



Belmont Bridge Replacement

Board Of Architectural Review Meeting

August 15, 2017



Belmont Bridge Replacement

August 15, 2017 Board of Architectural Review Meeting

AGENDA	Process Overview
	Public Engagement Process and Input
	Conceptual Design Review
	Next Steps

Public Engagement
+
Stakeholder Input
+
Conceptual Design



Process/Schedule

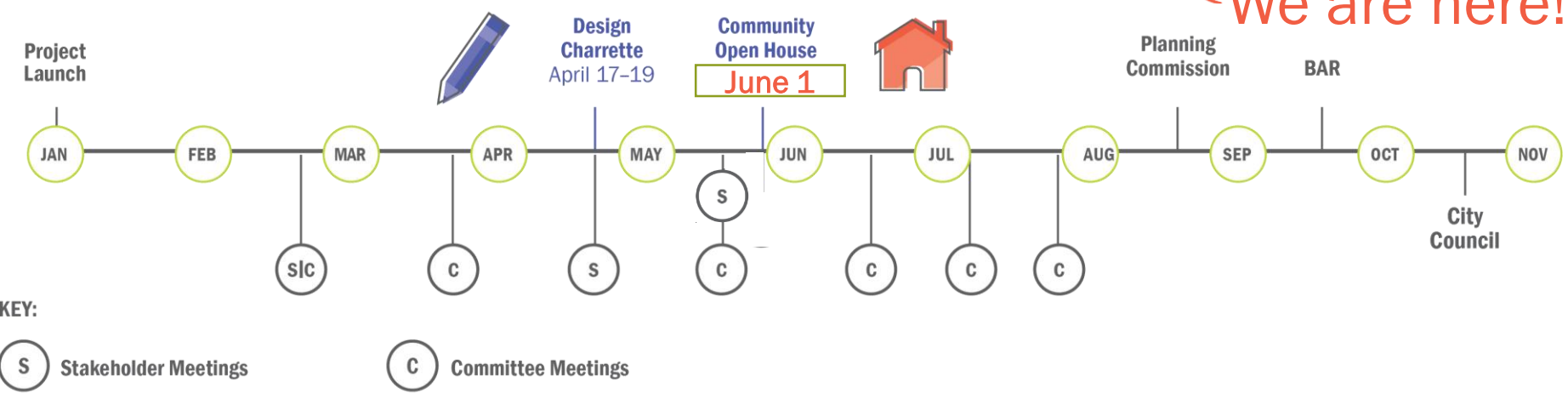
PHASE 1



Next Steps

- Steering and Technical Committees: Tree Commission, Bike/Ped. Committee, PLACE Design Task Force *August / September*
- City Council *October*

We are here!



Belmont Bridge Replacement

August 15, 2017 Board of Architectural Review Meeting

- *To replace an insufficient and deteriorating bridge for vehicular, bicyclists and pedestrian usage*
- *To improve pedestrian and bicycle access along this corridor from the Belmont neighborhood to the downtown mall and neighborhoods to the north*
- *To improve aesthetics along this corridor and linkage path to downtown*
- *To create a “gateway” to downtown from the south*
- *To create synergy for economic development*
- *To minimize disturbing existing utilities*
- *To minimize disruption of the CSX/BBRR active rail-line and railroad operations*
- *To minimize impact and disruption of Pavilion events*
- *To minimize impact and disruption to the Downtown Transit Center*
- *To minimize vehicular and pedestrian traffic impact and disruption to surrounding businesses and travelling public*

Project Purpose
and Need ...

... per the
project RFP



Belmont Bridge Replacement

August 15, 2017 Board of Architectural Review Meeting

- ❑ Bridge is the gateway into downtown
- ❑ Maintain 25 MPH *speed* limit
- ❑ *Two lanes* – one in each direction
- ❑ Views to the mountains and of the railroad tracks should be preserved
- ❑ *Innovative, entertaining* design
- ❑ *Separate pedestrian, vehicles, and bicycles*
- ❑ Reduce the *bridge length*
- ❑ *Enhance the landscape* design elements on the approaches
- ❑ *Accent lighting* to showcase the bridge
- ❑ Bike lanes *10'*, pedestrian lanes *10'* and traffic lanes *11'*

Project Goals and Objectives ...

... from City Council adopted language



Stakeholder & Public Engagement



Belmont Bridge Replacement

August 15, 2017 Board of Architectural Review Meeting

1 Amy Gardner	Belmont Neighborhood
2 John Harrison	Business Community
3 Patrick Healy	Ridge Street Neighborhood
4 Heather Danforth Hill	North Downtown Neighborhood
5 Harry Holsinger	Martha Jefferson Neighborhood
6 Tim Mohr	PLACE Design Task Force
7 Scott Paisley	PLACE Design Task Force
8 John Santoski	Planning Commission
9 Lena Seville	CAT Advisory Board
10 Fred Wolf	PLACE Design Task Force
11 Brennan Duncan	NDS – Traffic Engineer
12 Tony Edwards	NDS – Development Services Manager
13 Alex Ikefuna	NDS Director
14 Jeanette Janiczek	NDS – UCI Program Manager
15 Carrie Rainey	NDS – Urban Designer
16 Marty Silman	NDS – City Engineer

Steering
Committee



Belmont Bridge Replacement

August 15, 2017 Board of Architectural Review Meeting

Technical Committee

Matthew Alfele	NDS – Neighborhood Planner
Missy Creasy	NDS – Assistant Director
Jay Davis	City Fire Marshal
Brennan Duncan	NDS – Traffic Engineer
Susan Elliott	P/W – Environmental
Tom Elliott	NDS – Building Code Official
Craig Fabio	NDS – Asst. Zoning Administrator
David Frazier	NDS – VSMP E&S Specialist
Chris Gensic	Parks and Trail Planner
Brian Haluska	NDS – Neighborhood Planner
Christian Chirico	Public Utilities – Gas Utility Project Assistant
Charles Canary	CAT Acting Asst. Transit Mgr. - Maintenance
Juwhan Lee	CAT Asst. Transit Mgr. – Operations
John Mann	Parks – