AGENDA

• Planning Commission and BAR Meetings Update
• Open Design Issues Update
• Discussion of Committee Member Healy Memo
• Further Discussion?
• Next Steps
• Public Comment
**Process/Schedule**

**STEP 1**
**Awareness and Opportunity**
- Identifying values, issues, and opportunities
- Steering Committee Meeting
- Stakeholder Group Meetings
- Mobility Fair
- MetroQuest Survey

**STEP 2**
**Criteria and Initial Concepts**
- Exploring and evaluating design alternatives
- Steering Committee Meeting
- Stakeholder Group Meetings
- Design Charrette

**STEP 3**
**Refinement and Reinforcement**
- Selecting a preferred concept
- Committee Meetings
- Steering Committee Meeting
- Community Open House

**STEP 4**
**Endorsement and Action**
- Advancing a preferred concept
- Steering Committee Meeting
- Planning Commission
- Board of Architectural Review
- City Council

**Next Steps**
- **September**: Boards and Committees
- **September 12**: Planning Commission
- **October**: City Council

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**Community Engagement**

**PHASE 1**

- **JAN**
- **FEB**
- **MAR**
- **APR**
- **MAY**
- **JUN**
- **JUL**
- **AUG**
- **SEP**
- **OCT**
- **NEXT PHASES**

**We are here!**
Planning Commission and BAR Update
Belmont Bridge Replacement

PC Comments

• Preference for no fencing.
• Emphasized need for good lighting levels across the project
• Asked staff about potential for additional funding to supplement the current budget.
• Open design Issues discussion (summary to follow)

Public Comments (selected comments from individual speakers)

• Preference for full movement turns at Graves
• Safety should be top priority in decisions on crosswalks and access
• Preference to maintain at-grade crossing for better overall connectivity
• Limited access at graves must consider negative impacts to traffic patterns within the neighborhood
Belmont Bridge Replacement

Overall Design Approach
- Want to minimize overall impact of concrete surfaces and massing
- Want more integrated design details (i.e. site furnishings)
- Concern regarding segmented look of bridge elevation – make efforts to present a smooth curvilinear form
- Concern regarding new plaza design on pavilion event operations and security

Paving
- No consensus on Board about color palette. Some lean toward bold statement as shown and others toward muted, more subtle approach.
- Recommend looking at alternative materials beyond, or in addition to, colored concrete.
- Like concept for contrasting pavement finishes in parking areas.

Site Furnishings / Integrated design
- Strong consensus for contemporary site furnishings in lieu of city standards; need to coordinate furnishings with overall design
Belmont Bridge Replacement

Lighting
• Questioned ability to vary height and spacing – could low level fixtures illuminate the street?
• Like railing light feature

Landscaping
• Create as much soil volume for trees as possible
• Species selection OK except Sycamore
• Combine gateway and Ninth Street zones – single species

Pedestrian Underpass
• General support for this feature
• Want to see more detail regarding scale and lighting to ensure a safe and attractive environment
• Improve circulation to and from passageway for smooth pedestrian flows
Belmont Bridge Replacement

Railroad fencing
• General observation that including this element enhances the design, with some creativity in the fence profile.

Signature ramp/stair feature
• Can footprint of overall feature be reduced - some debate regarding importance of this feature
• Should eastern stair feature be oriented to the east?

Wall Treatments
• North abutment wall – add more interest
• Green Walls – reduce amount of green walls; select locations carefully relative to growing conditions; use other landscaping to mitigate wall scale;
• Graffiti – it will happen organically – be prepared; support for dedicated locations for commissioned murals;
• Cladding – generally support proposed materials;
Open Design Issue Update
Issues Summary - At-Grade Crossing at Graves Street

- Crossing is a desirable, convenient location for Belmont residents to cross 9th Street
- Conflicting and potentially unsafe conditions at crossing
  - 9 Crashes at Graves and 9th Street (2012 – 2016)
  - 2 crashes involved pedestrians in/near existing crosswalk
  - Existing 6% grade along 9th Street – high travel speeds
  - Existing crosswalk is 190’ north of signalized crosswalk at 9th/Avon/Graves/Levy Intersection
- Crosswalk is not in accordance with Streets That Work or VDOT guidance
Current Concept

- Pedestrian passageway beneath 9th Street
  - Provides east-west accessible route under 9th Street for bikes and pedestrians
  - 10’+/- tall and 21’ wide – emphasis on good lighting
  - Opportunity to promote new, safer mobility patterns
  - Will help activate 6th Street, South Street and Old Avon Block with planned redevelopment
- Maintain existing pedestrian crosswalk north of Graves Street on 9th
- Stairs on west side and/or sidewalk in Old Avon R/W provide access to 9th Street
- Pedestrian upgrades at intersection at Levy – Old Avon – Garrett for improved mobility
Pedestrian Circulation South of Railroad

Steering Committee Endorsed
- Maintain existing pedestrian crosswalk north of Graves Street on 9th Street
- Construct pedestrian passageway beneath 9th Street
- Stairs on west side and/or sidewalk in Old Avon R/W provide access to 9th Street
- Pedestrian upgrades at intersection at Levy – Old Avon – Garrett for improved mobility

