



COMMENT SHEET

Belmont Bridge Replacement Project

State Project: 0020-104-101 (UPC 75878); Federal Project: BR-5104(159)

Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Tom Hubbard

Address: 110 Avon Street, Charlottesville, VA

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Not Sure
2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?
Landscaping:
Agree

Lighting:
Neutral

Surface Treatments (sidewalk, crosswalks, walls):
Neutral

Public Spaces:

Comment: Fencing at bridge looks terrible.

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes
4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?
5. Please use the following space for any additional comments.

1. Please add a crosswalk from the Inova Building at location 209.75 on private Monticello Road; leading to a sidewalk connecting southward to the pedestrian tunnel.
2. A location 209 parking spaces – consider angled entry – half left, half right.

RESPONSE:

The area along private Monticello Road (from 9th Street station 208 to 210) that has a public access easement will be redesigned to include a walkway to connect the new public parking spaces to the pedestrian tunnel, shared use path to Avon Street and the sidewalk along Old Avon Street.

The parking layout of the perpendicular lot on Monticello Road was reviewed. The current design maximizes the number of spaces and allows for utilization by both northbound and southbound traffic. Reconfiguration of this parking area to angled parking would result in less spaces, insufficient width between the roadway curb and retaining wall or inability to prevent the possible southbound approach to utilize the parking.

It is noted that a fence along both sides of the bridge over the railroad is not desirable. However, Buckingham Branch Railroad/CSX Transportation standards require fencing. The design team is actively working with the railroad to obtain a waiver for the fence to be installed with construction of the project. However, the decision of whether there is a fence or no fence is at the sole discretion of the railroad. If fencing is required, the fence was designed to minimize disruption from the views from the walkways.

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City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Colete Brown

Address: 4000 City Walk Way, Apt. 447, Charlottesville, VA

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.

Yes

Explain Why: PLAN + vehicular/pedestrian movement looks well-accommodated, including stairs to road below.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Neutral

Comment: It's BASIC. I would personally prefer softer meadow landscaping, but that's a personal preference.

Lighting:

Agree

Surface Treatments (sidewalk, crosswalks, walls):

Disagree

Comment: That's a lot of concrete. Walls w/ rails look like highway walls. Why has that not changed since last year?

Public Spaces:

Agree

Comment: I learned from the landscape architect that the public space at the lower level of the parking lot could be programmed, which sounds great. Too bad it's not on a poster.

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?

No

If No, please explain why: Sure, it HELPED. But, come on, a little effort to show the vision for the public spaces would help. Also, the stairs in the "pedestrian access plan" are different in plan and rendering, so we don't know what is being proposed.

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues? No.

5. Please use the following space for any additional comments.

That FENCE is HIDEOUS! Surely there is a creative solution that would not require it – better to negotiate now, not to assume we might not need it.

Furnishings look FLIMSY. Natural wood is a nice touch but could be more SOLID feeling.

RESPONSE:

Thank you for your input regarding landscaping, surface treatments and site furnishings. These features have been developed throughout the public review process and will be refined through coordination with the Board of Architectural Review.

The public spaces included with the project are currently shown as open areas with landscaping and site furnishings such as seating, bike racks and trashcans.

The stairs in the pedestrian access plan and rendering show the same type of pedestrian connection. The rendering provides more details.

It is noted that a fence along both sides of the bridge over the railroad is not desirable. However, Buckingham Branch Railroad/CSX Transportation standards require fencing. The design team is actively working with the railroad to obtain a waiver for the fence to be installed with construction of the project. However, the decision of whether there is a fence or no fence is at the sole discretion of the railroad. If fencing is required, the fence was designed to minimize disruption from the views from the walkways.

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Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Deb Jackson

Address: 210 Douglas Avenue, Charlottesville

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes

Explain Why:

Still have left turn off Bridge going East.

Concerned that Riverbend/Belmont Apartments (to be built – projected 918 exit/entrance by cars daily) will overwhelm the one lane going North.

Looks like a “unintelligible” Bridge in Atlanta - UGH

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree

Comment: Use a *variety* of trees.

Lighting:

Agree

Comment: Parapet and handrail lovely. West Main Street fixture – looks like a Martian – UGLY.

