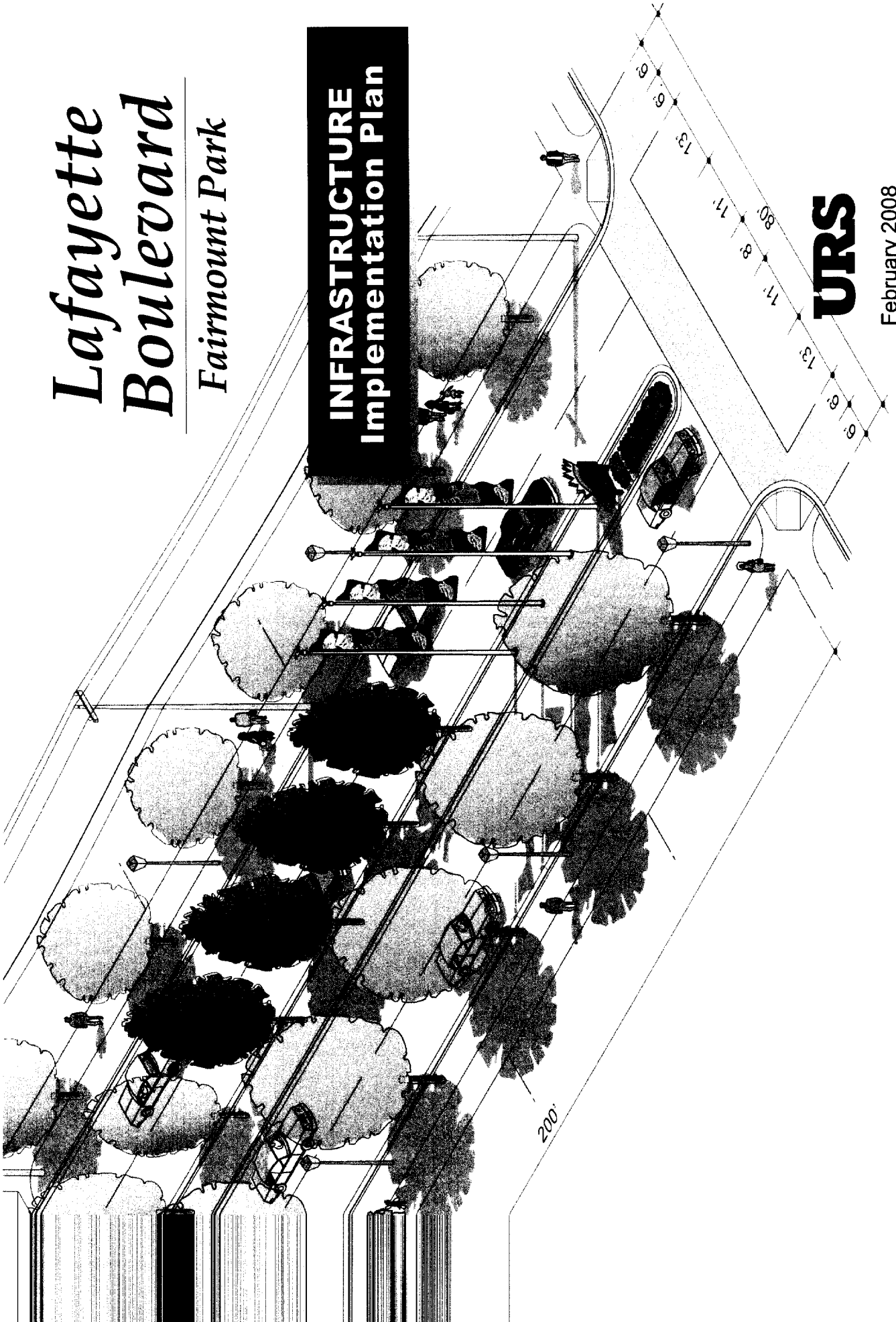
Lafayette Boulevard

Fairmount Park

INFRASTRUCTURE Implementation Plan

URS

February 2008



Lafayette Boulevard

Fairmount Park

INFRASTRUCTURE Implementation Plan

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City of Norfolk, Virginia

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URS

February 2008

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I. Executive Summary

The Executive Summary presents an overview of the proposed design for the Lafayette Boulevard Infrastructure Improvements and a list of the key recommendations.

Background

The purpose of this study is to determine the feasibility of the infrastructure improvement concepts as envisioned for the Lafayette Boulevard corridor and documented in the *Fairmount Park Neighborhood Revitalization Implementation Plan (August 2004)*.

Note: The purpose of this study is to provide guidance regarding infrastructure improvements and recommendations. This study addresses the revitalization plan only in those areas where it is essential for the implementation of the critical infrastructure improvements.

The primary intent of this Infrastructure Improvement Implementation Plan is to provide clear directions for how the corridor should be re-shaped and what street configurations and streetscape designs should be applied.

Successful revitalization of the Lafayette Boulevard corridor in Fairmount Park will depend upon three things:

- Timely implementation of the Lafayette Boulevard street reconstruction and streetscape improvement program
- A comprehensive approach by the City and Norfolk Redevelopment & Housing Authority to direct improvements and revitalization of the parcels fronting the Lafayette Boulevard corridor
- A strong public/private partnership that utilizes public programs and the infrastructure improvements to leverage private investments and initiatives

The Fairmount Park neighborhood, as is discussed in the *Fairmount Park Neighborhood Revitalization Implementation Plan*, is reasonably stable, with the exception of the Lafayette Boulevard corridor, which is identified for rehabilitation and revitalization.

Today, the segment of Lafayette Boulevard that is located in Fairmount Park presents a highly diverse and eclectic appearance with some obvious obsolescence and disrepair

of some of the developments and structures along the corridor.

The Lafayette Boulevard corridor, which consists primarily of residential uses, also includes a sporadic mix of semi-industrial and commercial developments.

The three most striking physical features of the 80-foot wide Lafayette Boulevard corridor, which serves as a major, east-west, traffic route, as well as an access road in and out of neighborhood, are:

- The complete lack of any landscaping and streetscape elements
- The large number of driveways
- The overhead utility lines that are located along the north side of the roadway

Key Design Recommendations

Based upon a thorough assessment and evaluation of the forces and issues that impact the Lafayette Boulevard corridor, a number of key recommendations are being

made regarding infrastructure improvements needed to support implementation of the revitalization plan.

No Alleys. The revitalization plan called for the creation of alleys on both sides of Lafayette Boulevard, for parking and access efficiency, following a more traditional neighborhood design. A reevaluation of the alley concept determined that alleys may not be economically feasible. They would be very expensive to construct given property acquisition and construction costs.

Therefore, the recommendation is not to construct alleys, but, instead, to focus on other techniques that would eliminate or minimize access to parking directly from Lafayette Boulevard and the need for driveways.

Reorient Parcel Access. The recommendation is to: a) develop a new strategy, where needed and feasible, for existing conditions and b) provide parking access from side streets for new developments.

New Roadway Section. In order to enhance the neighborhood appearance and revitalization potential and to create a safer pedestrian environment (while at the same time providing for through traffic), a roadway section with the following features is being recommended:

- Four traffic lanes (two lanes each for eastbound and westbound traffic)
- Exclusive left-turn lanes at three key intersections

- No on-street parking
- Landscaped medians in each block
- Landscaped verges between the roadway curbs and the new sidewalks

Reconstruct Key Intersections. It is recommended that two intersections, which serve unique purposes along the Lafayette Boulevard corridor, be reconstructed.

- The Tidewater Drive intersection, which serves as the main gateway to the Lafayette Boulevard corridor should be reconstructed to include landscaped medians on Lafayette Boulevard and enhanced sidewalks and crosswalks around the intersection.

The new configuration would maintain the existing traffic patterns, including the existing, exclusive left-turn lanes.

- The St. Mihiel Avenue / Brest Avenue intersection, which is located in the center of the Lafayette Boulevard corridor and which could serve as a focal area for the corridor and the Fairmount Park neighborhood, should be reconstructed to align the roadways, improve the sidewalks and crosswalks, add a traffic signal, and eliminate the existing traffic signal from the intersection of Lafayette Boulevard and Lens Avenue.

Incorporate a Number of Corridor Streetscape Enhancements. It is recommended that the following streetscape enhancements be provided:

- Install new sidewalks
- Install landscaped roadway medians and landscaped verges
- Pursue the eventual removal of the overhead utility lines
- Install new pedestrian-friendly street lighting

Install Special Gateway Features.

Since Lafayette Boulevard serves as one of the main access points to the Fairmount Park neighborhood, the recommendation is to install special gateways at each end of the corridor.

One option would be to develop a relatively simple gateway statement at each location that would include the banner poles that are being used in the City of Norfolk to mark special locations, a neighborhood gateway sign, and special landscaping treatments.

The key design recommendations for the Lafayette Boulevard corridor are summarized in Section IV-F and are illustrated in Figure 27, on Page 41.

The cost of the proposed streetscape improvements, based on a preliminary concept-level cost estimate, would be approximately \$ 5,300,000. This does not include any major underground utility work, nor the relocation or removal of the major overhead utility lines.

II. Introduction

A. OVERVIEW

The Lafayette Boulevard Infrastructure Implementation Plan is intended to provide direction for the future streetscape, parking access, and gateway treatments of the Lafayette Boulevard corridor in the Fairmount Park neighborhood.

The primary objective of this study is to determine the feasibility of the infrastructure improvement concepts as envisioned for the Lafayette Boulevard corridor and documented in the *Fairmount Park Neighborhood Revitalization Implementation Plan* (August 2004).

Note: The purpose of this study is to provide guidance regarding infrastructure improvements and recommendations. This study addresses the revitalization plan only in those areas where it is essential for the implementation of the critical infrastructure improvements.

The primary intent of this Infrastructure Improvement Implementation Plan is to pro-

vide clear directions for how the corridor should be re-shaped and what street configurations and streetscape designs should be applied.

The next step in the design process would be the development of detailed designs and construction documents and the actual implementation of the improvements.

This Infrastructure Improvement Implementation Plan is one of two reports that are being prepared for the study area. This report deals with the proposed access patterns along the corridor and the urban design components of the streetscape, while the Preliminary Engineering Report deals with the traffic, drainage, and utility components.

The Infrastructure Implementation Plan incorporates the following features:

Access Guidance

Along with the streetscape improvements, a key aspect of the corridor improvement program is the revitalization of the street frontages along the corridor.

The Infrastructure Implementation Plan establishes an urban design vision for the Lafayette Boulevard corridor and it provides guidance for how the parcel access along the corridor could be reconfigured to fit with the streetscape improvements.

In addition to this physical improvement planning effort, the City of Norfolk is also pursuing additional, complementary programs and initiatives for neighborhood revitalization that will address many of the specific land use and redevelopment issues.

Flexibility

Flexibility is the key to successful redevelopment projects.

The Infrastructure Implementation Plan establishes a very specific direction and pattern for the Lafayette Boulevard reconstruction and streetscape improvements.

The best and most enjoyable urban environments are ones which grow organically and which allow for variations and unique, chance solutions that can provide interest and surprise.

Periodic Updates

Most importantly, framework and implementation plans need to be 'living' documents.

Since it is impossible to predict the future and since physical environments and market conditions can change at a very rapid pace, framework and implementation plans need to be 'living' documents that can and that should be changed or modified as the conditions warrant it.

Therefore, the improvement plans for Lafayette Boulevard need to be reviewed and updated periodically to reconfirm the original assumptions and recommendations and to amend the plan to better fit emerging trends and circumstances.

B. COMPONENTS

The Infrastructure Implementation Plan addresses the following components:

- A Review of Proposed Parcel Access and Redevelopment Patterns
- Roadway Configuration
- Streetscape Improvements
- Gateways
- Key Intersection Treatments
- Corridor Plan
- Project Costs
- Project Phasing

C. ORGANIZATION

The Infrastructure Implementation Plan is organized in five sections:

- I. Executive Summary
- II. Introduction
- III. Inventory/Assessment
- IV. Corridor Infrastructure Improvement Plan
- V. Cost Estimate/Implementation

The first three sections present a summary overview, general background material, and a description of the conditions in the project area.

Section IV represents the main body of the report and includes all the recommendations regarding the various parcel access and reconfiguration options, streetscape improvement components, and special features.

Section V provides a preliminary cost estimate for the proposed roadway reconstruction and streetscape improvements and recommendations regarding streetscape improvement implementation phasing.

D. KEYS TO SUCCESS

Successful redevelopment of the Lafayette Boulevard corridor in Fairmount Park will depend upon three things:

- Implementation of the Lafayette Boulevard street reconstruction and streetscape improvement program.
- A timely approach by the City to acquire parcels necessary to support the proposed infrastructure improvements.
- A strong public/private partnership that utilizes public programs and the infrastructure improvements to leverage private investments and initiatives.

III. Inventory / Assessment

A. INVENTORY

The Lafayette Boulevard study area is located in the Fairmount Park neighborhood, northeast of Downtown Norfolk, between the Lafayette-Winona neighborhood on the west side and the Ballentine Place and Estabrook neighborhoods on the east side (Figure 1). More specifically, the Lafayette Boulevard corridor is located between Tidewater Drive corridor on the west and Ballentine Boulevard /Chesapeake Boulevard on the east (Figure 2).

Previous Studies

Previously, a number of planning studies have been completed for the Fairmount Park neighborhood. The study (Figure 3) which forms the base for this Infrastructure Implementation Plan, is the *Fairmount Park Neighborhood Revitalization Implementation Plan (August 2004)*.

The previously completed work provides a large amount of background information about the neighborhood, it includes various types of assessments of the conditions in the neighborhood, and it makes a number of recommendations regarding proposed land use, traffic circulation, and streetscape design and improvements for the neighbor-

hood. It also include specific recommendations for the Lafayette Boulevard corridor.

Some of these findings and recommendations are discussed in Section B.

Since the previous work includes most of the background information, this Implementation Plan focuses on the infrastructure issues and specific recommendations for the reconstruction of the roadway.

Existing Conditions

As is discussed in the *Fairmount Park Neighborhood Revitalization Implementation Plan*, the Fairmount Park neighborhood was developed mainly during the early parts of the 20th Century.

In general, the neighborhood is reasonably stable, with the exception of the Lafayette Boulevard corridor, which is identified for rehabilitation and revitalization.

The revitalization plan describes how the neighborhood went through a number of street name changes and how the current, distinctive cross-street names were derived from the names of major battles and events of World War I.

Today, this segment of Lafayette Boulevard presents a highly diverse and eclectic ap-

pearance with some obvious obsolescence and disrepair of some of the developments and structures along the corridor. The Lafayette Boulevard corridor, which consists primarily of residential uses, also includes a sporadic mix of semi-industrial and commercial developments.

Figures 4 through 6 illustrate the prevailing existing conditions in the corridor.

The Lafayette Boulevard corridor, in the Fairmount Park area, has an 80-foot wide right-of-way. It has four lanes of traffic, a narrow, unmarked parking lane on each side, and two signalized intersections – at Tidewater Drive and at Lens Avenue.

The three most striking visual features of the corridor are:

- The complete lack of any landscaping and streetscape elements
- The large number of driveways connected to Lafayette Boulevard along each of the short blocks.
- The overhead utility lines, including high-voltage power lines and other utility lines, which are suspended on power poles that are located along the north side of the roadway. There are also a number of overhead electrical feeder lines that cross the roadway.