PC Endorsed
- Maintain existing pedestrian crosswalk north of Graves Street on 9th
- Construct pedestrian passageway beneath 9th Street
- Stairs on west side and/or sidewalk in Old Avon R/W provide access to 9th Street
- Pedestrian upgrades at intersection at Levy – Old Avon – Garrett for improved mobility

Staff / Consultant Recommendation
- Remove existing pedestrian crosswalk north of Graves Street on 9th
- Construct pedestrian passageway beneath 9th Street
- Stairs on west side and/or sidewalk in Old Avon R/W provide access to 9th Street
- Pedestrian upgrades at intersection at Levy – Old Avon – Garrett for improved mobility
Graves Street Access

Issues Summary
• Existing condition allows full movement turn entering and exiting Graves at 9th Street
• South-bound left turns on to 9th can create congestion on east side, impact traffic on 9th Street

New Data Inputs
• Traffic Counts and Field Observations

Current Concept
• Prohibit left turns from Graves Street to 9th Street (Avon Street) SB
• Allow left turns from 9th Street (Avon Street) SB
• Allow right-in and right-out movements from Graves Street
**Steering Committee Endorsed:**
- Prohibit left turns from Graves Street to 9th Street (Avon Street) SB
- Allow left turns from 9th Street (Avon Street) SB
- Allow right-in and right-out movements from Graves Street

**PC Requested more information on counts and alternatives:**

**Staff / Consultant Recommendation:**
- Prohibit left turns from Graves Street to 9th Street (Avon Street) SB
- Allow left turns from 9th Street (Avon Street) SB
- Allow right-in and right-out movements from Graves Street
Graves Street Access

VEHICLES IMPACTED BY REMOVING MOVEMENTS (JULY TRAFFIC DATA)

AM PEAK: 24 veh
PM PEAK: 27 veh
12 HOURS: 129 veh
24 HOURS: 155 veh

AM PEAK: 11 veh
PM PEAK: 16 veh
12 HOURS: 90 veh
24 HOURS: 89 veh

AM PEAK: 6 veh
PM PEAK: 11 veh
12 HOURS: 30 veh
24 HOURS: 83 veh

Google Earth
Issues Summary
- Lack of connectivity / Accessible routes east to west
- Lack of vertical circulation from Water Street to bridge

Current Concept
- Stairs to Water Street from 9th Street:
  - NW Quadrant (Sprint Pavilion Side)
  - NE Quadrant (Lexus Nexus Side)
  - Stairs/Mezzanine Connection between bridge and Water Street for NW to NE pedestrian connection
Vertical Circulation North of Water Street

PC Comments
• Expressed concern regarding costs of ramp solution - requested more information on the cost trade-offs to add ramp improvements
• Endorsed Mezzanine
• Endorsed Stairs to Water Street in NW and NE quadrants

Steering Committee & Staff/Consultant Recommendation:
• Concerned about impact of costs for ramp solution on overall budget - developing more information on the cost trade-offs to add ramp improvements
• Recommend Mezzanine
• Recommend Stairs to Water Street in NW and NE quadrants
Vertical Circulation North of Water Street

Alternatives Under Review

- NW/NE Ramps from 9th Street to Mezzanine and NW/NE Stairs to Water Street from Mezzanine:
  - Accessible Route from 9th Street (both sides) to Downtown Mall
  - No direct accessible route to Water Street from 9th Street
  - Requires reconstruction of existing block retaining wall on Water Street
  - Cost of wall replacement may reduce aesthetic site improvements due to budget constraints
Committee Discussion
Vertical Circulation

North Abutment

Preferred: Central and West Stairs w/ Mezz
Vertical Circulation

North Abutment

Preferred: Central and West Stairs w/ Mezz
Vertical Circulation

ADA Ramp from 9th St. to Water St.
- 440 Linear Feet of Ramp
- Requires 4,000 SF of ROW Purchase
- Would be necessary to replace the Water St. retaining wall

ADA Ramp to Mezzanine
- 215 Linear Feet of Ramp
- Requires 2,200 SF of ROW Purchase
- Would be necessary to replace the Water St. retaining wall
Pedestrian Circulation - SC Direction

Option 1.
Construct a pedestrian underpass

Option 2
Maintain existing at-grade crossing

Option 3
Do both
Graves Street Access - SC Direction

Alternative 1
Restrict left turns from southbound 9th Street to Graves Street; Allow right turns onto and from Graves Street (but prohibit left turns from Graves Street to southbound 9th Street)

Alternative 1A
Allow left turns from southbound 9th Street to Graves Street; Allow right turns onto and from Graves Street (but prohibit left turns from Graves Street to southbound 9th Street)
Vertical Circulation Concepts - SC Direction

Concept 1
Stairs on east and west side with a mezzanine connection between 9th Street and Water Street

Concept 2
Stairs on east and west side (no mezzanine connection)

Concept 3
Stairs on east side with a mezzanine connection between 9th Street and Water Street. No west side stairs to Water Street.