Beveled bike racks are UGLY.

Get more innovative and fun.

Surface Treatments (sidewalk, crosswalks, walls):

Disagree

Comment: NO = VERY BORING - (walls) - tunnel must have surveillance cameras and LIGHT.

Fencing is awful – not need that height; looks like fishnet. Get a variance – looks like a cage.

Supposed to be “innovative and entertaining.” WHAT in the plan is “innovative and entertaining?”

Handrails – UGH – please do something “unintelligible” to look of Bridge.

Public Spaces:

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?

Yes

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?
5. Please use the following space for any additional comments.

I won't use the pedestrian tunnel UNLESS there are cameras (for observation)

Lighting – MUSIC ART changing – ask BRIDGE PAI

Games on wall – (scrabble)- Seattle troll

Do something INVITING – in public space 6th & Garrett.

Bring in pedestrian traffic.

Get Inova to share parking with agreement at night for parking.

Free “golf cart” get to/from anywhere downtown to Belmont

Got to have PROGRAMMING by the Bridge – food trucks and music

Mural Program

What is Detroit Drive? Other Cities?

Pump it up!!

RESPONSE:

The City has provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment. The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at <https://www.belmontbridge.org/resources/> for the Design Charrette and Open House. A Traffic Analysis Report can also be found at https://www.belmontbridge.org/wp-content/uploads/2018/04/Belmont-Bridge-Traffic-Report_032618_ADA.pdf.

Thank you for your input regarding landscaping, surface treatments and site furnishings. These features have been developed throughout the public review process and will be refined through coordination with the Board of Architectural Review.

The public spaces included with the bridge replacement project are currently shown as open areas with landscaping and site furnishings such as seating, bike racks and trashcans.

Based on feedback from the public engagement process, the design team has made the tunnel as open as possible (width & height) and will provide a lighting plan for the proposed pedestrian passageway that provides adequate lighting for safety.

It is noted that a fence along both sides of the bridge over the railroad is not desirable. However, Buckingham Branch Railroad/CSX Transportation standards require fencing. The design team is actively working with the railroad to obtain a waiver for the fence to be installed with construction of the project. However, the decision of whether there is a fence or no fence is at the sole discretion of the railroad. If fencing is required, the fence was designed to minimize disruption from the views from the walkways.

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City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Natalie Krovetz

Address: 617 Monticello Ave, Charlottesville, VA

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Not Sure

Explain Why: I continue to feel that growth will continue here and that limiting the bridge to 2 lanes is a mistake and we should plan accordingly.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?
Landscaping:

Comment: Would like connection to Mall to be separate from Pavilion.

Lighting:

Surface Treatments (sidewalk, crosswalks, walls):

Public Spaces:

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes
4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues? No.
5. Please use the following space for any additional comments.

- 8 foot fence is cagelike, unattractive. Consider asking for variance from railroad so fence can be lower
- Concern re: the pedestrian access to the mall during events at Pavilion, need to go around

RESPONSE:

The Belmont Bridge Replacement project team is proposing a two-vehicular-lane bridge (one lane in each direction). The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at <https://www.belmontbridge.org/resources/> for the Design Charrette and Open House. A Traffic Analysis Report can be found at https://www.belmontbridge.org/wp-content/uploads/2018/04/Belmont-Bridge-Traffic-Report_032618_ADA.pdf.

In summary, the project area is surrounded and being fed by a series of two-lane streets. Avon Street/9th Street is two lanes south of Levy Avenue where it turns into a four lane section for approximately 0.36

miles until it terminates at East High Street. No future roadway projects are currently proposed for Downtown Charlottesville to widen any of the surrounding two lane roadways into four lane roadways. By focusing on the length and configuration of the turning lanes on both ends of the bridge, the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. By maximizing the efficiency of the signals, previous vehicle lane width that was used for queuing vehicles can be re-purposed to encourage and enhance bicyclist and pedestrian facilities. Since the project area is urban in nature, we provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment.

The City will be working with the Pavilion operator to create a connection from the bridge down to Water Street during Pavilion events so citizen have another way to access the Downtown Mall.