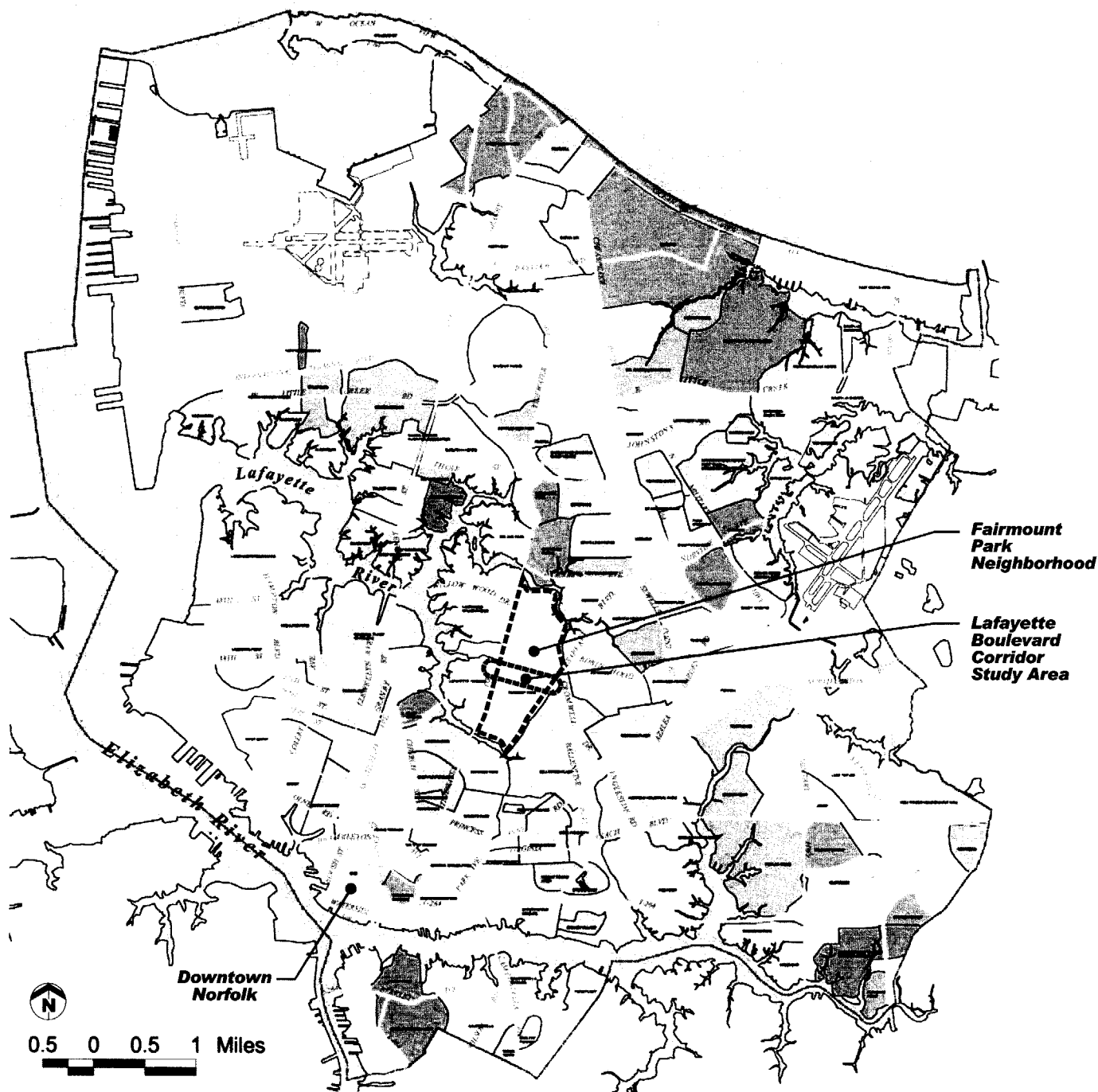


Figure 1

Area Context

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Map Source: City of Norfolk

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Implementation Plan**
Fairmount Park, Norfolk, Virginia

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**Lafayette Boulevard
INFRASTRUCTURE
Implementation Plan**
Fairmount Park, Norfolk, Virginia

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0 100 500 Feet
[Scale bar showing 0, 100, and 500 feet increments]

Figure 2

**Study Area
Location**

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Fairmount Park Neighborhood Revitalization Implementation Plan

May 10, 2004

*Lafayette Boulevard
INFRASTRUCTURE
Implementation Plan*
Fairmount Park, Norfolk, Virginia

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Figure 3

***Previous
Planning Study***

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Lyons Avenue - Looking West



Lens Avenue - Looking SW

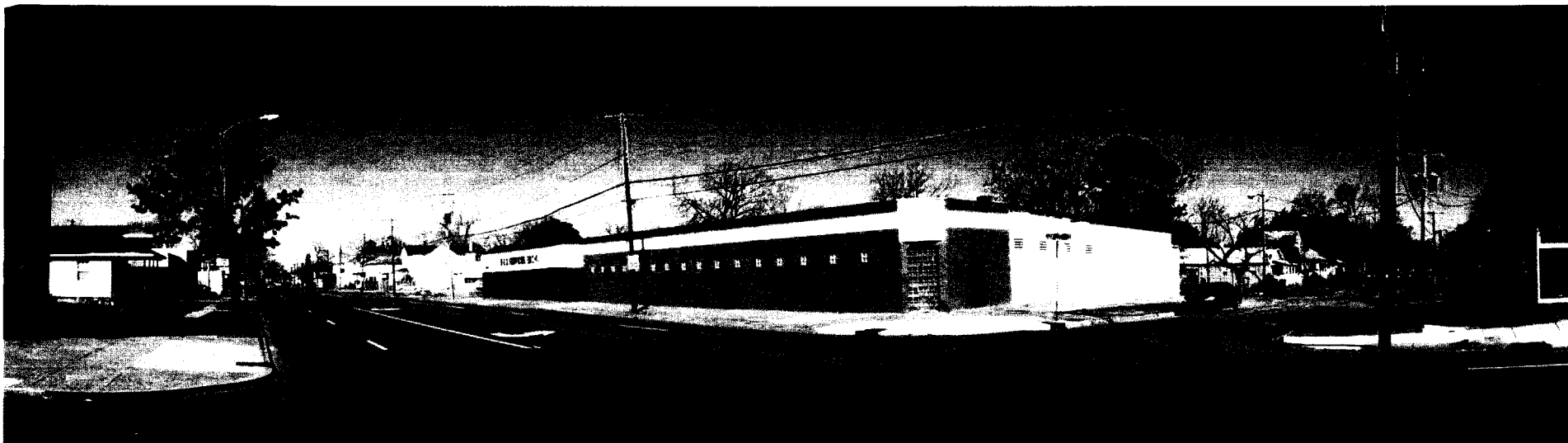
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Figure 4

**Existing
Conditions**

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Argonne Avenue - Looking NW



St. Mihiel Avenue / Brest Avenue - Looking SW

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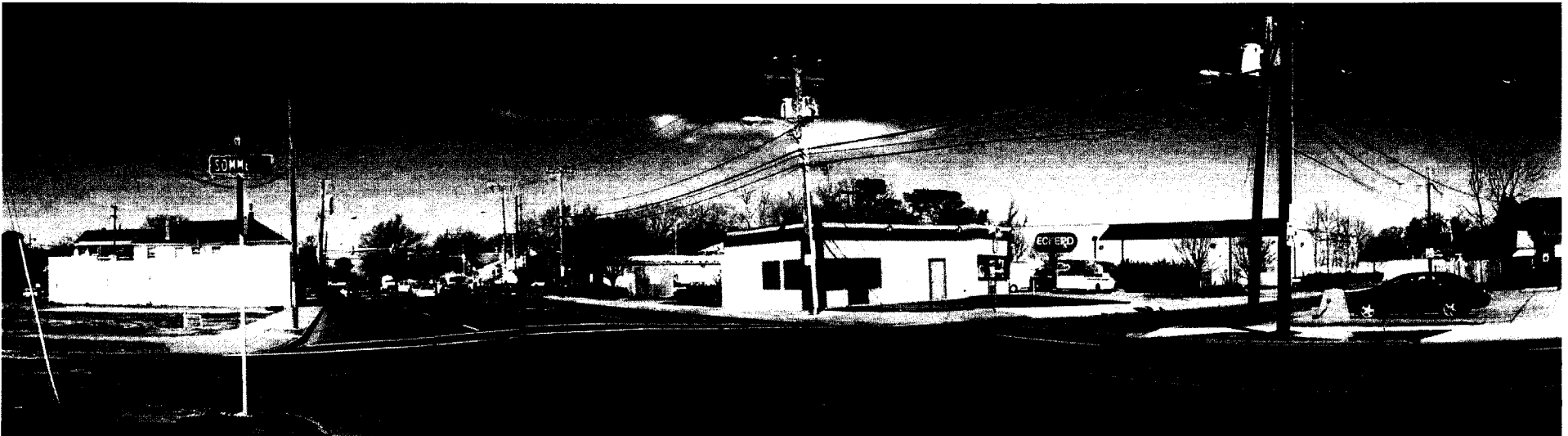
Figure 5

**Existing
 Conditions**

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Peronne Avenue - Looking NW



Somme Avenue - Looking NW

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Figure 6

***Existing
Conditions***

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B. ASSESSMENT

Following is a summary of the key forces and issues that impact the revitalization of the Lafayette Boulevard corridor and the improvement of the roadway. The last section includes a list of the key goals that should guide the development of the infrastructure improvements along the corridor.

The assessment includes a review of the key forces and issues that were identified in the *Fairmount Park Neighborhood Revitalization Implementation Plan*, as well as additional forces and issues that need to be considered before implementation of actual improvements can begin. Some of the illustrations related to the forces and issues are taken from the revitalization plan.

Forces are existing physical or environmental features or conditions that have a bearing on what could or should occur in the project area. Issues are trends, characteristics, or programmatic items which need to be considered in the planning process.

Forces and issues can be either a positive or a negative feature and thus can represent either an opportunity or a constraint for the revitalization of the Lafayette Boulevard corridor.

1. Through Traffic Route. Lafayette Boulevard serves as a major east-west through traffic route (Figure 7a). Since there are few east-west routes in this area, Lafayette Boulevard serves as an important area-wide and regional con-

nector. It needs to be able to continue to accommodate this regional traffic circulation function.

2. Local Access Road. The Lafayette Boulevard corridor also serves as the primary access route to much of the Fairmount Park neighborhood. Therefore the new roadway configuration will need to be able to accommodate both, area-wide and regional traffic as well as local access to the Fairmount Park neighborhood street network.

3. Lafayette Boulevard Width. The width of the Lafayette Boulevard corridor right-of-way varies considerably. West of the study area, between the Lafayette River and Tidewater Drive, the corridor right-of-way is 110 feet wide; through the study area, between Tidewater Drive and the traffic circle, it is 80 feet wide; east of the study area, Lafayette Boulevard becomes a 60-foot wide, two-lane roadway; Chesapeake Boulevard, east of the traffic circle, is 100 to 115 feet wide.

4. Median Continuity. The roadways east and west of this segment of Lafayette Boulevard, Chesapeake Boulevard on the east side and the continuation of Lafayette Boulevard on the west side, have landscaped medians.

In addition, the many landscaped boulevards in the City are a noticeable feature of the Norfolk area and they lend distinction and identity to the City.

Including medians in the reconstruction of Lafayette Boulevard in the Fairmount Park segment would create urban design continuity in the roadway treatments and provide a unified appearance for the corridor (Figure 7b).

The *Fairmount Park Neighborhood Revitalization Implementation Plan* identified the Lafayette Boulevard corridor as a primary target area for revitalization which included streetscape enhancement. Figures 8 and 9 illustrate some of the issues and recommendations that are included in the revitalization plan.

5. Target Area for Revitalization.

Figure 8 illustrates the recommended revitalization plan for the Lafayette Boulevard corridor between Tidewater Drive and the round-about at the Lafayette Boulevard/Chesapeake Boulevard/Ballentine Boulevard intersection.

The revitalization plan also suggested that two commercial nodes be developed – one at Tidewater Drive and a more neighborhood-oriented node in the middle of the corridor.

Figure 9 illustrates the recommendations for a major acquisition, demolition, and rehabilitation program in conjunction with private rehabilitation of the frontage properties along Lafayette Boulevard.

6. Public Infrastructure Improvements Including Alleys. For the public infrastructure improvements, the

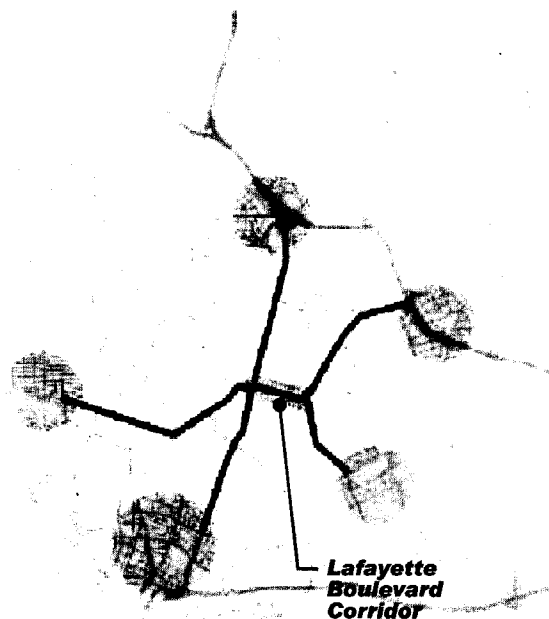
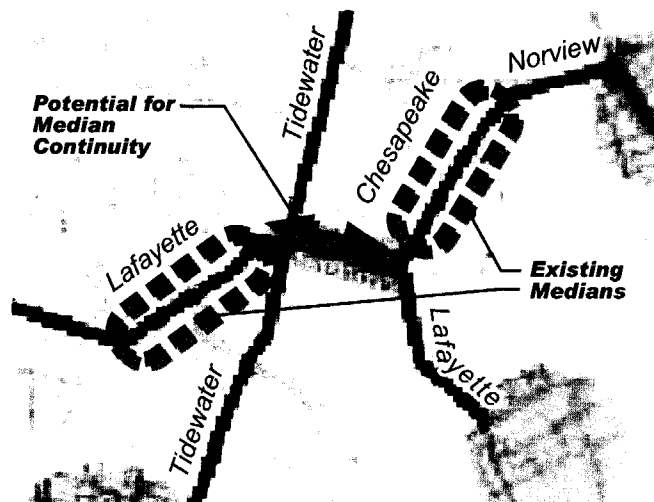


Illustration by Urban Design Associates

a. Regional Traffic Route



b. Median Continuity



c. Examples of Landscaped Medians

Figure 7

Regional Traffic / Medians

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**Lafayette Boulevard
INFRASTRUCTURE
Implementation Plan**

Fairmount Park, Norfolk, Virginia

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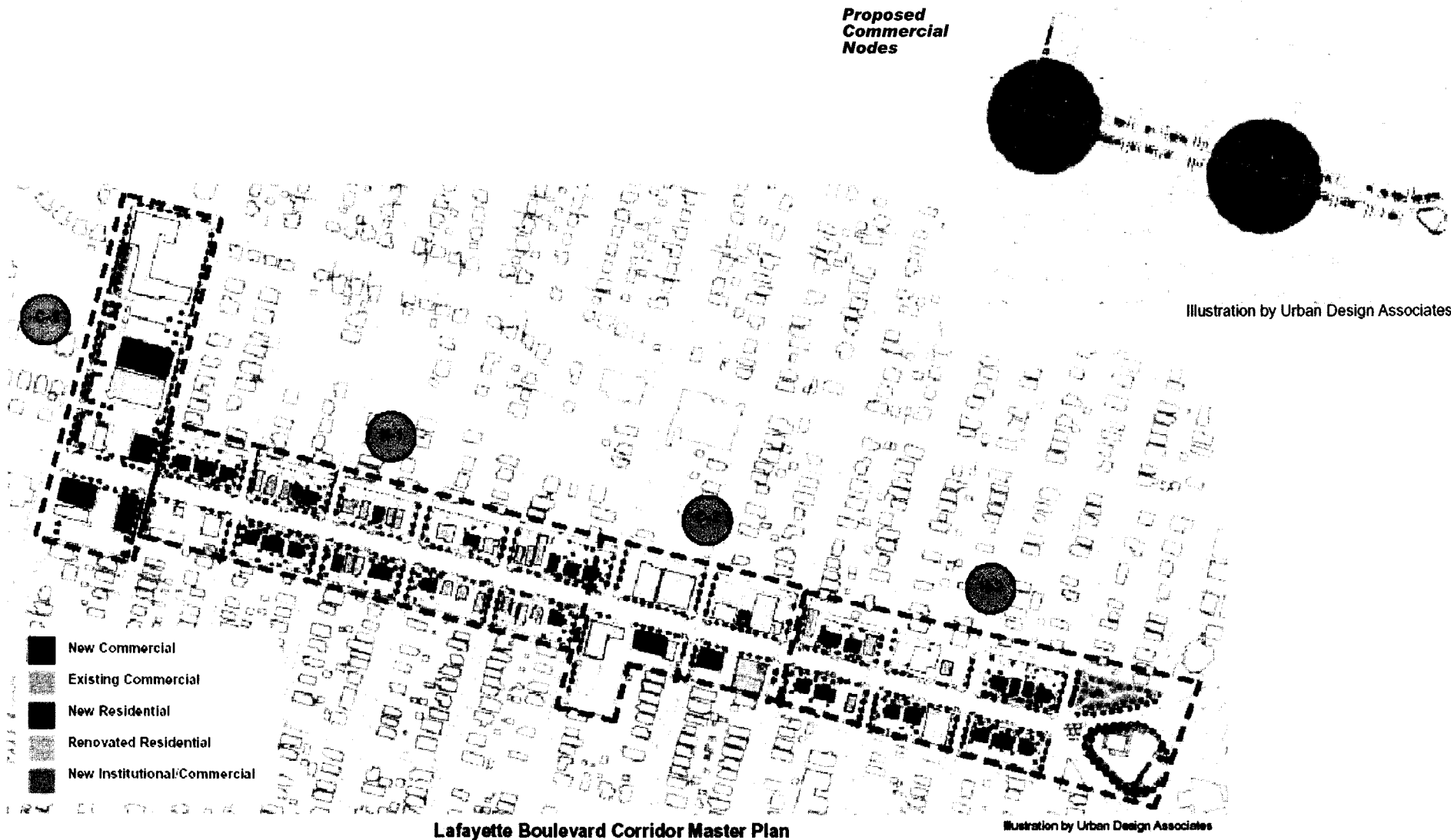


