



MEETING NOTES

To: Jeanette Janiczek
City of Charlottesville

From: Sal Musarra
Kimley-Horn

Date/Time: May 16, 2017 / 10:30-12:00

Subject: Belmont Bridge Replacement Project (VDOT Project #0020-104-101 / UPC #75878)
Place Design Task Force Stakeholder Meeting #2

Attendees

Amy Gardner	Belmont Neighborhood
John Harrison	Business Community
Patrick Healy	Ridge Street Neighborhood
Heather Danforth Hill	North Downtown Neighborhood
Tim Mohr	PLACE
John Santoski	Planning Commission
Lena Seville	CAT Advisory Board
Fred Wolf	PLACE
Tony Edwards	NDS - Development Services Manager
Alexander Ikefuna	NDS - Director of NDS
Carrie Rainey	NDS - Urban Designer
Keith Aimone	Kimley-Horn
Brian McPeters	Kimley-Horn
Sal Musarra	Kimley-Horn
Don Paine	KGP
Jonathan Whitehurst	Kimley-Horn

PURPOSE

The 2nd Stakeholder Group meeting with the Place Design Task Force is the third step in the Belmont Bridge process. This step builds on the outcome of the design charrette and culminates with the June 1st Open House. The Technical Committee meeting will focus on reviewing refined concepts and offering guidance to the project team. This guidance will be used to make changes to the concepts prior to the Open House

AGENDA

Presentation

Project Updates

- Process and Schedule
- Charrette Recap

Discussion

Preferred Concept Design

Presentation

Next Steps

- Open House (June 1st – City Space)

Public Comment

SUMMARY

This was the second meeting between the Place Design Task Force and the project team for the Belmont Bridge replacement project. Members of the Place Design Task Force and consultant team were present for the discussion. Below is a brief description of the items discussed.

Summary of Discussion

Project Updates

Following brief introductions, Sal Musarra (Kimley-Horn) gave a background presentation that highlighted project updates, process and schedule, which included the following:

- The project schedule was reviewed. It was noted that we are in the process of using input from stakeholder and community meetings to begin concept development.
- City Design Criteria was reviewed, stating the City Council suggested improvements for the bridge
- Project team touched on the outreach and engagement to date in addition to multiple stakeholder meetings, including over 2,500 touch points, over 25,000 individual data points, and over 1,000 written comments.
- Discussed the takeaways from the charrette held in April

Design Approaches

The design approaches were presented in three different categories, which were defined as Roadway Sections, Corridor, and Design Theme and Architecture. Key elements were shown and discussed as they were presented. Additionally, rough costs were presented and discussed to assist with constraint discussions.

Roadway Sections

Based on information gathered during the process to date, the concepts developed include alternatives for the intersection of 9th Street/Avon Street with Levy/Garrett and 9th Street with Market St. Additionally, the cross sections presented alternatives for old Avon Street by reducing it to northbound only or full closure.

Discussion

Following the presentation of the suggested alternatives, a discussion occurred between the Committee members and the project team

- Place members suggested that the consultant team evaluate the impact of restricting access to Graves Street to right-in/right-out only. It was noted that the lack of a southbound left-in might prove traveling for access, which is why a concept is restricting access to left-in (southbound), right-in and right-out only will be presented at the Open House.
- The consultant team informed the Place members that the Technical Committee directed that the planted medians be concrete. Several place members requested the consultant team to evaluate whether medians were necessary on either end.
- One Place member suggested that the portion of Avon Street to be closed (i.e. in the NW quadrant of the 9th Street/Avon Street intersection with Garrett Street/Levy Avenue be referred to as Old Avon Street to not confuse folks.
- One of the differences between concepts for the 9th Street and Market Street intersection include a dedicated right turn lane at Market St. If the dedicated turn lane is implemented, there is a longer “mixing zone” between right hand turns and the bike lane. However, a dedicated right turn lane at the

Market Street intersection does allow traffic operations in the proposed to mimic both existing and future existing in-kind conditions.

Corridor

Corridor concepts that have been developed to date attempted to achieve the goals as presented by City Council, input from the Steering and stakeholder committees, and public input to date. Key highlights from the concepts include:

- Incorporation of a pedestrian tunnel located near the intersection of Graves and 9th St.
- Overall, a reduction in surface parking in the interim condition from the existing
- One concept closed old Avon St. fully and another reduced Old Avon Street to South Street to northbound traffic only to assist with traffic operations at the intersection of Levy/Garrett and 9th St.
- Allowing the existing conditions at all surrounding intersections to remain as they exist today
- Evaluating the potential to modify the intersection at Graves St. to manage turning access
- Providing a potential look at the long term improvements in the corridor.
- Presenting the need to acquire right of way in appropriate places to accommodate for intersection improvements
- Potential cost of improvements for public ROW as shown in the corridor concepts.

Discussion

Following the presentation of the corridor alternatives, the following discussions occurred:

- Costs presented include improvements as shown on the plans, including items such as bridge, bridge piers, retaining walls, roadway, sidewalk, landscaping, typical street and safety lighting, rights of way and temporary easements. The conceptual cost opinion for these improvements, including preliminary engineering costs incurred with the previous design effort, total to approximately \$22 million. The project budget is \$23 million.

Design Theme and Architecture

The presented design themes and architecture follow on information presented and gathered at the charrette. Key highlights of elements included in the presentation include:

- Potential locations and types of vertical circulation
- Bridge skirting
- Parapets, fencing, and railings
- Bridge Piers
- Lighting
- Walls and wall treatments

Discussion

Following the presentation of the design theme and architecture, the following discussions occurred:

- Place members expressed support for the skirting element to cover the beams of the bridge in elevation view and make the bridge look thinner.
- The Place Design Task Force requested that the consultant team provide a viewshed map showing viewsheds that were deemed important through public engagement.

- Place members suggested that the limits of railroad fencing could be combined with the design of the parapet and railing to tie it all together.
- Place members pointed out the importance of good lighting on Water Street and Avon Street beneath the bridge.
- Lastly, Place members suggested referring to the proposed pedestrian tunnel underneath 9th Street, north of Graves Street as a pedestrian underpass given its dimensions (10' high and 21 feet wide).

Next Steps

Following the stakeholder meetings, revisions will be made to the concept based on feedback provided for the community open house to be held on June 1 at City Space. Feedback from the open house will be incorporated into a final concept to progress to Planning Commission, Board of Architectural Review (BAR) Certificate of Appropriateness and ultimately City Council approval of the conceptual design.