It is noted that a fence along both sides of the bridge over the railroad is not desirable. However, Buckingham Branch Railroad/CSX Transportation standards require fencing. The design team is actively working with the railroad to obtain a waiver for the fence to be installed with construction of the project. However, the decision of whether there is a fence or no fence is at the sole discretion of the railroad. If fencing is required, the fence was designed to minimize disruption from the views from the walkways.

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City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Jehu Martin

Address: 333 2nd Street SE, Charlottesville

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
No

Explain Why: Inadequate capacity and inadequate and worse possible timing.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:
Disagree

Lighting:
Disagree

Surface Treatments (sidewalk, crosswalks, walls):
Disagree

Public Spaces:
Disagree

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
No

If No, please explain why: "unintelligible"

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues? No.

5. Please use the following space for any additional comments.

Postpone 2-3 years
Redesign for larger capacity.

RESPONSE:

The Belmont Bridge Replacement project team is proposing a two-vehicular-lane bridge (one lane in each direction). The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at <https://www.belmontbridge.org/resources/> for the Design Charrette and Open House. A Traffic Analysis Report can be found at https://www.belmontbridge.org/wp-content/uploads/2018/04/Belmont-Bridge-Traffic-Report_032618_ADA.pdf.

In summary, the project area is surrounded and being fed by a series of two-lane streets. Avon Street/9th Street is two lanes south of Levy Avenue where it turns into a four lane section for approximately 0.36 miles until it terminates at East High Street. No future roadway projects are currently proposed for Downtown Charlottesville to widen any of the surrounding two lane roadways into four lane roadways. By focusing on the length and configuration of the turning lanes on both ends of the bridge, the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. By maximizing the efficiency of the signals, previous vehicle lane width that was used for queuing vehicles can be re-purposed to encourage and enhance bicyclist and pedestrian facilities. Since the project area is urban in nature, we provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment.

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City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Mairin Smith

Address: 309 Monticello Road, Charlottesville, VA

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree

Lighting:

Neutral

Comment: Want to ensure adequate lighting in ped tunnel.

Surface Treatments (sidewalk, crosswalks, walls):

Agree

Public Spaces:

Neutral

Comment: Could you incorporate playground equipment on the new ped area just west of the bridge on the south end?

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes
4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?
5. Please use the following space for any additional comments.

RESPONSE:

Based on feedback from the public engagement process, the design team has made the tunnel as open as possible (width & height) and will provide a lighting plan for the proposed pedestrian passageway that provides adequate lighting for safety.

The public spaces included with the bridge replacement project are currently shown as open areas with landscaping and site furnishings such as seating, bike racks and trashcans.

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Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Eugenio Schettini

Address: 214 Douglas Ave

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes

Explain Why: Comment on Tunnel Portal: Would like to see entrance at both sides slightly scalloped (recessed) not FLUSH WITH wall.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree

Lighting:

Agree

Surface Treatments (sidewalk, crosswalks, walls):

Agree

Public Spaces:

Agree

Comment: Show more benches.

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?

Yes

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues? No comment.

5. Please use the following space for any additional comments.

Portal comment on Front page.

RESPONSE:

Thank you for your input regarding the pedestrian tunnel and site furnishings. These features have been developed throughout the public review process and will be refined through coordination with the Board of Architectural Review.

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Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Dave Krovetz

Address: 617 Monticello Avenue, Charlottesville

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
No for motorists.

Explain Why: I am concerned about ratings of traffic at a "C" level – why shouldn't we aim for A or B? Growth south of town is exploding, traffic will be worse.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?
Landscaping:
Strongly Disagree

Comment: NO FENCING ON BRIDGE. The fence above the railing on bridge is awful! Please – ask for a variance to this. None is used on JPA bridge.

Lighting:
Neutral

Surface Treatments (sidewalk, crosswalks, walls):

Public Spaces:

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?
5. Please use the following space for any additional comments.

RESPONSE:

The Belmont Bridge Replacement project team is proposing a two-vehicular-lane bridge (one lane in each direction). The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at <https://www.belmontbridge.org/resources/> for the Design Charrette and Open House. A Traffic Analysis Report can be found at https://www.belmontbridge.org/wp-content/uploads/2018/04/Belmont-Bridge-Traffic-Report_032618_ADA.pdf.