0 100 300 Feet

Figure 10

**Existing
Lot Sizes**

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2004 Neighborhood Revitalization Plan

**Lafayette Boulevard
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Fairmount Park, Norfolk, Virginia

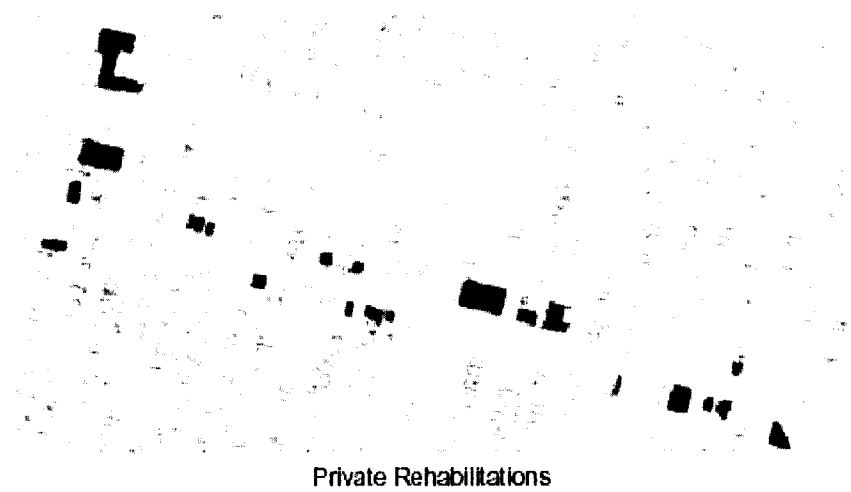
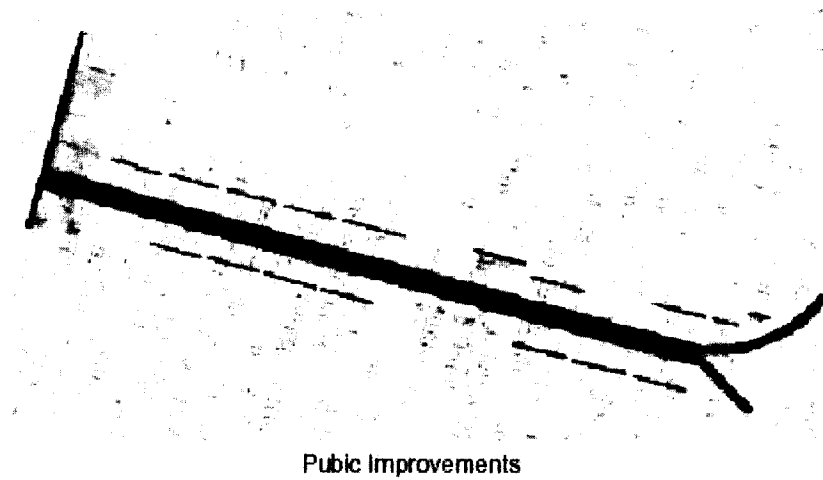
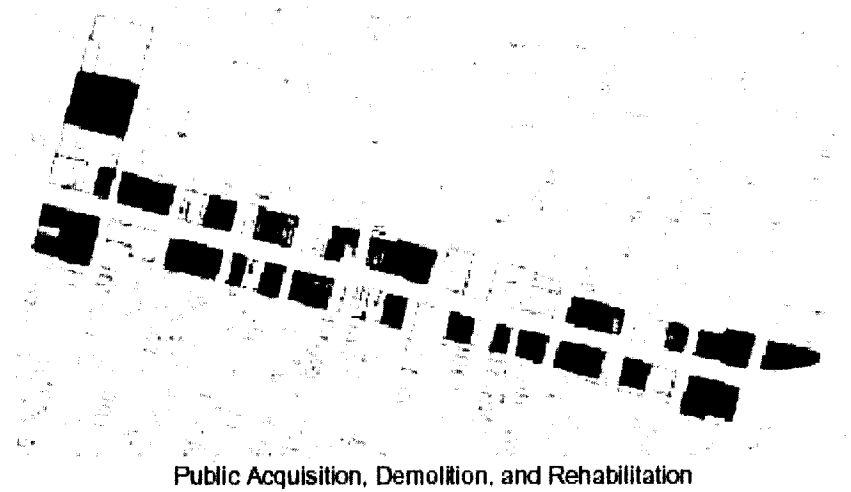
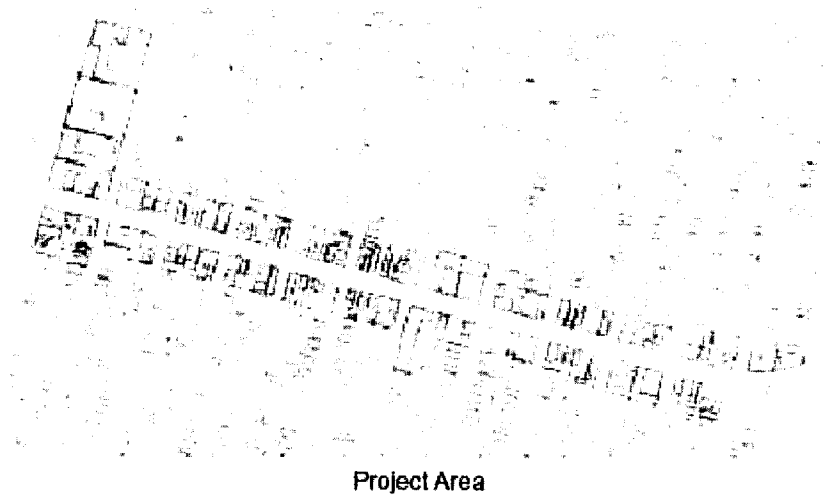
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Figure 8

**Previous
Recommendations**

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Property Impacts on Lafayette Boulevard



2004 Neighborhood Revitalization Plan

Lafayette Boulevard
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Figure 9

**Previous
Recommendations**

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revitalization plan called for reconstruction of Lafayette Boulevard as a landscaped roadway with parking bays, as well as the creation of alleys on both sides of the roadway, behind the lots that front on Lafayette Boulevard.

Based upon further, more detailed study and evaluation, it has been found that the recommendation regarding the new alleys needs to be reexamined. This issue is discussed further in the next chapter.

7. Large Number of Driveways.

Because virtually all of the properties along the corridor front on the roadway, there are a large number of driveways with direct access to Lafayette Boulevard. This negatively impacts traffic operations along this corridor by causing delay for through traffic traveling along the outer travel lanes and adds potential points of conflict for drivers entering into and out of each of these driveways. Consideration should be given to eliminate as many driveways as possible.

8. Overhead Utilities. The overhead utility wires for power, communications, and cable are a very dominant feature in the streetscape of the corridor. They are a visual impact and they limit the type of landscaping that can be installed underneath them. The private utility infrastructure issues are discussed in the companion Preliminary Engineering Report. Options for relo-

cating these utility lines or placing them underground are discussed in the next chapter of this report.

9. Traffic Signal Locations. The corridor includes two traffic signals, one at Tidewater Drive and one at Lens Avenue. The Lens Avenue traffic signal is not centrally located to the Fairmount Park neighborhood and needs to be reevaluated.

10. Misaligned Streets. St. Mihiel Avenue and Brest Avenue, which are misaligned, create an awkward, off-set intersection. This results in confusing traffic turning movements and, since this area has been identified for a small neighborhood commercial node, the misalignment could be detrimental to the development of this node.

11. Gateways or Special Features.

Currently, the only special feature in the Lafayette Boulevard corridor is the cluster of three banner poles at its easterly end. Ideally, more definitive gateway statements should be developed at each end of the corridor. Also, consideration should be given to creating a focal feature for the neighborhood somewhere in the middle of the Lafayette Boulevard corridor.

C. PROJECT GOALS

The City of Norfolk has begun the process of revitalizing the Lafayette Boulevard cor-

ridor. The City's intent is to improve the corridor in order to stabilize the neighborhood and to create a central spine that serves as a focus and gateway to the Fairmount Park neighborhood.

The infrastructure improvements will not only provide the necessary access and circulation to the neighborhood, but they will also be a major contributor to the image and appearance of Fairmount Park.

However, infrastructure improvements, by themselves, are usually not sufficient to rejuvenate neighborhoods. The infrastructure and urban design improvements need to be accompanied and complemented by comprehensive property rehabilitation, upgrading, and revitalization programs.

In order to provide direction for the design of the infrastructure and other improvements along the Lafayette Boulevard corridor, the following set of goals has been identified:

1. Accommodate regional through traffic.
2. Maintain local access to the neighborhood street network.
3. Eliminate as many driveways on Lafayette Boulevard as possible.
4. Provide a setting for neighborhood revitalization.
5. Accommodate utilities.
6. Develop distinct gateways and a special focal feature for the neighborhood.

IV. Corridor Infrastructure Improvement Plan

The Corridor Infrastructure Improvement Plan addresses two major corridor revitalization components:

- Access to the parcels fronting on the Lafayette Boulevard corridor
- Roadway configuration and streetscape improvements

The first section deals with the parcel access issues; the rest of the sections deal with the streetscape configuration and the streetscape improvements.

A. ALLEYS

One of the key issues of revitalization planning for the Lafayette Boulevard corridor is whether or not to develop new alleys on both sides of the corridor. The *Fairmount Park Neighborhood Revitalization Implementation Plan* calls for the creation of alleys behind the frontage properties on both sides of Lafayette Boulevard.

This issue is significant, since the alleys would impact the feasibility of the revitalization strategy, in terms of providing access to existing properties and new redeveloped parcels.

Alley Design Requirements

The key issues that need to be addressed are: how can this redevelopment strategy be accomplished and what would the impacts be on the remaining properties.

Most of the lots that face Lafayette Boulevard have relatively shallow lot depths. Figure 10 illustrates that most of the lots are 116' deep in the westerly half of the corridor and 100' deep in the easterly half.

Carving out 20-foot wide alleys (based on City Code Chapter 42.5 on Subdivisions) from the lots fronting Lafayette Boulevard would leave 96'-deep lots in the westerly half and only 80'-deep lots in the easterly half of the corridor (Figure 11a).

According to the City's Zoning Ordinance, for "Moderate Density Multiple Family" development, the minimum lot width requirement is 50 feet for single-family homes and lot area requirement is set at a minimum of 5,000 square feet, which means that 50'-wide lots would need to be 100' deep.

Also, the alley points of access on the side streets would be within the functional area of the intersections with Lafayette Boulevard, which is an undesirable condition from the traffic circulation and safety standpoint.

Alley Impacts on Adjoining Properties

The result of implementing the alleys would be that the first row of east-west lots on the side streets would be severely impacted by the new alleys. Those lots, instead of adjoining residential properties, as they currently do, would adjoin alleys with moving traffic, including truck traffic.

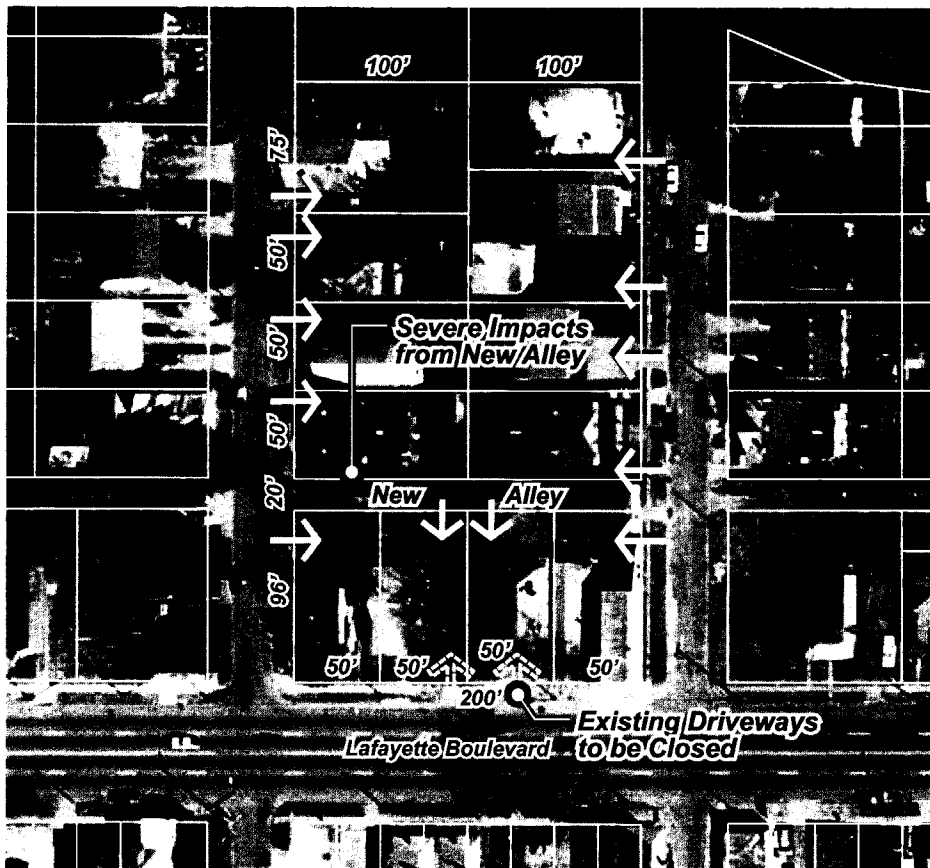
This impact would be especially severe to those lots where the residential buildings are set back a minimum distance from the side property lines (typically 5' to 10'). This type of a condition is deemed unacceptable for low-density residential uses. In addition, the shallow depths of the lots along Lafayette Boulevard would severely restrict the type of redevelopment that could occur on those lots.

An approach that might be more feasible would be to acquire the first row of east-west lots, which, typically, are 50 feet wide, that adjoin the lots fronting on Lafayette Boulevard (Figure 11b),.

This would permit increasing the depths of the lots facing Lafayette Boulevard by 10 feet and it would permit the creation of a 20-foot wide buffer zone between the new alleys and the existing residential structures that would adjoin the new alleys.

Even with this approach, the parcels available for reuse would be relatively shallow in depth, 126' in the western half and 110' in the eastern half, and would restrict the types of redevelopments that could occur.

Finally, trying to create alleys could be prohibitively expensive, since it would require the acquisition and demolition of two residential properties per block. Also, it would be disruptive to at least 26 property owners and it would limit the type of developments that could occur, since the alleys would form a barrier to assembling larger redevelopment parcels.



a. Alleys Carved Out From Frontage Lots



b. Alley Impact Mitigation Option Through Acquisition of Two Lots/Block

Lafayette Boulevard INFRASTRUCTURE Implementation Plan

Fairmount Park, Norfolk, Virginia

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0 50 100 Feet

Note: The example illustrations represent a prototypical case and are not meant to imply any specific property taking or reconfiguration.

Figure 11

Alley Development Issues

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Alley Recommendation

Besides the cost implications and property impacts discussed previously, alleys would require more upkeep and maintenance and, sometimes, they can also contribute to safety and security concerns.

In view of the issues discussed above, the recommendation is not to construct alleys, but, instead, to focus on other parking and access options, in order to eliminate the need for driveways on Lafayette Boulevard.

Access Options

The primary reason for creating the alleys would have been to provide an alternate access to all the parcels, which would then have permitted the removal of all the driveways on Lafayette Boulevard. However, alleys may not be the only option.

One unique feature of the Lafayette Boulevard corridor, which may help in the resolution of the access and parcel configuration issue, is that the blocks along Lafayette Boulevard are very short, with most of them being only 200' long.

This means that, typically, since the corner properties can be accessed from the side streets, only two properties in the middle of each block do not have an alternate access option, besides Lafayette Boulevard (see Figure 11a).

There are two ways to resolve the access issue: a) provide alternate access for those properties that currently do not have an alternate access option, or b) redevelop the properties with uses or developments that

do not require direct driveway access to Lafayette Boulevard.

According to City Public Works' *Access Management Guidelines*, the desirable spacing between adjacent driveways or between driveways and the adjacent street intersections is 150 feet.

Therefore, because of the short, 200' block lengths along Lafayette Boulevard and in order to reduce unsafe conditions and avoid traffic congestion on Lafayette Boulevard, it would be desirable to eliminate all the driveways on Lafayette Boulevard.

Following is a discussion of the various options (Figures 12 through 14) for reconfiguring or redeveloping the blocks along the Lafayette Boulevard corridor, in order to eliminate the access driveways on Lafayette Boulevard.

Some of the access options provided here, although they were not part of the *Fairmount Park Neighborhood Revitalization Implementation Plan*, represent examples of additional redevelopment choices that might be available, if no alleys were implemented in the Lafayette Boulevard corridor.

- 1. Access Easements.** In cases where the owners of the properties do not choose to redevelop the properties, the City of Norfolk could work with the impacted property owners to facilitate the development of access easements for the properties in the middle of the blocks (Figure 12a).

Although this would be the least desirable solution, in some cases, where the

properties absolutely can not be acquired or redeveloped, it might be the only way to eliminate the driveways on Lafayette Boulevard.

- 2. Reorient Parcel Access.** Reorient the parcel access to the side streets, as illustrated in Figure 12b. This would require the reconfiguration of the lots fronting on Lafayette Boulevard.

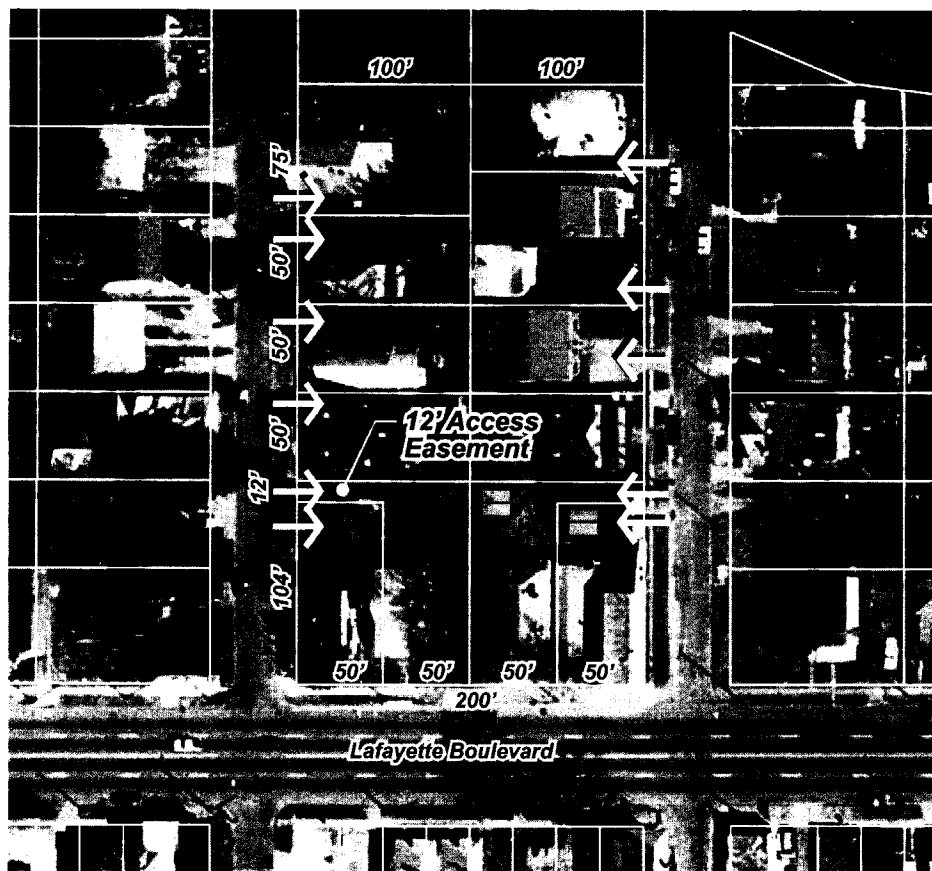
Due to the resulting relatively small parcels, the only redevelopment options for the frontage parcels would be single-family or duplex residential units. The corner buildings should be designed to face Lafayette Boulevard.

- 3. Combine Parcels.** Combine the parcels facing Lafayette Boulevard and redevelop them as quad or townhouse complexes (Figure 13a).

- 4. Mixed-Use Developments.** Assemble larger parcels and redevelop them as mixed-use developments with some commercial, office, or public or semi-public uses on the ground floors and residential or office uses on the upper levels (Figure 13b).

This would require the acquisition of a few additional lots, in addition to the ones fronting on Lafayette Boulevard, in order to create viable redevelopment parcels. This type of development might be especially applicable near the two commercial nodes.

- 5. Public or Semi-Public Uses.** Assemble larger parcels for the develop-



a. Option 1: Access Easements for Middle Lots



b. Option 2: Reorient Parcels and Access to Side Streets

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0 50 100 Feet

Note: The example illustrations represent a prototypical case and are not meant to imply any specific property taking or reconfiguration.

Figure 12

**Access and Parking
Options 1 & 2**

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a. Option 3: Quads or Townhouses



b. Option 4: Mixed-Use Developments

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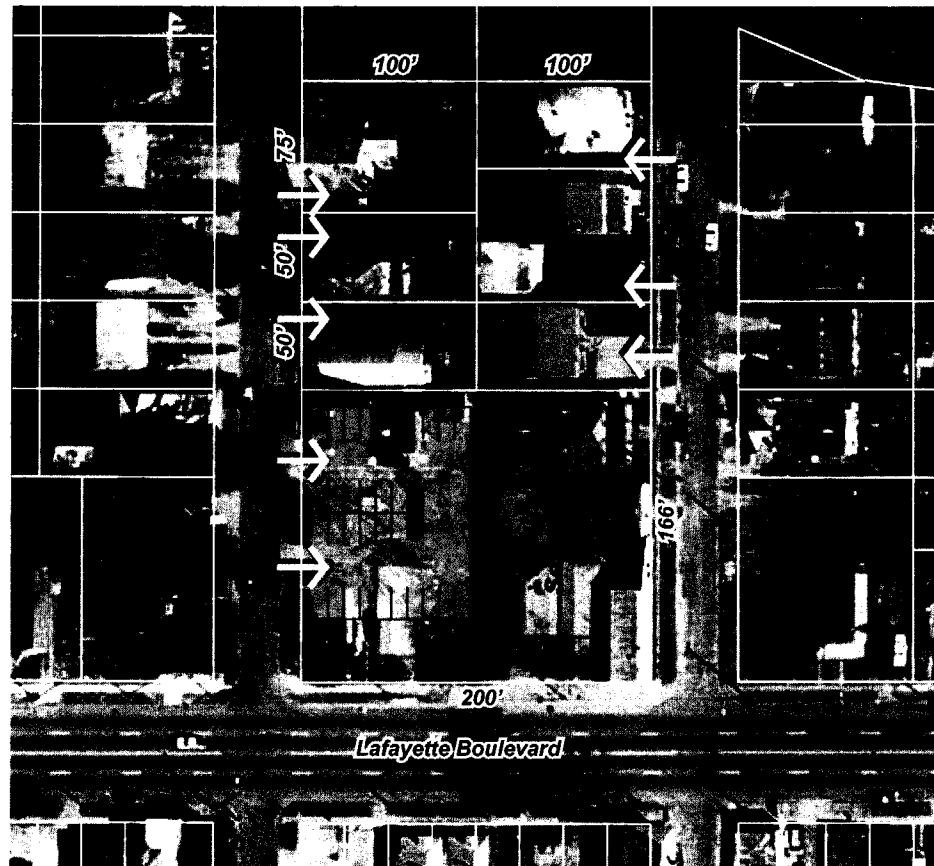
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Note: The example illustrations represent a prototypical case and are not meant to imply any specific property taking or reconfiguration.

Figure 13

**Access and Parking
Options 3 & 4**

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a. Option 5: Public or Semi-Public Developments



ment of public or semi-public facilities, such as a new fire station (Figure 14a).

Of the five options listed, Options 1 and 2 would be the least desirable, since they would maintain single-family uses along a major roadway. Options 3 through 5 represent the most desirable solutions, with Option 3 requiring the least land acquisition.

The examples discussed above show the various types of developments that could be used for the redevelopment of the properties along the Lafayette Boulevard corridor, thus eliminating the need for driveway access directly to Lafayette Boulevard.

B. ROADWAY SECTION

The basic configuration of the existing roadway includes four traffic lanes and a narrow, undefined parking lane on each side of the roadway (Figure 15).

The key design parameter for establishing the new roadway section is the need for four traffic lanes. The current and projected traffic volumes, which are discussed in the Preliminary Engineering Report, dictate that four traffic lanes need to be provided.

Roadway Section Options

Based upon this key requirement of four traffic lanes within the existing 80-foot wide right-of-way along this segment of the Lafayette Boulevard corridor, three potential roadway section options were developed and evaluated (Figure 16):

- **Option 1: Parking Bays.** This option, which is based on the recommendations of the *Fairmount Park Neighborhood Revitalization Implementation Plan*, includes small parking bays on each side of the street. This would permit the creation of bump-out islands for landscaping at the corners.
- **Option 2: Wider Verges.** This option would provide wider verges on both sides of the street. It would not include any on-street parking.
- **Option 3: Medians.** In addition to the landscaped verges, this option would also include landscaped medians. It would also not include any on-street parking.

Recommended Roadway Section

An evaluation of the three roadway section options resulted in the selection of Option 3, Medians, as the recommended section for the Fairmount Park segment of Lafayette Boulevard (Figure 17).

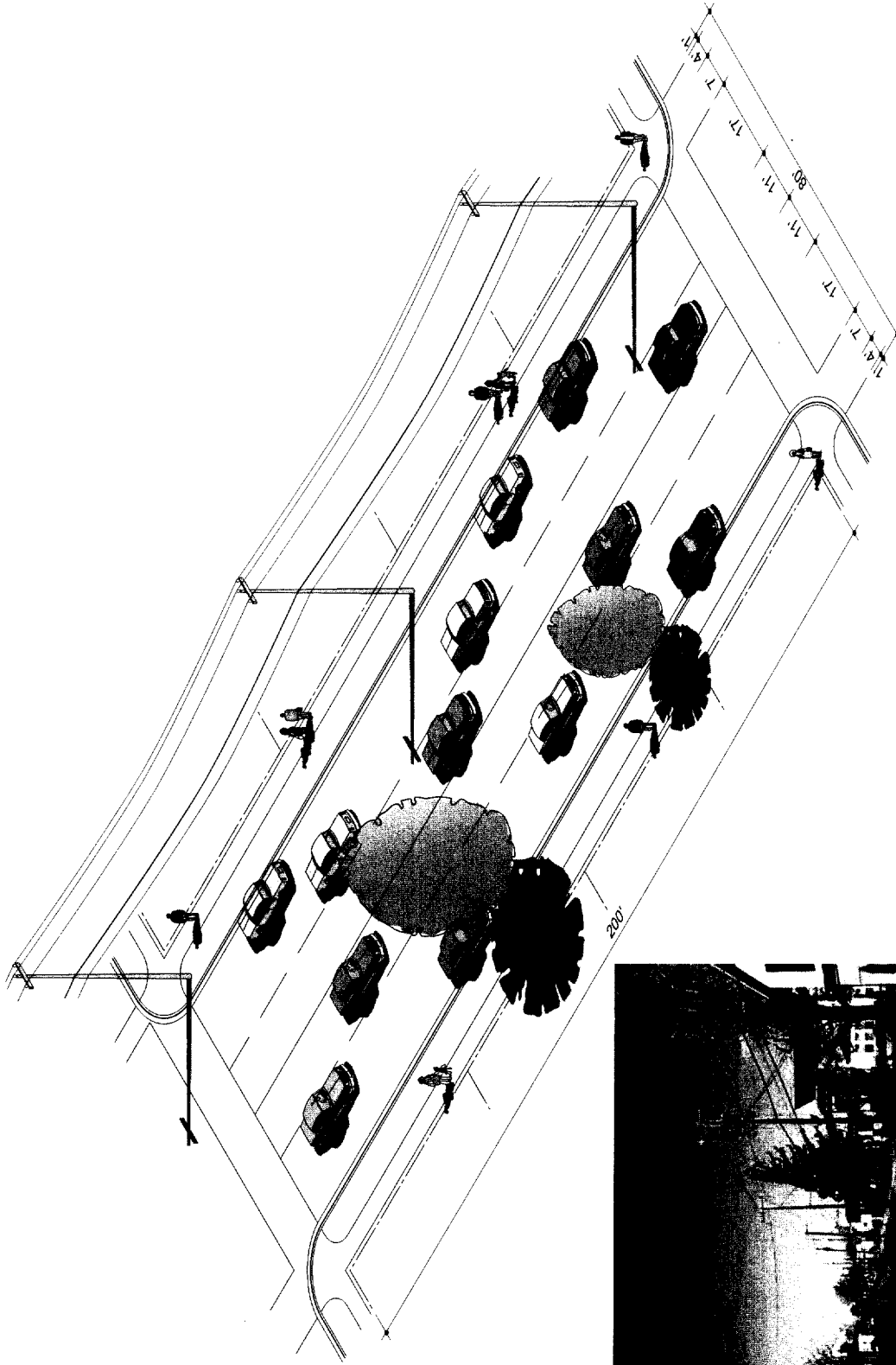
Following are some of the issues that were considered in the evaluation and discussed with the Steering Committee:

- **No On-street Parking.** On-street parking is not an absolutely essential component of the Lafayette Boulevard corridor, since the intent is to redevelop the corridor with uses that have access from the side streets, or that include their own off-street parking.

Also, the on-street parking bays would create conflicts with through traffic and the parking bays would complicate the drainage patterns and could accumulate litter. A parking analysis for the corridor is included in the Preliminary Engineering Report.

- **Median Continuity.** The landscaped medians would provide continuity with the rest of the Lafayette Boulevard corridor, which includes landscaped medians on both sides of the Fairmount Park segment.
- **Landscaped Median Enhancement Value.** The landscaped medians would provide the greatest enhancement value for the Fairmount Park neighborhood. Although the medians and the landscaped verges would be relatively narrow, they still would permit planting of over-story street trees and shrubs.
- **Pedestrian Crossing Refuges.** The landscaped medians would provide a space of refuge for pedestrians utilizing the crosswalks at intersections.
- **Project Phasing.** The landscaped medians would provide the greatest potential for phasing the project.

The median treatments in Option 3 could be implemented on some blocks before any redevelopment occurs, as-



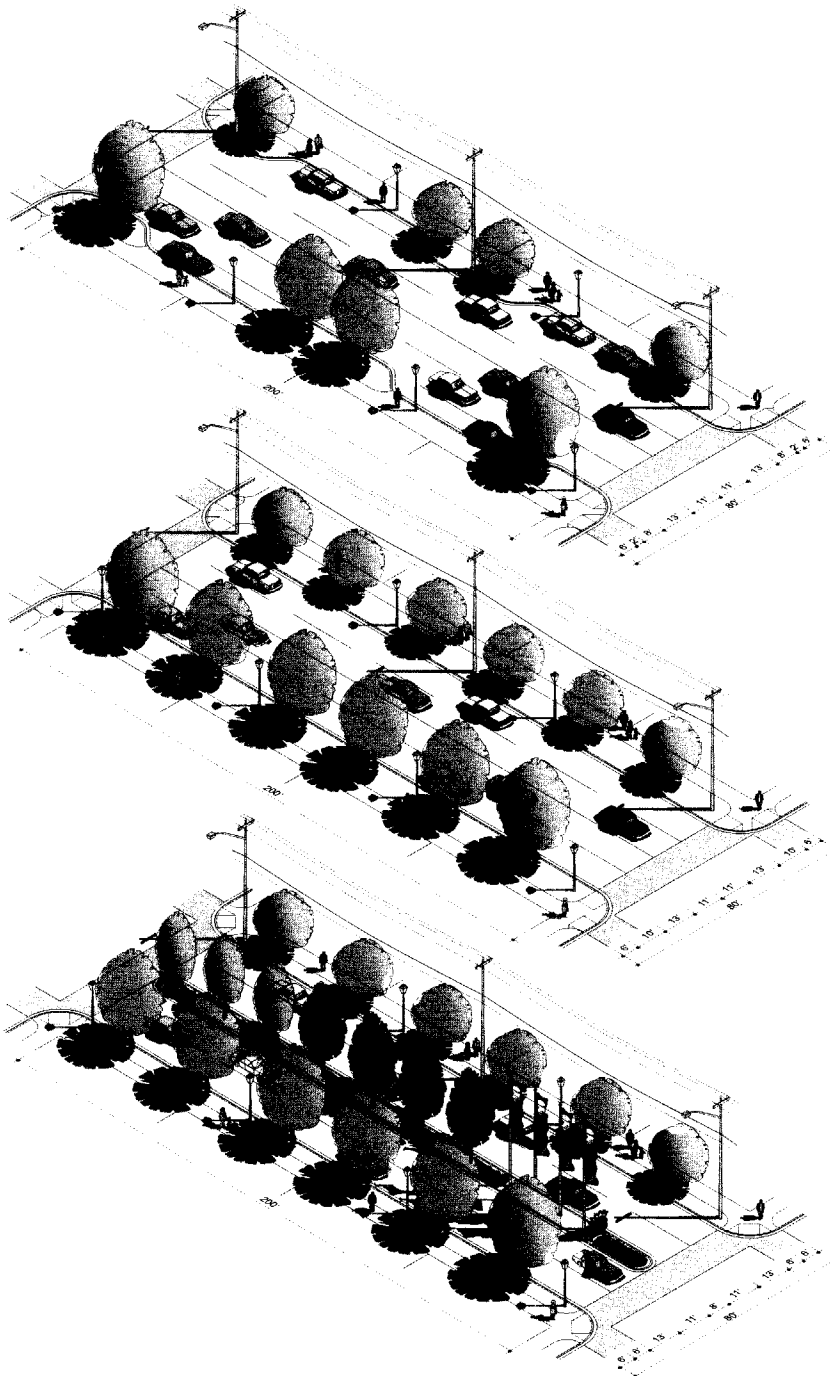
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Figure 15