In summary, the project area is surrounded and being fed by a series of two-lane streets. Avon Street/9th Street is two lanes south of Levy Avenue where it turns into a four lane section for approximately 0.36 miles until it terminates at East High Street. No future roadway projects are currently proposed for Downtown Charlottesville to widen any of the surrounding two lane roadways into four lane roadways. By focusing on the length and configuration of the turning lanes on both ends of the bridge, the efficiency,

or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. By maximizing the efficiency of the signals, previous vehicle lane width that was used for queuing vehicles can be re-purposed to encourage and enhance bicyclist and pedestrian facilities. Since the project area is urban in nature, we provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment. Level of service improvements are limited by the amount of time each signal can provide and the receiving roadways (cannot add additional turn lanes to surrounding one lane roadways).

It is noted that a fence along both sides of the bridge over the railroad is not desirable. However, Buckingham Branch Railroad/CSX Transportation standards require fencing. The design team is actively working with the railroad to obtain a waiver for the fence to be installed with construction of the project. However, the decision of whether there is a fence or no fence is at the sole discretion of the railroad. If fencing is required, the fence was designed to minimize disruption from the views from the walkways.

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Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Michael Costanzo

Address: 717 Lyon Avenue

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes
2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?
Landscaping:
Agree

Lighting:

Surface Treatments (sidewalk, crosswalks, walls):
Agree

Public Spaces:
Agree
3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes
4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?
5. Please use the following space for any additional comments.

Please make sure to extend safety and design elements down High Street to Free Bridge.

RESPONSE:

Thank you for your comments on the design features and elements for the Belmont Replacement Bridge project.

The City is currently working on the design of improvements on 9th Street NE and East High Street between East Market Street and 10th Street NE. Updates can be found on the project website at: <https://www.easthighstreetscape.org/>.

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Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Darren Pace

Address: 750 Belmont Avenue

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes

Explain Why: I bike to work over the bridge. Seven feet bike lanes is more than adequate. Ten feet was too much.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree

Comment: I request we only use native tree and plant species.

Lighting:

Agree

Comment: Not too many light poles. Some places in town have too many lights, too close together. Lights comply with dark skies requirements.

Surface Treatments (sidewalk, crosswalks, walls):

Neutral

Comment: The concrete seems a bit boring, but I suppose it needs to match what's on each end of the development.

Public Spaces:

Agree

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?

5. Please use the following space for any additional comments.

The City must do all in it's power to convince the railroad to not require the bridge fencing. It's awful. I would not consider the entire project to be an improvement if the fencing is installed. No fence please!!

RESPONSE:

Thank you for your support of the 7' wide bike lanes. Native trees and plants will be used in the landscaping plan and the lighting study will ensure the dark sky compliant lighting will be installed on the proper number of poles. Your comments on the amount and type of concrete acknowledges the project team's attempt to transition the project area to the surrounding areas.

It is noted that a fence along both sides of the bridge over the railroad is not desirable. However, Buckingham Branch Railroad/CSX Transportation standards require fencing. The design team is actively working with the railroad to obtain a waiver for the fence to be installed with construction of the project. However, the decision of whether there is a fence or no fence is at the sole discretion of the railroad. If fencing is required, the fence was designed to minimize disruption from the views from the walkways.

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Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Peter Ohlms

Address: 809 Belmont Ave

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes

Explain Why: But I still think the at-grade sidewalk at Graves St. should be retained with markings and enhancements (RRFB). Bike lanes and sidewalks are good. Single auto lane in each direction is good; traffic will adjust. Ped underpass is good, but crossing at-grade will continue and engineers should make that crossing as safe as possible rather than ignoring it.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree

Lighting:

Agree

Comment: Pedestrian underpass should have a skylight in the median to let in natural light.

Surface Treatments (sidewalk, crosswalks, walls):

Disagree

Comment: Graves St. marked crosswalk should remain.

Public Spaces:

Agree

Comment: Repurposing of Old Avon is good.

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes & No

If No, please explain why: Plan sheets are nuts, but displays on the wall were fine.

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?

What an inscrutable pile of paper. Provide ADA ramps and median cut-through from crossing at Graves.