**Existing
Roadway**

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Option 1: Parking Bays

Option 2: Wider Verges

Option 3: Medians

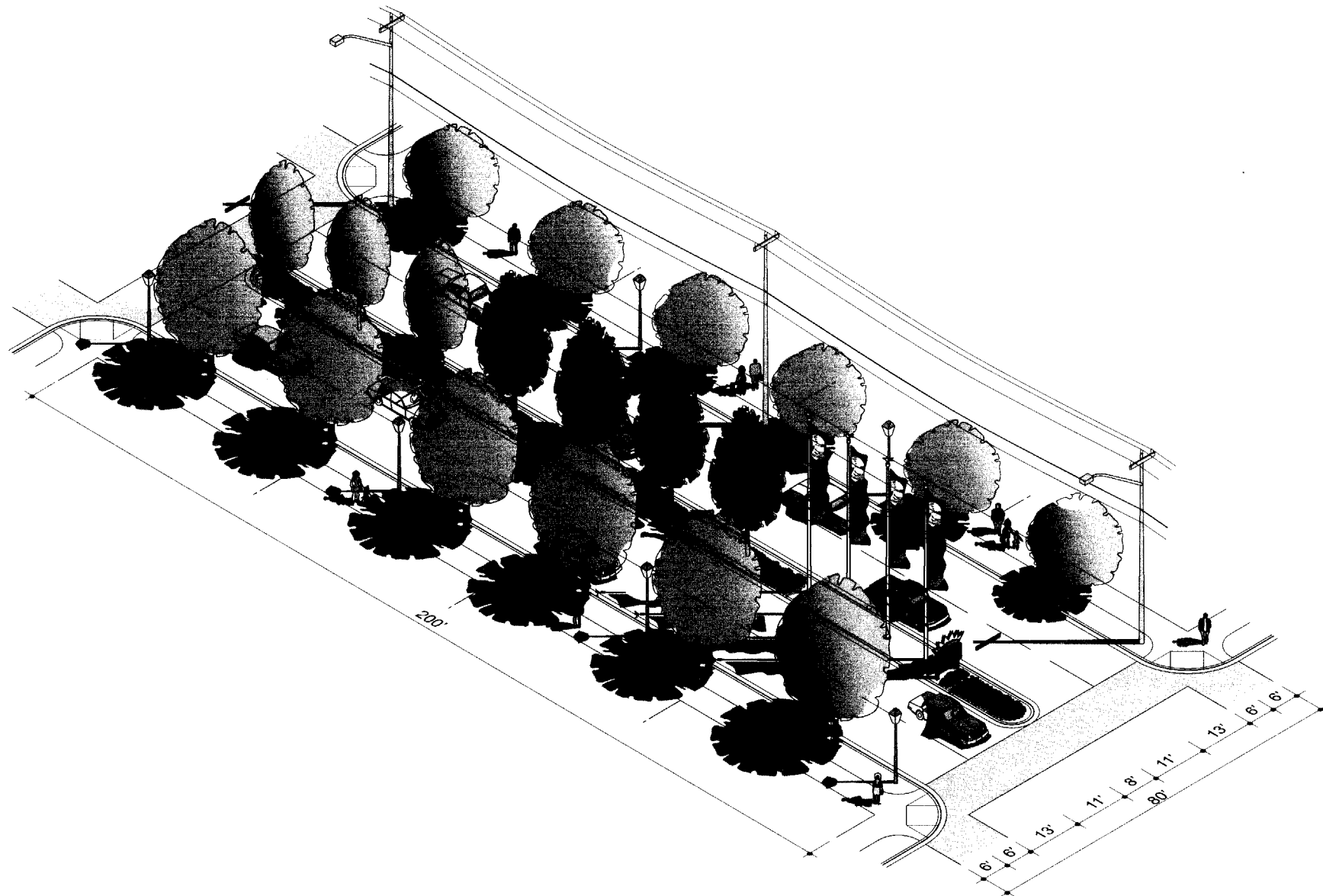
Figure 16

Roadway Section Options

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Figure 17

**Recommended
 Roadway Section**

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Figure 18

**Example Medians
and Verges**

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IV. Corridor Infrastructure Improvement Plan

suming on-street parking is not needed for the existing uses located on those blocks (Figure 19).

Implementation of the verge treatments in Options 1 and 2 would require the removal of the driveways, since, unless the driveways are removed, there would be limited space available for the verge treatments.

- **Construction Costs.** Finally, a cost comparison of the three options indicates that there is relatively little cost difference between the three roadway section options. The total approximate cost of each of the options for the whole length of the Lafayette Boulevard corridor would be as follows:

Option 1 = \$ 5,200,000

Option 2 = \$ 4,800,000

Option 3 = \$ 5,300,000

The comparison shows that Option 3 would not be excessively more expensive than the other two options.

For the reasons listed above, Option 3, Medians, was selected as the recommended streetscape section for the Lafayette Boulevard corridor.

Left-Turn Lanes

Most of the cross-streets in the Fairmount Park segment of Lafayette Boulevard serve primarily low-density residential uses and have relatively low traffic volumes and a low demand for turning movements. Therefore, turning movements into most of the

cross-streets can occur from the inside traffic lane without severely impacting through traffic.

However, since there would be a larger demand for traffic turning movements at the signalized intersections at Tidewater Drive and at the realigned St. Mihiel Avenue/Brest Avenue intersection, as well as at Somme Avenue, designated left-turn lanes would be required at these intersections.

Figure 20 illustrates the recommended left-turn configuration at the St. Mihiel Avenue/Brest Avenue intersection. The left-turn lane would be approximately 75' long, which would provide storage for 3 cars, and, since the traffic speeds would be relatively low, the recommendation is to use a taper of 3:1, in order to maximize landscaping space in the medians.

C. KEY INTERSECTIONS

As was discussed previously, two of the intersections along Lafayette Boulevard will be signalized and they will require left-turn lanes. Each of them also serves a special function for the neighborhood and, because of the existing conditions, should be modified to enhance them.

Tidewater Drive Intersection

The Lafayette Boulevard and Tidewater Drive intersection, which is located at the westerly edge of Fairmount Park, serves as the primary gateway to the Fairmount Park neighborhood.

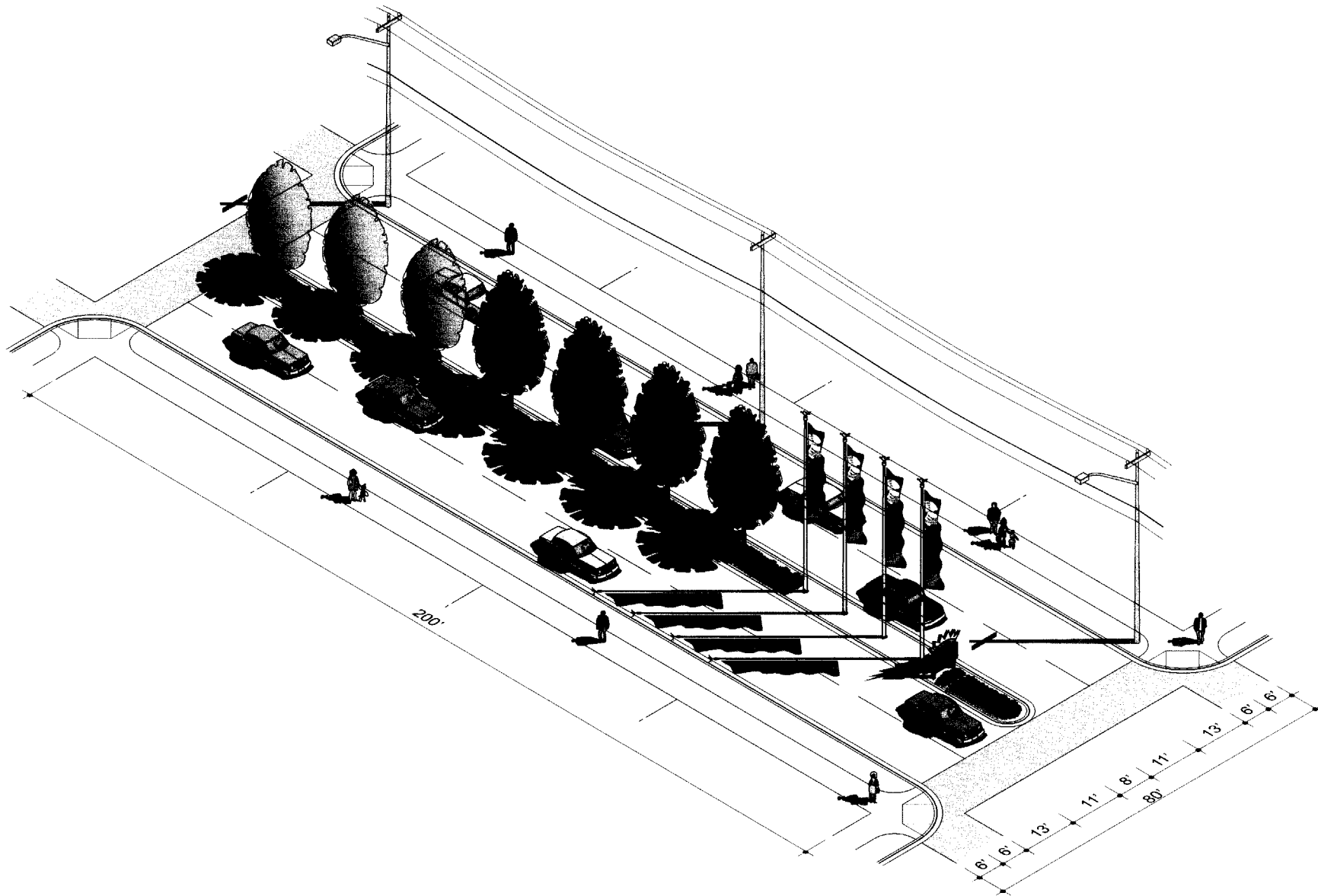
The land uses surrounding this intersection (Figure 21) include: a restaurant/diner and a pharmacy/store in the NE quadrant; older, smaller commercial buildings, which have been converted to "store-front churches", in the SE quadrant; an extensive church campus in the SW quadrant; and multi-family duplexes in the NW quadrant.

The two key issues that need to be considered for this intersection are:

- The recommendation from the *Fairmount Park Neighborhood Revitalization Implementation Plan* that the southeast quadrant be redeveloped as a commercial or mixed-use development
- The objective of extending the median concept to Tidewater Drive, in order to provide median continuity throughout the corridor and a gateway for the Fairmount Park neighborhood

These two issues could complement each other in that the proposed redevelopment of the southeast quadrant would make it possible to widen Lafayette Boulevard (by something in the range of 10' to 20') in this block. This would permit the introduction of the landscaped median while maintaining the required four through-traffic lanes and the exclusive left-turn lanes.

In order to provide traffic lane continuity the landscaped median would also need to be extended to the west side of Tidewater Drive. Fortunately, the existing roadway on the west side has excess pavement on the south side, which could be used to shift the



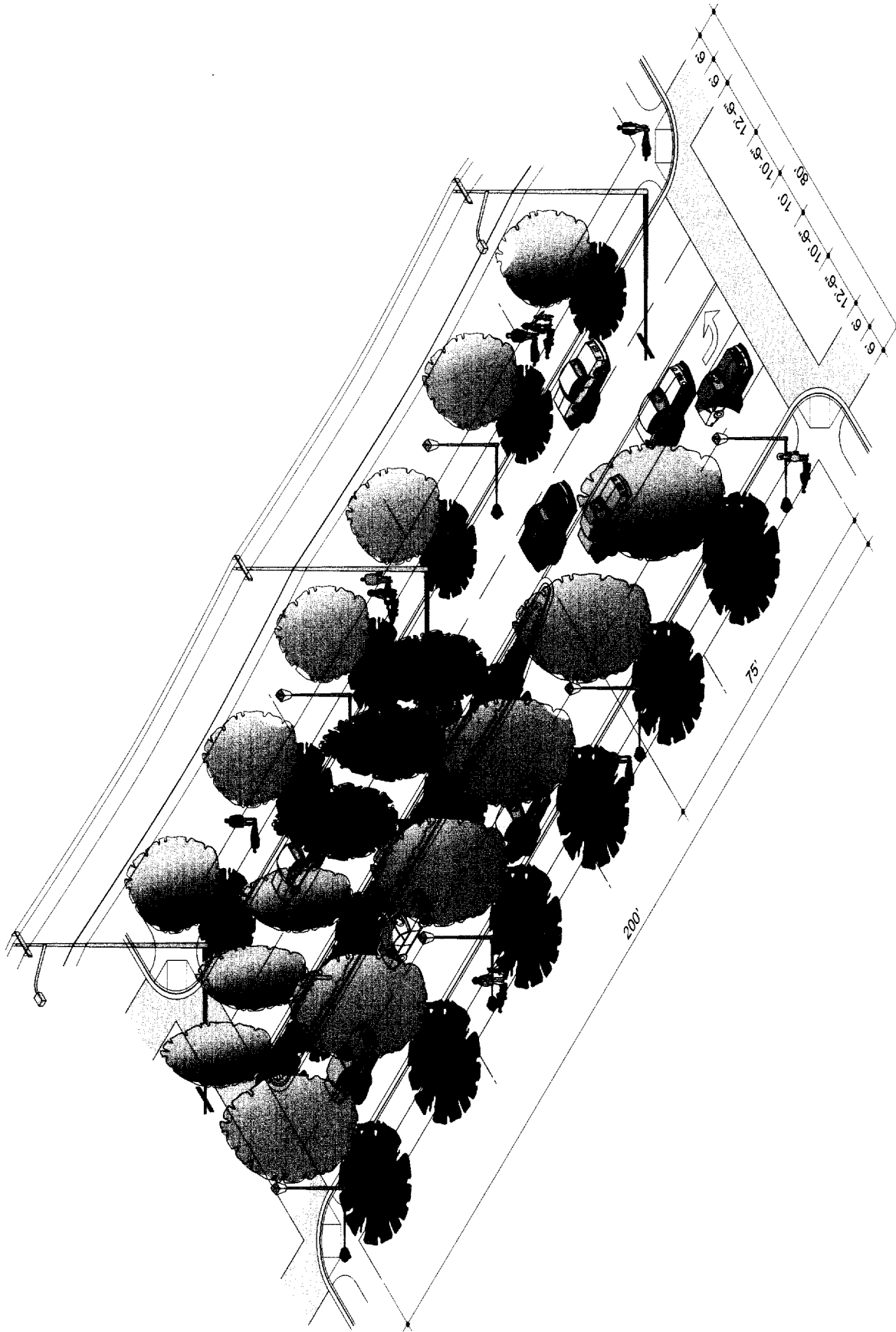
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Figure 19

**Phasing of
Medians**

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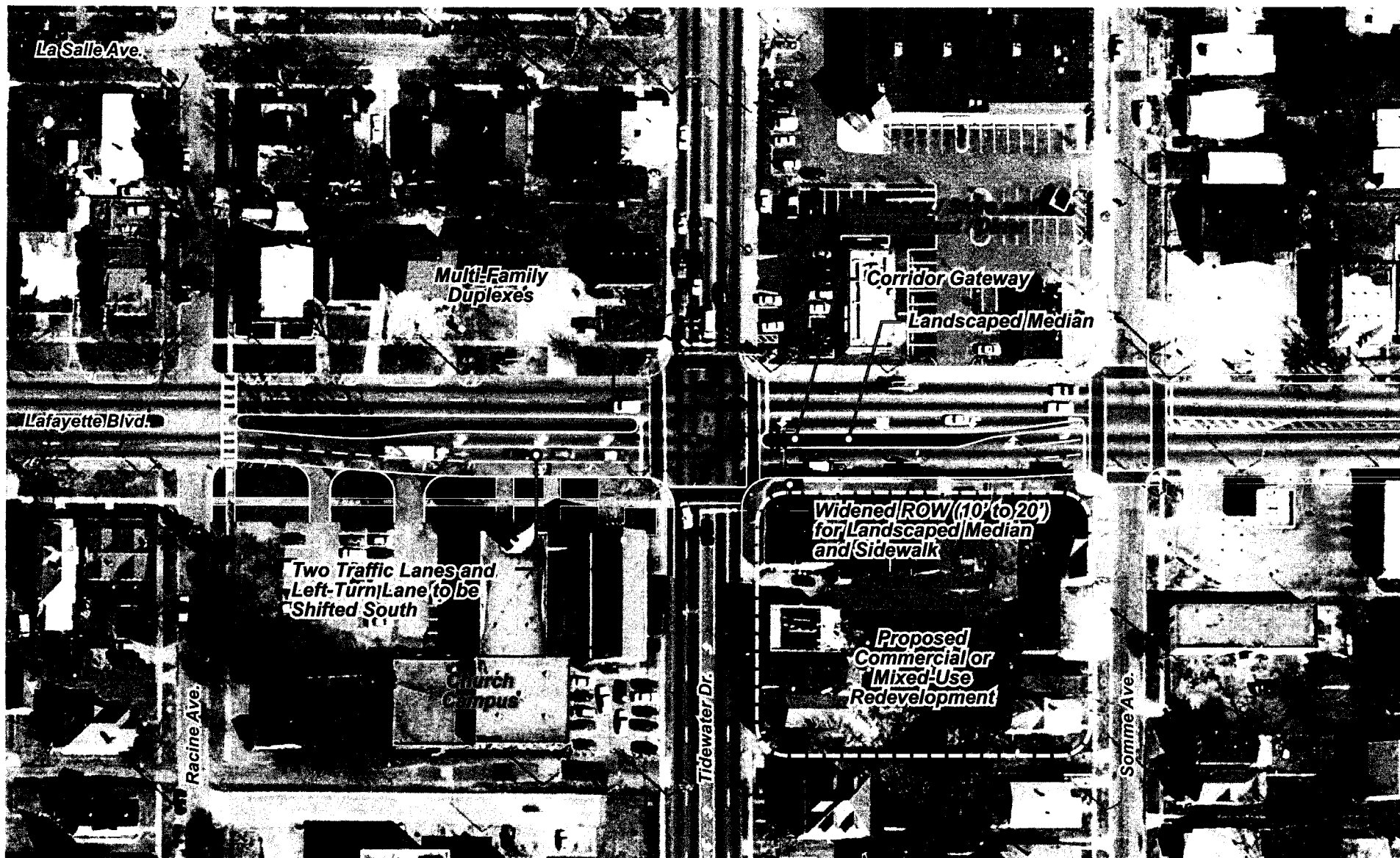
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Figure 20

**Left-Turn Lanes at
St. Mihiel / Brest**

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Figure 21

**Tidewater Drive
Intersection**

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two traffic lanes and the left-turn lane south, in order to create the landscaped median.

The recommended plan (Figure 21) shows the reconfigured intersection. Besides enhancing the intersection area, the landscaped median would also provide the opportunity to install a gateway sign for the Fairmount Park neighborhood directly adjacent to the Tidewater Drive entry.

St. Mihiel Avenue / Brest Avenue Intersection

The St. Mihiel Avenue/Brest Avenue intersection presents a problem, which, potentially, might be turned into an opportunity.

The key issues and forces that impact this intersection area are:

- St. Mihiel Avenue and Brest Avenue are misaligned at Lafayette Boulevard, which creates an awkward, off-set intersection that results in confusing traffic turning movements.
- The *Fairmount Park Neighborhood Revitalization Implementation Plan* recommended that this area be redeveloped as a small neighborhood-oriented commercial node.
- This intersection is centrally located to the Fairmount Park neighborhood.

Figure 22 includes an image of the existing intersection and the proposed concept plan.

In order to improve traffic circulation and access to the neighborhood, Brest Avenue should be aligned with St. Mihiel Avenue and a new traffic signal should be installed

at this intersection. The traffic signal at Lens Avenue should be removed. This issue is discussed in greater detail in the Preliminary Engineering Report.

Since the realignment of Brest Avenue would impact at least two properties on the west side and leave excess right-of-way on the east side, this would present the opportunity to create a neighborhood central plaza or focal feature on the excess right-of-way on the east side. The remnant parcels on the west side could be redeveloped, by combining them with other adjoining parcels, to create a small mixed-use development or commercial node, as shown in Figure 22.

The neighborhood central plaza could be developed in a number of different ways. It could include a special focal feature, such as a small fountain or a sculpture, seating, and special landscaping treatments.

D. STREETSCAPE

The streetscape consists of the various above-ground components that make up the visual environment in an urban roadway corridor. Following is a discussion of each of the primary streetscape elements. Gateway features, which are a specialty item, are discussed in the next section.

Overhead Utility Lines

As was mentioned previously, the overhead utility lines include high-voltage power lines and other utility lines that are suspended from the power poles. The utility lines and

poles, which are located behind the north curb line, are a very dominant visual element in the Lafayette Boulevard corridor.

Besides being a major visual feature, the overhead utility lines limit the type of landscaping that can be planted below the utility lines.

A number of options were considered for accommodating the overhead utility lines:

- Relocate the overhead utility lines to another alignment. However, no reasonable alternate alignment could be identified.
 - Relocate the overhead utility lines to a utility easement at the edge of the 80-foot right-of-way. This could limit redevelopment potential, since power lines require a 15-foot clear zone to any residence.
- Also, this option would be prohibitively expensive for the little advantage that it would provide, since the utility lines would still be located within the corridor right-of-way and highly visible.
- Place the overhead utility lines underground. This would be the optimum solution, but it would be by far the most expensive one. At a projected cost of approximately \$ 900 per lineal foot, the total cost of placing all of the overhead utility lines underground, for the full length of the study corridor, would be approximately \$ 2,600,000.

Based upon this evaluation, the overhead power and utility lines have been left in their current location. The City of Norfolk may



Existing Gateway Area Looking West

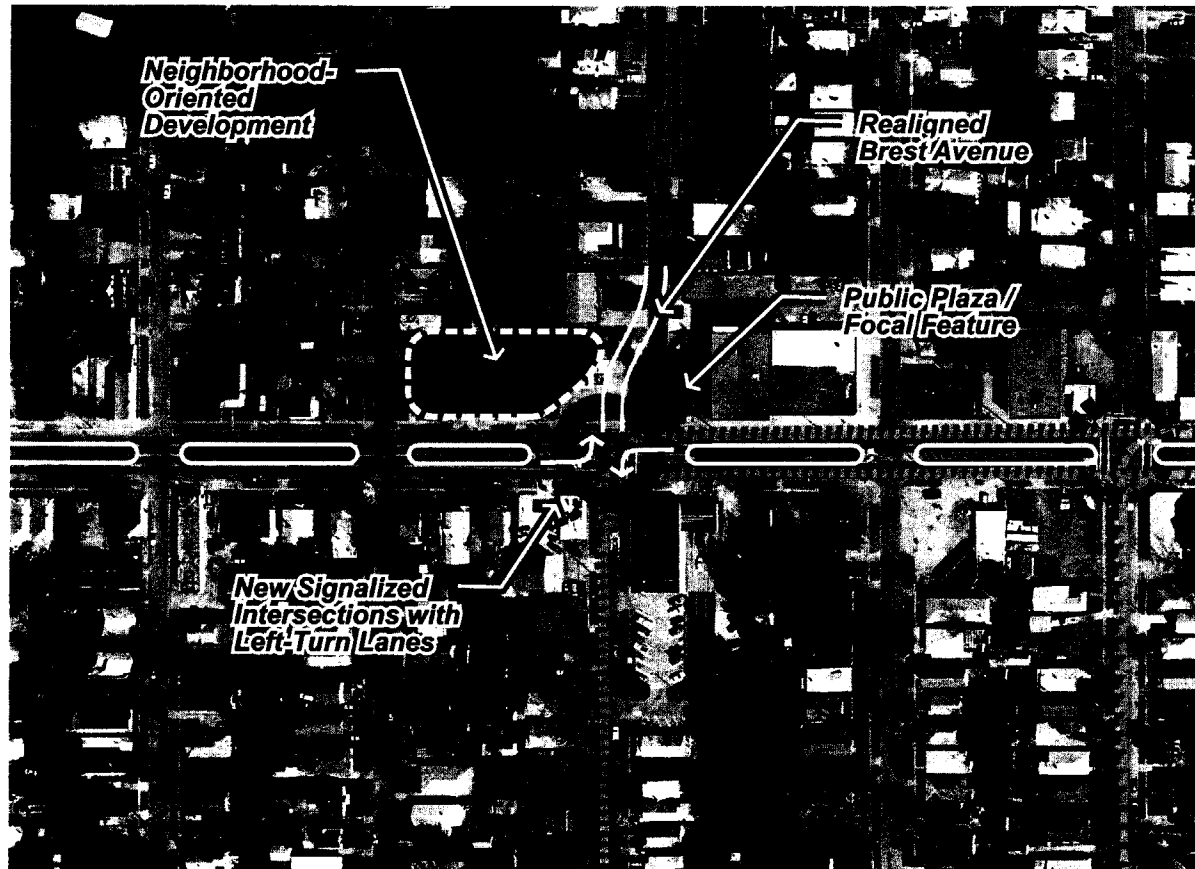


Figure 22

**Focal Area at
St. Mihiel | Brest**

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still want to pursue the option of placing the high-voltage power lines and other utility lines underground.

Whether the utility lines are placed underground or not would not change the overall infrastructure improvement recommendations presented here. The only significant impact would be on the size of the street trees that could be planted underneath the utility lines, in the landscaped verges on the north side of Lafayette Boulevard.

At a minimum, the feeder power lines, which cross Lafayette Boulevard, should be placed underground. This would need to be evaluated further on a case-by-case basis.

Street Lighting

In order to provide the required level of street lighting and in order to complement the residential character of the Fairmount Park neighborhood, two types of street lights are being recommended (Figure 23).

- The primary street lighting would be provided by ornamental, residential-scale, street lanterns (see image in Figure 23).

The ornamental, lantern-style street lights would be approximately 14' tall, they would be spaced 65' on center, and they would have 150-Watt bulbs with cut-off shields to prevent light spillover onto residential properties.

- The street lanterns would be supplemented by 24'-tall, corner street lights at the intersections. These lights would

be mounted with bracket arms either on the existing utility poles, on traffic signal poles, or, where required, on separate light poles.

Landscaping

The recommendations for the landscaping treatments are as follows (see Figure 17):

- **General Landscaping Approach.** In terms of the overall landscaping treatments, the recommendation is to provide a basic level of landscaping continuity for the corridor, but to also introduce diversity in the plant materials, in order to provide interest and variety.

- **City Guidelines.** The landscaping should be selected as per the City of Norfolk, Division of Parks and Urban Forestry guidelines, *Section 7.0, Approved Species, Cultivars and Varieties*.

Following are some general descriptions of appropriate landscaping material. Final landscaping materials will need to be selected at the time final plans are prepared and should be done in consultation with the City of Norfolk Forester.

- **South Side Verges.** For the landscaped verges along the south side of Lafayette Boulevard, where there are no overhead utility line obstructions, Class I A type deciduous street trees, such as Norway Maple, Sugar Hackberry, or Honeylocust, should be used.

- **North Side Verges.** For the landscaped verges along the north side of Lafayette Boulevard, where there are overhead utility lines, Class III A type deciduous street trees, such as Trident Maple, Hedge Maple, Shantung Maple, or Crape Myrtle should be used.

- **Medians.** Whereas the landscaped verges should have a more uniform look, the medians present opportunities to introduce variety and interest in the landscaping treatments.

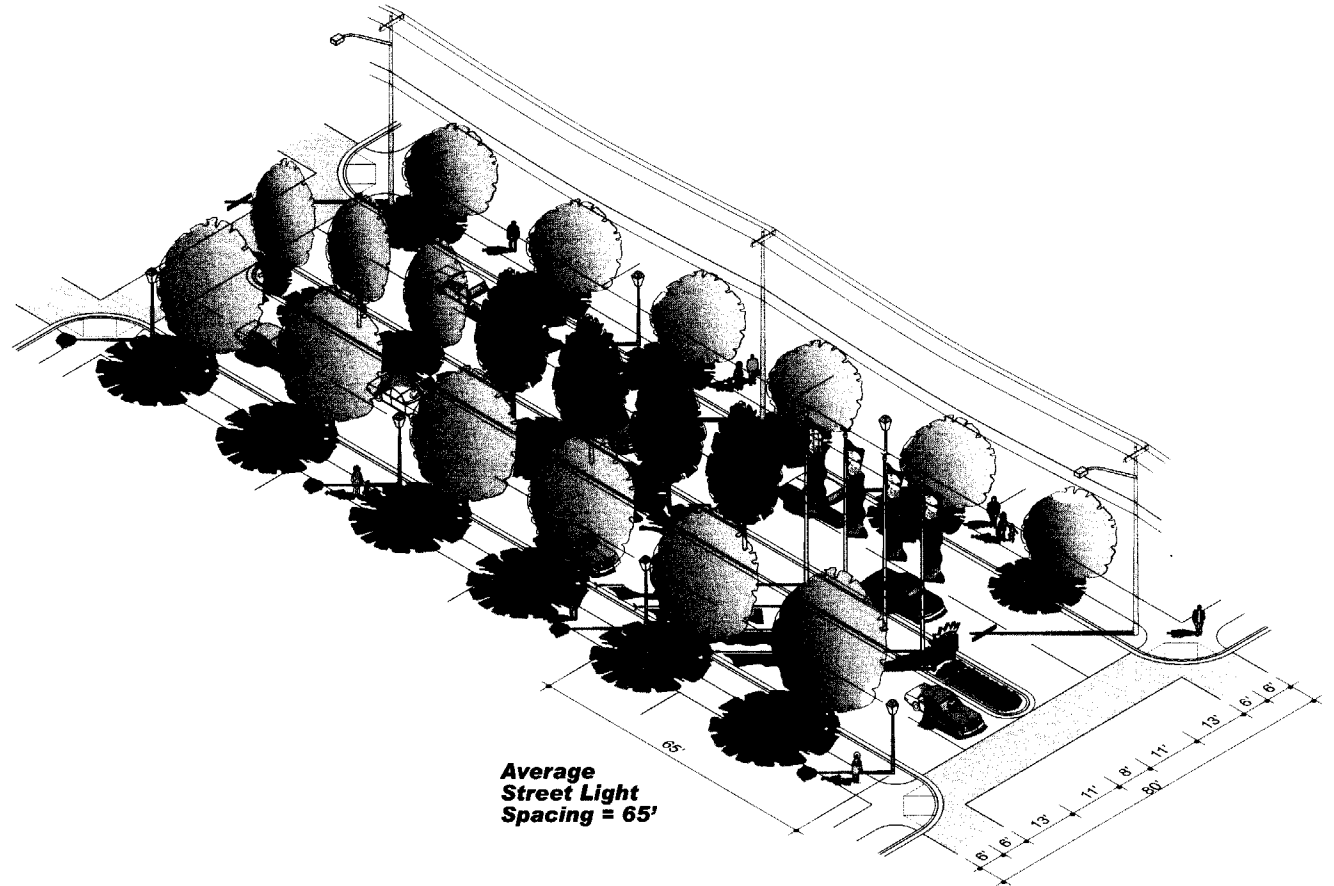
In the medians, a mixture of deciduous and evergreen trees should be used, with short rows of ornamental, deciduous trees planted at the ends of the medians and rows of evergreen trees, such as the pruned-up spruces that are used on Military Highway, planted in the center portions of the medians.

The landscaped medians should also include low-growing shrubs, for at least 50% of the median area. The type of shrubs to be used, as well as the upkeep and maintenance requirements and responsibilities, need to be finalized with the City of Norfolk Forester, at the time final plans are prepared.

In addition, special landscaping treatments should be provided in the medians at the gateways, which are discussed in the following section.



Recommended Lantern Street Light



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Figure 23

Street Lighting
Fixtures and Plan

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E. GATEWAY FEATURES

Lafayette Boulevard is the primary access route to much of Fairmont Park, which presents a unique opportunity to create special gateways for the neighborhood. Gateways, can help define the entrances to a district or neighborhood, they can create a sense of place, and they can contribute to neighborhood identity, cohesion, and civic pride.

Gateway signs can be designed in a variety of shapes and configurations. They can be large structures that arch across a street or they can be a small monument sign at the side of a roadway.

Figure 24 provides examples of various gateway designs that represent the scale and character that might be appropriate for the Fairmont Park neighborhood.

The logical gateway locations would be at either end of the Fairmont Park segment of the Lafayette Boulevard corridor. The existing gateway areas (Figure 25) are relatively bare and, except for the cluster of three banner poles at the easterly end, lack any markers, signs, or special features.

The landscaped medians present a wonderful opportunity to create the neighborhood gateways at both ends of the Lafayette Boulevard corridor. Figure 25 identifies the recommended locations for the gateways.

At the easterly gateway, in addition to the gateway treatment itself, the power substation that is located in the middle of the ex-

isting roundabout warrants some additional landscaping treatments or enhancements.

The existing hedge provides a reasonable amount of screening. However, this area presents a wonderful opportunity to add a mixture of taller deciduous and evergreen trees in order to create a green screen around the power substation

Following is one relatively simple example for the development of gateways for the Fairmont Park neighborhood. Since the City of Norfolk has various improvement and enhancement programs, some of the final design elements might vary. Also, the neighborhood may want to express its identity in a different or more unique way.