5. Please use the following space for any additional comments.

Need to ensure pedestrian connection to downtown mall during pavilion events.

RESPONSE:

Thank you for your support of the project cross section for bike lanes, sidewalks and vehicular lanes.

The design team has reviewed the at-grade crossing Graves Street and Avon Street intersection and captured the analysis in a memo that can be found on the project's website for more information (<http://www.belmontbridge.org/wp-content/uploads/2017/02/Belmont-Bridge-Crosswalk-Memo.pdf>). The design team's recommendation for not including an at-grade crosswalk is due to safety and it not being in conformance to the City's Streets Work Design Standards due to its close proximity to the crosswalk at Levy Avenue and Avon Street. As noted in the above linked memorandum, significantly more pedestrian accommodations and routes are being provided by the project than what exist currently, including a new pedestrian passageway beneath 9th Street that can be used to cross 9th Street near Graves Street without interacting with traffic. Further, another new pedestrian connection is provided by stairs and a mezzanine above Water Street at the northern bridge abutment.

Thank you for your input regarding the pedestrian tunnel. These features have been developed throughout the public review process and will be refined through coordination with the Board of Architectural Review.

The public hearing materials and displays were developed to help decipher the details contained within the plan sheets. The 14 page environmental document (available at: https://www.belmontbridge.org/wp-content/uploads/2018/05/UPC75878_BelmontBridge_CE_Form.pdf) has also been summarized on a public hearing board found at: <https://www.belmontbridge.org/wp-content/uploads/2018/05/Belmont-ENV-board-v2.pdf>).

The City will be working with the Pavilion operator to create a connection from the bridge down to Water Street during Pavilion events so citizen have another way to access the Downtown Mall.

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Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Carl Schwartz – Board of Architectural Review

Address: 711 Anderson St.

Zip Code: 22903

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes

Explain Why: Mostly. The tunnel with stair is not as convenient as the at-grade crossing. Make the tunnel and stair as elegant and smooth and intuitive as possible. The stair is shown in plan (that attached to the tunnel) is not what it should be.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Agree

Comment: The loss of trees on Water Street due to the overhanging plaza is unfortunate.

Lighting:

Agree

Comment: Less is more (except for the tunnel). The bridge itself does not deserve to be lit like an architectural feature – don't light the exterior of the bridge for decorative purposes.

Surface Treatments (sidewalk, crosswalks, walls):

Agree

Comment: Simple and easy to maintain is fine for this project.

Public Spaces:

Agree

Comment: The extra plaza space by the pavilion is unnecessary and is detrimental to Water Street.

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
No

If No, please explain why: Need a comparison of the tunnel to the existing tunnel at the back of the pavilion. Length x height x width.

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?

5. Please use the following space for any additional comments.

RESPONSE:

The pedestrian tunnel leads to stairs with one switchback up to Avon/9th Street. The extra plaza space by the pavilion leads to another staircase to Water Street. Both of these features have been developed throughout the public review process and will be refined through coordination with the Board of Architectural Review.

The bridge's exterior is not currently being proposed to be lit.

The proposed pedestrian tunnel is approximately 93' long by 16' wide and 10' high. The existing pedestrian tunnel is approximately 79' long by 23' wide (between rocks) by 14.08' high.

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Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Mary Hunter

Address: 628 Druid Avenue, Charlottesville

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes
2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?
Landscaping:
Agree

Lighting:
Agree

Surface Treatments (sidewalk, crosswalks, walls):
Disagree

Comment: Would please like to see bridge piers faced with stone veneer

Public Spaces:
Agree
3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes
4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues? No
5. Please use the following space for any additional comments.

Designs as presented are sleek, nice, but piers turn the look too far toward industrial. Good examples: Saunder's bridge, Warner Parkway bridge.

Very happy with your process! Thank you!

RESPONSE:

Thank you for your support of the project cross section, landscaping, lighting, public spaces and overall process.

The design team has provided facing or cladding inspired by a shorn rock mountainside for the sides of the abutments leaving the piers unadorned. While these features have been developed throughout the public review process, they will be refined through further coordination with the Board of Architectural Review.