The key basic elements of the proposed example gateway (Figure 26) are:

- **A row of four banners.** The banners would be the same type as the ones that the City of Norfolk is promoting and installing throughout the City. The banner design could be the same as the one used throughout the City, or the design could be customized for the Fairmont Park neighborhood.

The banners would draw attention to the gateway feature area and they would provide continuity with the City of Norfolk banner program. In addition, since the City has an established banner installation and maintenance program, the banners would be a very cost-effective way to create highly visible entry features.

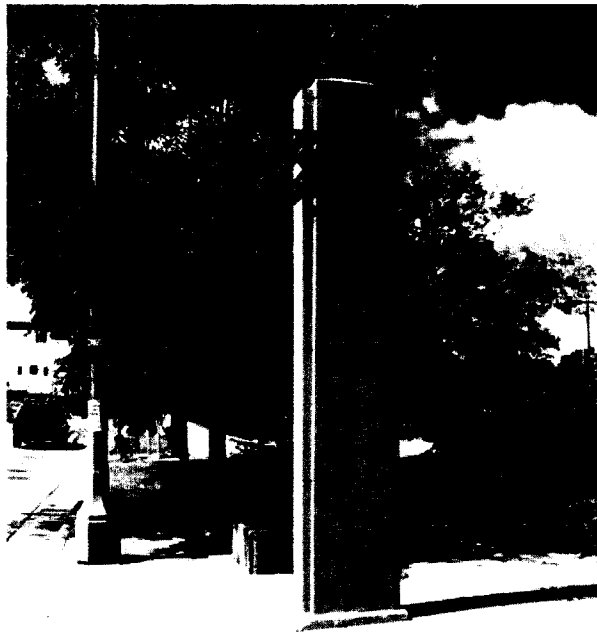
- **A neighborhood sign.** The sign could be either integrated into a pylon or monument, or it could be free-standing. The sign would include the name of the neighborhood and, if desired, a welcoming greeting, a slogan, or a neighborhood motto.
- **Landscaping Treatments.** The sign area should include some special landscaping treatments, such as a bed of bright flowers, or ornamental shrubs. Care should be taken to select shrubs that do not block the view of the sign.

F. CORRIDOR PLAN

Note: Since this is an infrastructure improvement implementation plan and not a redevelopment plan, it identifies only those redevelopment projects that are essential for the implementation of the critical infrastructure improvements. Other redevelopment projects, which might be implemented along the Lafayette Boulevard corridor, are not specifically identified in this study, although examples were provided in Section A of how the frontage parcels could be redeveloped, in order to remove the many driveways on Lafayette Boulevard.

Following is a summary of the key features of the Recommended Lafayette Boulevard Corridor Infrastructure Improvement Plan (Figure 27).

- **Landscaped Medians.** The four-lane roadway with landscaped medi-



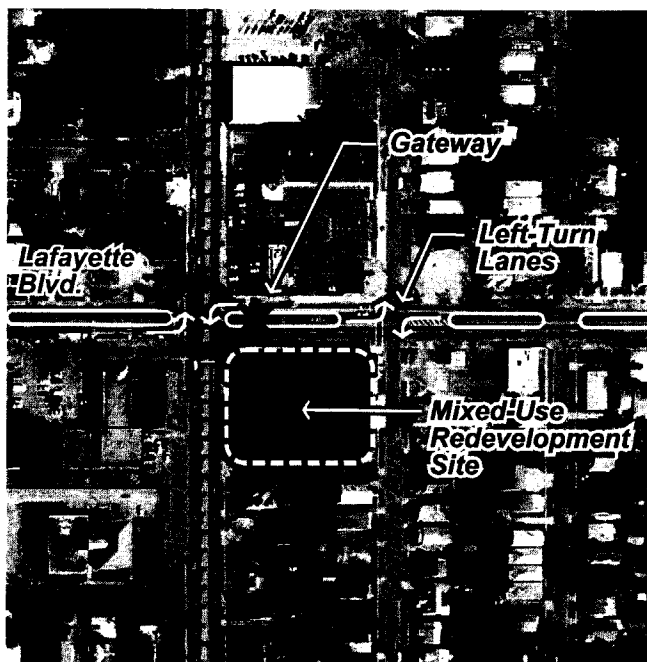
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Figure 24

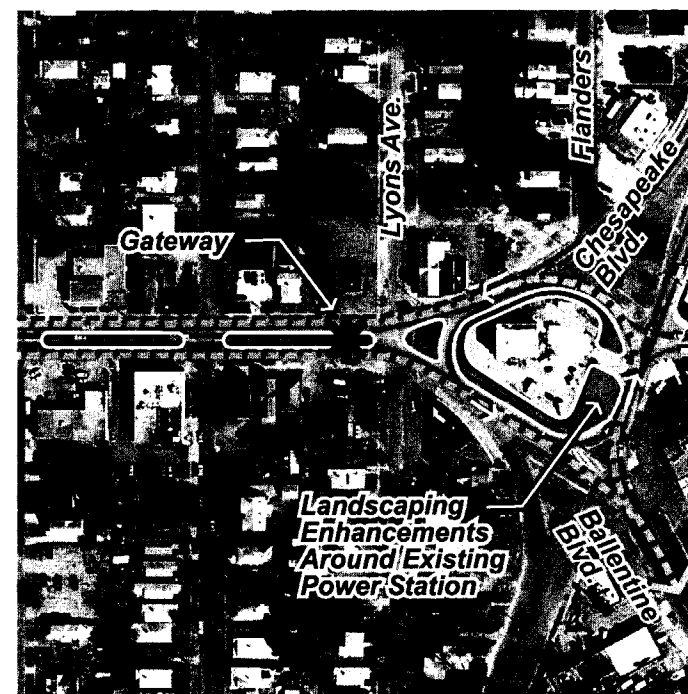
**Gateway
Examples**

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**West End Gateway
in New Median
@ Tidewater Drive**

**East End Gateway
in New Median
@ Lyons Avenue**



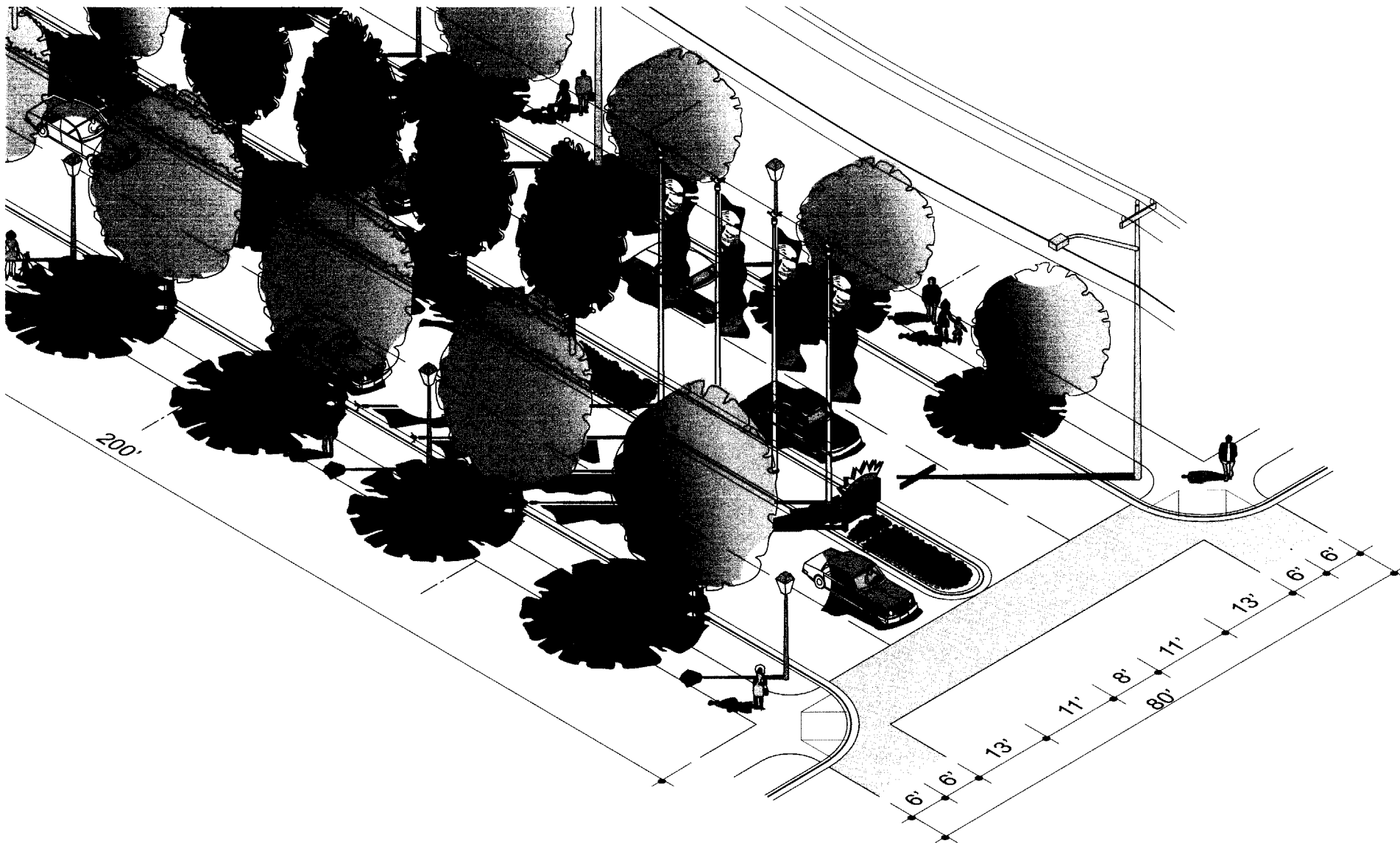
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Figure 25

**Gateway
Locations**

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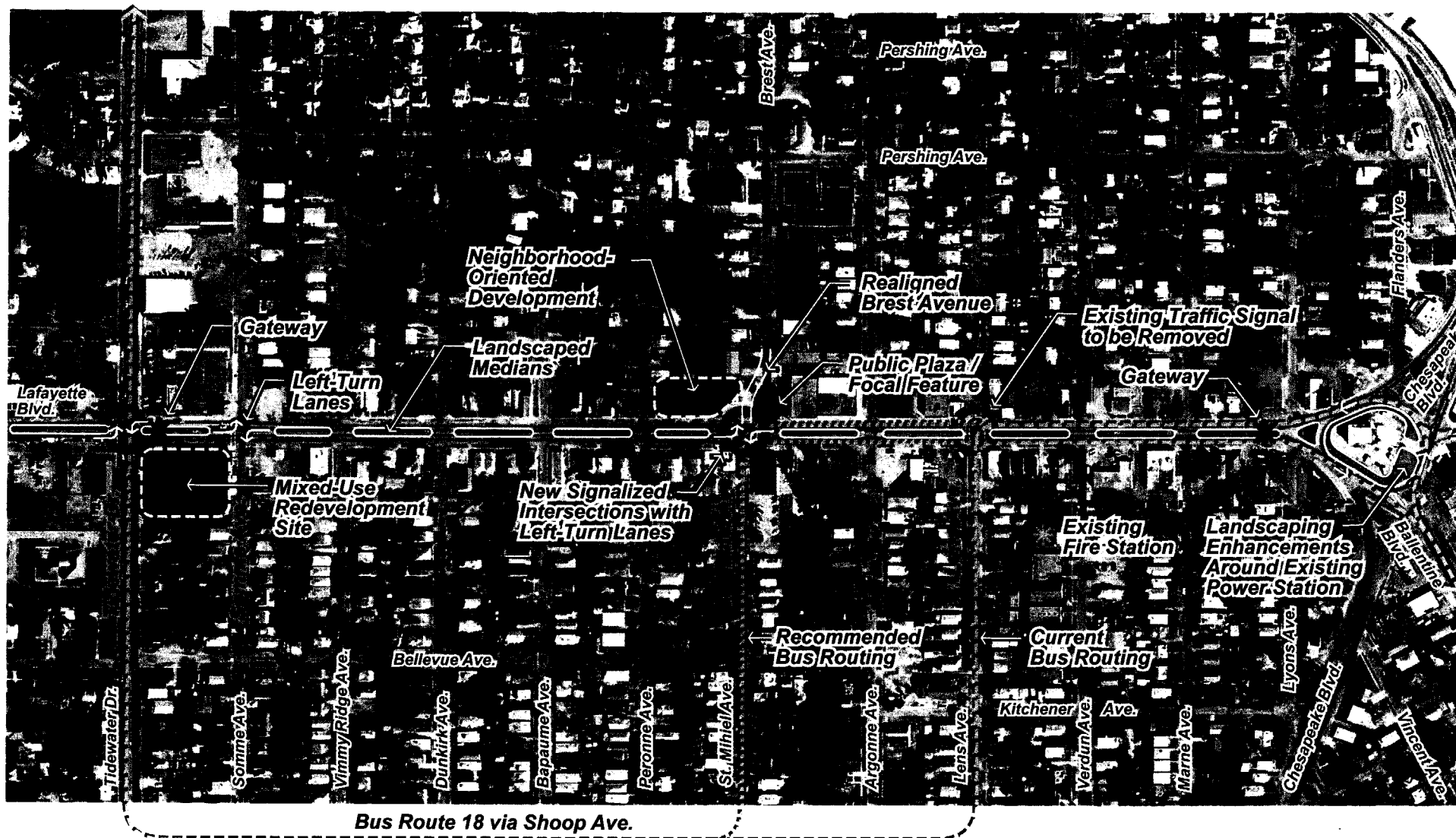
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Figure 26

**Gateway
 Concept**

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0 100 300 Feet



Figure 27

Recommended Improvement Plan

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ans would extend the full length of the corridor. The medians would provide refuge areas for pedestrians crossing the street.

- **Median Breaks at Every Cross-Street.** The median breaks at every cross-street would provide access to the neighborhood street network.
- **Realignment of Brest Avenue.** Brest Avenue would be realigned to match up with St. Mihiel Avenue.
- **New Signalized Intersection.** A new traffic signal would be installed at the St. Mihiel Avenue/Brest Avenue intersection. The existing traffic signal at Lens Avenue would be removed. The intersections at Tidewater Drive is already signalized.
- **Three Intersections with Designated Left-Turn Lanes and Marked Crosswalks.** The intersections of Lafayette Boulevard with Tidewater Drive, Somme Avenue, and St. Mihiel Avenue/Brest Avenue would include left-turn lanes and striping or special pavement treatments for the pedestrian crosswalks.
- **Tidewater Drive Commercial Node Redevelopment.** Right-of-way acquisition along the south side of the block of Lafayette Boulevard between Tidewater Drive and Somme Avenue would be needed in order to install the landscaped median and to

accommodate the left-turn lanes, as illustrated in Figure 21.

Acquisition of the corner properties would provide the opportunity to create a larger, mixed-use, or commercial development.

- **Redevelopment of the Remnant Parcels at Brest Avenue.** The remnant parcels on the west side of the realigned Brest Avenue would be redeveloped as a neighborhood commercial or mixed-use development.
- **Neighborhood Focal Feature.** The excess right-of-way on the east side of Brest Avenue, north of Lafayette Boulevard, would be redeveloped as a neighborhood focal plaza or special feature.
- **Two Gateways.** Two neighborhood gateways would be developed in the landscaped medians. One would be at Tidewater Drive, at the westerly entrance to the neighborhood, and the other one would be at Lyons Avenue, at the easterly entrance.

In addition, supplemental landscaping would be provided around the power substation at the easterly end.
- **Bus Routing.** The current HRT Bus Route No. 18 runs along Ballentine Boulevard, Lafayette Boulevard, Lens Avenue, Shoop Avenue, and Tidewater Drive. The recommendation is to move the route from Lens Avenue to St. Mihiel Avenue.

This routing would provide a more equitable bus service to the neighborhood and it would utilize the new traffic signal at the St. Mihiel/Brest Avenue intersection.

Bus shelters should be provided for the bus stops at the two commercial nodes, at the Lafayette Boulevard intersection with Tidewater Drive and at the intersection with St. Mihiel Avenue / Brest Avenue.

V. Cost Estimate / Project Staging

A. COST ESTIMATE

The preliminary cost estimate (Table 1) provides a general overview of what the approximate costs for the proposed infrastructure improvements would be.

This preliminary cost estimate is based on the recommended concept plan described in the report. Since the planning is at a concept-level stage of design, the construction costs, correspondingly, represent a concept-level estimate.

Following are general comments regarding the preliminary cost estimate:

- The preliminary cost estimate includes project construction costs only. No design, management, or administrative costs are included.
- Due to the preliminary nature of this cost estimate, a 20% contingency is being used.