COMMENT SHEET

Belmont Bridge Replacement Project

State Project: 0020-104-101 (UPC 75878); Federal Project: BR-5104(159)

Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Chad Freckmann

Address: 627 Hinton Avenue, Charlottesville

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes
2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?
Landscaping:
Agree

Lighting:
Neutral

Surface Treatments (sidewalk, crosswalks, walls):
Neutral

Public Spaces:
Neutral
3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes
4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues? No
5. Please use the following space for any additional comments.
 1. Railroad fence. If needed angle it @ 45 degrees to not obstruct view.
 2. Nbound lane of Avon starting at Hinton reduce to one lane the first 150' to improve safety in intersection, Use that reduced lane to make a Sbound L turn onto Hinton.

RESPONSE:

Thank you for your support for the project cross section and landscaping and your neutrality on lighting and surface treatments.

It is noted that a fence along both sides of the bridge over the railroad is not desirable. However, Buckingham Branch Railroad/CSX Transportation standards require fencing. The design team is actively working with the railroad to obtain a waiver for the fence to be installed with construction of the project. However, the decision of whether there is a fence or no fence is at the sole discretion of the railroad. If fencing is required, the fence was designed to minimize disruption from the views from the walkways.

The City is designing a Revenue Sharing project to redesign the street section of Avon Street south of the Belmont Bridge Replacement project and your comments will be considered with that project.

COMMENT SHEET

Belmont Bridge Replacement Project

State Project: 0020-104-101 (UPC 75878); Federal Project: BR-5104(159)

Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Alvin Scott Bandy

Address: 1639 Cherry Avenue, Charlottesville, VA

Zip Code: 22903-3703

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
Yes

Explain Why: What is correct up unto an accept minimum amount.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Neutral

Lighting:

Neutral

Surface Treatments (sidewalk, crosswalks, walls):

Neutral

Public Spaces:

Neutral

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?

Yes

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?

5. Please use the following space for any additional comments.

Thank you for the presentation at CitySpace.

RESPONSE:

Thank you for your support for the project cross section and your neutrality on the other project features such as landscaping, lighting, surface treatments and public spaces.

COMMENT SHEET

Belmont Bridge Replacement Project

State Project: 0020-104-101 (UPC 75878); Federal Project: BR-5104(159)

Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Jeffrey S. Hall, Asset Manager for 701 E. Water St., LLC

Address: c/o Manchester Capital Management, LLC

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
No

Explain Why: See Attachment

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?
Landscaping:
Disagree

Comment: See Attachment

Lighting:
Neutral

Surface Treatments (sidewalk, crosswalks, walls):
Disagree

Comment: Too wide, fee really cold.

Public Spaces:
Neutral

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?
Yes
4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues? No.
5. Please use the following space for any additional comments.

Please see attachment.

Attachment:

As a real estate advisor from properties located around the country, an advocate for affordable housing, the asset manager of the building at 701 E. Water St. and a resident of our local community, I am extremely disappointed with the design you are proposing for the Belmont Bridge.

Please also know that I strongly support projects that are beneficial to Belmont as I spent much of my youth at my grandmother's house on Hinton Avenue. I support the need to replace the bridge and for providing suitable and appropriately designed pedestrian and cycle pathways. However, I have issues with the design as follows:

1) Too much width is allocated to the pedestrian and bicycle paths, a total of 40 feet. The Brooklyn Bridge's combined walkway and bicycle path is just 8 to 16 feet wide with pedestrian traffic of 22,000 to 35,000 walkers per day and about 3,200 cyclists per day. The designed pathways, particularly the pedestrian, should feel intimate and warm; the current design essentially shows more of what exists today. Current pedestrian and cycle traffic do not support those widths and never will unless you plan on rezoning Belmont for high rise apartments one day. The extra width also adds unnecessary cost. Let's save some money and build more affordable housing.

2) You are under estimating the cost of condemnation. The City will have to pay the owner of 701 E. Water St. at least \$500,000 for the land you are taking based on the City's current appraisal value for the land. In addition, you are moving the bridge MATERIALLY closer to the building which will MATERIALLY reduce the value of the improvements. Ownership had planned to substantially improve the plaza in front of the building to provide a more attractive and hospitable connection between the area east of the bridge and the mall. The bridge design kills that idea. Though the building owner will receive a big check for the condemnation, however, good and sustainable urban planning is preferred over money.