- The total infrastructure implementation project cost was arrived at by:
 - estimating the construction costs for a typical block;
 - then multiplying it by 12, which is the number of blocks in the project area, including the one block west of Tide-water Drive;
 - then adding the one-of-a-kind, non-typical items.
- The cost estimate does not include any costs related to any major underground utility work, except that it does include a line item for the adjustment of storm sewer system, watermain valves, hydrants, and sanitary sewer manholes.
- The cost estimate does not include any costs related to the placing of the overhead utility lines underground.
- The cost estimate does include the reconstruction of the block west of Tide-water Drive.

B. PROJECT STAGING

A key issue in the staging of the Lafayette Boulevard infrastructure improvement project is the need to remove the driveways and curb cuts along the corridor, in order to reduce traffic conflicts and to permit the installation of the verge landscaping improvements.

Although it is not essential to remove absolutely every driveway or curb cut, it would be desirable to remove as many of them as possible.

However, the removal of the driveways and curb cuts depends upon the redevelopment or reconfiguration of the parcels fronting on Lafayette Boulevard. Therefore, the staging of the infrastructure improvement program is greatly depended on the corridor redevelopment program.

There are a number of ways that the infrastructure improvements could be staged:

Table 1

Preliminary Concept Cost Estimate: Option 3 – Landscaped Medians

No.	Item	Unit	Quantity	Unit Cost	Amount
	Construction Costs for a Typical Block				
3.1	General Items ▪ Mobilization, traffic control, restoration	LS	1	\$ 25,000	\$ 25,000
3.2	Removals and Grading ▪ Removal of existing street pavement, curb and gutter, sidewalks, and existing driveways (24" deep excavation)	SY	2,250	\$ 14	\$ 31,500
3.3	Adjustment of Street Utilities ▪ Adjustment of storm sewer system, watermain valves, hydrants, and sanitary sewer manholes	LS	1	\$ 40,000	\$ 40,000
3.4	Curb and Gutter ▪ 6" curb with 18" gutter, including aggregate base	LF	900	\$ 15	\$ 13,500
3.5	Street Pavement ▪ 8" bituminous pavement, 12" aggregate base, 12" sand, including special crosswalk treatments	SF	11,500	\$ 8	\$ 92,000
3.6	Street Signs and Striping ▪ Traffic signs and striping	LF	250	\$ 10	\$ 2,500
3.7	Concrete Sidewalk ▪ 6'-wide concrete sidewalks with score joints every 2 feet, in each direction, including pedestrian ramps	SF	3,200	\$ 5	\$ 16,000
3.8	Street Lights ▪ 24' tall corner lights and/or 14'-high ornamental light fixtures at approximately 65' on center, including wiring and electrical cabinets	Each	8	\$ 10,000	\$ 80,000
3.9	North Side Boulevard Landscaping (Under Overhead Utility Lines) ▪ 4" diam. street trees at approx. 30' O.C., including sod	Each	6	\$ 650	\$ 3,900

V. Cost Estimate / Project Staging

No.	Item	Unit	Quantity	Unit Cost	Amount
3.10	South Side Boulevard Landscaping <ul style="list-style-type: none">4" diam. street trees at approx. 30' O.C., including sod	Each	6	\$ 800	\$ 4,800
3.11	Median Landscaping <ul style="list-style-type: none">8' wide medians with ornamental street trees at average 30' O.C. and 50% of area covered with shrubs and ground covers	LF	200	\$ 100	\$ 20,000
	Total Construction Costs for a Typical Block – Option 3				\$329,200.00
	Construction Costs for Corridor				
3.1 through 3.11	General Street and Landscaping Work for 12 Blocks <ul style="list-style-type: none">Basic construction costs for 12 blocks, including one block west of Tidewater Drive	Block	12	\$ 329,200	\$ 3,950,400
3.12	Realignment of Brest Ave. <ul style="list-style-type: none">Realign Brest Ave. with St. Mihiel Ave.	LS	1	\$ 100,000	\$ 100,000
3.13	New Traffic Signal <ul style="list-style-type: none">Move Traffic Signal from Lens Ave. to Brest/St. Mihiel	LS	1	\$ 200,000	\$ 200,000
3.14	Adjust Traffic Signal at Tidewater Dr. <ul style="list-style-type: none">Adjust traffic signals on south side	LS	1	\$ 100,000	\$ 100,000
3.15	Banner Poles – West End @ Corridor Gateway <ul style="list-style-type: none">4 banner poles including lighting	Each	4	\$ 8,000	\$ 32,000
3.16	Gateway Neighborhood Signs <ul style="list-style-type: none">Gateway sign at each end of the corridor, including lighting	Each	2	\$ 12,000	\$ 24,000
	Sub-Total for Corridor				\$ 4,406,000
	Contingency (20%)				\$ 881,000
	Total Construction Costs for Corridor – Option 3				\$ 5,287,000

- 1. By Item.** Under this scenario the improvements would be installed separately, over time, item by item. For example, the curbs and pavement would be installed first, then lighting, then landscaping, then specialty items.

This staging option would very much depend upon the completion of the redevelopment program, since the curbs should not be installed until the driveways and curb cuts can be closed. Also, this option would not be very desirable, since it would considerably extend the construction period and the disruption to the neighborhood.

- 2. By Block.** Under this staging option, the infrastructure improvements would be installed in those blocks which have completed the parcel redevelopment program and closed the driveways and curb cuts on Lafayette Boulevard.

Unless the redevelopment program were to be carried out in a very systematic fashion, such as starting at one end of the corridor and continuing to the other end, this option could result in a very spotty appearance with some blocks having been improved and some not.

- 3. By Segment.** Under this scenario, segments of the corridor would be designated for redevelopment and infrastructure improvements. It could be done by large segments, such the west half and the east half of the corridor, or by smaller segments, such as Tidewa-

ter Drive to Dunkirk Avenue first, then Dunkirk Avenue to St. Mihiel Avenue/Brest Avenue, etc...

- 4. By Component.** Under this staging option the landscaped medians would be constructed first and then the landscaped verges.

The median concept option lends itself ideally to this type of a staging program, since the median installation could be done independently of any redevelopment program. Since the future roadway fits in the current curb-to-curb section, the medians could be constructed any time.

Also this approach would create an immediate visual impact, which could help in stimulating the revitalization program in the Lafayette Boulevard corridor.

The overall recommendation is to use the last staging option, Staging Option 4, By Component, for the Lafayette Boulevard infrastructure improvements and to install the medians first and then the verges.

For the installation of the verges, the recommendation is to use Staging Option 3, By Segment, with Staging Option 2, By Block, as a last resort, if implementation by segment can not be worked out.

Phillips, Jeryl

From: Phillips, Jeryl
Sent: Monday, November 03, 2008 9:50 AM
To: Duke, Frank
Cc: Brown, Zosia
Subject: RE: Lafayette Boulevard meeting

See my responses in blue below. When dealing with Taylor, realize that he's a landscape architect with a local company, MMM Design Group. He likes to speak from that point of knowledge about planning matters.

Also, an important note from p. 20 of the plan, in the Section addressing Access Options, it reads "Some of the access options provided here, although they were not part of the Fairmount Park Neighborhood Revitalization Implementation Plan [which had a recommended land use pattern along Lafayette Boulevard], represent examples of additional redevelopment choices that might be available, if no alleys were implemented in the Lafayette Boulevard corridor." I think Taylor's issue is that some of these options show multi-family and institutional uses. The Fairmount Park plan breaks up the housing into two segments along the Boulevard—H1 and H2. For H1, the plan proposed eliminating multiple curb cuts along the corridor by creating a rear lane (alley) behind all of the properties fronting LB. The plan further reads: "Commercial properties and underutilized properties should be redeveloped with new housing. The new housing should be a mixture of townhouses, duplexes, and single-family buildings. All buildings should have the character and image of the houses in the neighborhood. Large buildings (triplex or townhouses) should have the image of a "large house" similar to those found on Lafayette Boulevard west of the study area." The recommendation for the H2 segment is the same. Ref. p. 64-65 and 68-69 of the Fairmount Park Plan.

Actually, the present zoning is multi-family and commercial, with the commercial being in small nodes along the Boulevard. It is also a PCO overlay. Therefore, multi-family is permitted and that's what the adopted plan calls for.

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Please consider the environment before printing this e-mail.

From: Duke, Frank
Sent: Friday, October 31, 2008 11:56 AM
To: Phillips, Jeryl; Gildea, James
Subject: RE: Lafayette Boulevard meeting

Can you look at these and take a crack at responding to those that are planning related?

- 1). Option 1 for providing for access easements does not work very well—actually not even in the example given (goes thru an existing building). Is the City intention to use this option where it might work, on a block by block case?

To make this option work, which provides side street access to the homes facing Lafayette Boulevard, yes some existing structures are impacted and would obviously have to be torn down to install driveways to these parcels

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from side streets. I would think a block by block assessment is needed if we want to implement this option, and agreement from the property owners would be necessary. These would be private driveways in lieu of alleys—that's the point, it's too expensive to acquire all the land behind the houses fronting on LB to make public alleys to the rear of them. These options are looking at alternatives to this.

- 2). By the nature of the report, it seems that option 1 and 2 are thrown out based on that those options would maintain single family housing. When did getting rid of single family housing become the thing to do—especially considering the funding for the project? The 2004 adopted plan called for infill residential development for most of the corridor and 2 areas for higher density and commercial.

Not sure what he means by "thrown out"—thrown out here for consideration or thrown out from further consideration? The adopted Fairmount Park Plan for the H1 and H2 segments (the housing redevelopment or infill segments of LB) calls for single-family, townhomes, and duplexes (even triplexes). Ref. pp. 64-65, and 68-69.

- 3). Option 3 seems to be the option preferred, but it seems to be very expensive with land acquisition, relocating people etc. Is this just for specific blocks along the blvd, and if so, which ones? The reason I ask is because it call for the acquisition of the lots adjoining the blvd on each block which further disrupts the area.

The consultant does comment that Options 1 and 2 are the least desirable, since they would maintain single-family uses along a major roadway, and further notes that Options 3-5 are more desirable because they aren't single-family options, with Option 3 being the easiest to do because it requires the least land acquisition. I do see his point, that it seems like the engineers have decided that single-family is undesirable along the corridor because of the continuation of driveway curb cuts to access; yet, the plan doesn't call for elimination of single-family. Interestingly enough, the multi-family zoning now in place along this corridor is inconsistent with single-family. Nonetheless, this section of the plan concludes by stating, "The examples discussed above show the various types of developments that could be used for the redevelopment of the properties along LB, thus eliminating the need for driveway access directly to Lafayette Boulevard." Access is the number problem identified along LB. I think it's obvious they we're going to have to identify block by block what's the best solution here.

- 4). The same for Option 4. Is this for a specific set of block(s)?

No.

- 5). Why are Parking Bays an option when the idea was to eliminate parking?

Again, the consultant is noting all options, then testing each and offering a preferred recommendation. You have to start with putting all options on paper and then rule them out as you go along to get to the preferred option. You can't just start with the recommendation without a basis for justifying in the context of considering all options. The consultant moves from roadway section options here to recommended roadway section. In the recommendations, no on-street parking is recommended, and the recommended roadway section is found on p. 27 (Fig. 17), which doesn't show on-street parking but, rather, wider verges and a median to decrease the pavement width and slow down traffic. On-street parking was viewed as providing too many conflicts.

- 6). The Civic League has asked for in the past a copy of the Preliminary Engineering Report. Can we get copies of it please?

I don't know what he's referring to.

- 7). Why would one lane be 11 feet wide and the other be 13 feet wide. Why not both lanes, each direction be 12' wide? Does this dimension include curb and gutter?

I don't know, good question. I would think that a typical gutter pan and gutter is 2' and thus, the outer lanes are two feet wider to accommodate this. The dimensions shown on p. 27 are right-of-way dimensions for each roadway segment.

8). Where is Figure 17 located—Lyons and Lafayette?

I don't think there is a specific set of streets called out on this figure; rather, it's meant to be a typical.

9). Its seems that the plan says that the median improvements can happen in some cases first—before any land planning or reconfiguration occurs to deal with on-street parking. Please provide blocks that this can occur on that do not have parking issues?

In the "by item" staging option, the plan reads "This staging option would very much depend upon the completion of the redevelopment program, since the curbs should not be installed until the driveways and curb cuts can be closed." In the "by block" staging option, again, "Unless the redevelopment program were to be carried out in a very systematic fashion, such as starting at one end of the corridor and continuing to the other end (which in fact is what has been proposed and is being carried out, such that they redevelopment via acquisition is beginning at the Tidewater Drive end), this option could result in very spotty appearance...." In the "by segment" staging option, "under this scenario" segments of the corridor would be designated for redevelopment and infrastructure improvements." In all of these cases, redevelopment is an essential first.

10). Is a 10 foot lane acceptable to VDOT for figure 20 (page 31)?

Don't know.

11). Who would lead the effort in the redevelopment of the parcel for the Neighborhood Community Development to the west of Brest Avenue labeled in Figure 22 and mentioned on page 33? This would require acquisition and demolition and redevelopment. What is the current zoning on those lots?

City or NRHA could acquire through friendly acquisition, or the plan could be marketed to private section to redevelopment.

12). Since the signal on Lens is to be removed according to the plans, what happens if the Fire Department relocates to the blvd? An additional signal?

Don't know.

13) Has the City completed a block by block review of the existing zoning, building conditions, blight conditions and social issues against these plan recommendations and completed a plan that gives a curacy look at where existing houses could stay with rehab work using one of the parking concepts, where new infill needs to occur (and what that infill should be), where and what type of commercial infill could occur? The issue here is that though this plan lays out some basic principles, I don't believe it's been reviewed against the street conditions to see what would work best where. A more detailed plan, showing the areas for rehab housing, new infill, commercial and how each block deals with parking must be done to provide a real framework to work off of to see a reality. I think the plan should take Figure 8 from the original study in 2004 and revise it to show what strategies for parking and parcel redevelopment would work best and where.

Don't think so, definitely needs to be done to determine how best to approach block by block.

14). Has the City put together a preliminary idea of the acquisition of property along the Corridor to support the street reconstruction plan? In other words, is the City targeting properties that support the phasing of the plan and the realization that the private sector 'pieces' need to further the land planning improvements since the private side of this is going to fill in the voids?

The city made a decision to begin where the neighborhood felt was most important, at the Tidewater Drive intersection as their "identified" highest priority gateway into the community. NRHA has been acquiring property there for the past 2 years. NRHA has also acquired property elsewhere in scattered site along the corridor, but a decision was made to focus efforts to accomplish instead of scattered site acquisition.

15). Has the City begun working relationships with the private side on the parcels that have been bought by the

City for future redevelopment?

Not yet, still trying to acquire, then need to come back and refine the land use vision for the areas required. This means taking the Fairmount Park land use plan for these segments and refining. I would image an RFP would be drafted, since NRHA has acquired.

- 16). What is the timeline for completing Phase One street work at Tidewater and Lafayette Blvd—including demo, medians, plantings and new gateway? Is the plan still to do that first still?

Don't know, don't even have A&E plans yet.

- 17) Component 4 (page 46) indicates that the median can be done first. How? If you do the median first, you must remove parking from the street. The roadway is only 56 feet wide—so how does a median fit without removing parking first?

See answer to #9.

- 18). How can the Civic League best make sure this plan and the improvements it calls for come to fruition?

Keep requesting funding and stand in support of budget requests during Council public hearings.

From: Brown, Zosia

Sent: Friday, October 31, 2008 8:17 AM

To: Duke, Frank; Williams, Janet

Subject: Lafayette Boulevard meeting

Frank and Janet-

Below are the specific questions being posed by the Fairmount Park community in regards to the URS Infrastructure Implementation Plan for Lafayette Boulevard. In looking over their questions I'm not sure how to answer many of them. This group has been informed on several occasions that the study is proposing recommendations not actual steps of what will be done. They have been told (as I have been) that majority of the illustrated cross sections of roadways are examples of what could be done and are not necessarily reflective of actual intersections (question 8).

Questions 14 and 15 address preliminary acquisition strategies for properties. We have identified specific properties to be acquired in the Phase 1 area of the corridor and have been working with NRHA to acquire them. Stanley Stein has told me not to identify specific properties, etc. to the community so while we do have a strategy I'm not sure how to answer their questions to their satisfaction. I met with Annette Burberry from Public Works, Mike Cutter from Development, and Steve Morales from NRHA this morning to discuss this very issue. Properties have been and continue to be acquired and Development is at the table for these conversations since the private sector would most likely be doing the redevelopment.

As it currently stands, we are moving forward with Phase One which is referenced in Question 16. \$100,000 of FY 09 CIP funds will be used for design work of this area. There may be an additional \$47,000 in CDBG funds from NRHA for this but Janet can better address their availability. For FY 10 Neighborhood Preservation has submitted a request for \$1.5 million for the actual construction of Phase 1 (estimate was provided by Public Works) as well as \$539,000 for the additional property acquisition necessary to complete this portion of the project. Of course, all of this is contingent upon the request being funded.

I plan to review the URS report again in preparation for Monday's meeting to see if I can better answer some of the questions that are being posed. Please let me know if you have any questions.

Thank you,

Zosia

11/3/2008