3) I have attached a picture of an area of the plan that is particularly unnecessary. The circled area shows an area of trees that requires a widening of the road. On the east side of the bridge which is opposite the circled area are large and beautiful magnolias, providing an existing and free landscaped edge to the area. As a result, you lose nothing by eliminating the planting bed. The results of eliminating those trees is that construction and landscaping expenditures are saved as well as ongoing maintenance expenses.

4) Contiguous property owners to the bridge should be allowed input into the color of the walls. I was shown a light brown for the wall facing 701 E. Water St. and it is not the right color.

Thank you,

RESPONSE:

The width of the sidewalk along 9th Street was selected based on input from the public during the public engagement process, design criteria, and constraints. The sidewalk adjacent to Parcel 002 is proposed to be 10 feet in width with a 7 foot wide, buffered on-road bicycle lane that transitions to 5 foot wide to achieve the multi-modal goals of the project.

A proposed 6-foot wide planting verge from approximate station 21 to 22 on the east side of 9th Street is also proposed that impacts Parcel 002. This area was proposed to provide buffer between the pedestrians and roadway while providing additional greenery and shade.

The design team will be working and negotiating with the property owner during the right of way phase while maintaining the project's goals and needs. As an example, we will be working with the property owner to accommodate the property owner's plans for improving the plaza area in front of the building on private property or discussing the aesthetic treatments contiguous to the property. All rights acquired during right of way will be supported by a property appraisal report and provide fair market value or compensation.

COMMENT SHEET

Belmont Bridge Replacement Project

State Project: 0020-104-101 (UPC 75878); Federal Project: BR-5104(159)

Thursday, May 24, 2018

City Space

100 5th Street NE

Charlottesville, VA 22902

Name: Tim Mucher

Address: Box 157, Charlottesville

Zip Code: 22902

Please respond to the following statements by checking the box that best expresses your opinion:

1. Do the design features adequately address the needs of bicyclists, pedestrians and motorists? Please explain.
No

Explain Why: Motorists should not be the last on your list. It will be inadequate and outdated for vehicles the day it opens.

2. Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?

Landscaping:

Neutral

Lighting:

Neutral

Surface Treatments (sidewalk, crosswalks, walls):

Neutral

Public Spaces:

Agree

3. Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?

Not Sure

4. Do you have any comments on the draft environmental document or comments regarding potential environmental issues?

5. Please use the following space for any additional comments.

1) The parking spaces should have been preserved under the bridge.

2) It will not adequately move vehicular traffic.

3) No one will walk in tunnel.

RESPONSE:

The Belmont Bridge Replacement project team is proposing a two-vehicular-lane bridge (one lane in each direction). The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at <https://www.belmontbridge.org/resources/> for the Design Charrette and Open House. A Traffic Analysis Report can be found at https://www.belmontbridge.org/wp-content/uploads/2018/04/Belmont-Bridge-Traffic-Report_032618_ADA.pdf.

In summary, the project area is surrounded and being fed by a series of two-lane streets. Avon Street/9th Street is two lanes south of Levy Avenue where it turns into a four lane section for approximately 0.36 miles until it terminates at East High Street. No future roadway projects are currently proposed for Downtown Charlottesville to widen any of the surrounding two lane roadways into four lane roadways. By focusing on the length and configuration of the turning lanes on both ends of the bridge, the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. By maximizing the efficiency of the signals, previous vehicle lane width that was used for queuing vehicles can be re-purposed to encourage and enhance bicyclist and pedestrian facilities. Since the project area is urban in nature, we provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment. Level of service improvements are limited by the amount of time each signal can provide and the receiving roadways (cannot add additional turn lanes to surrounding one lane roadways).

The parking spaces were removed under the bridge to shorten the bridge and reduce the amount of funding needed to be spent on the bridge so additional design features could be funded – enhanced railing, lighting, surface treatments, et cetera.

Based on feedback from the public engagement process, the design team has made the tunnel as open as possible (width & height) and will provide a lighting plan for the proposed pedestrian passageway that provides adequate lighting for safety.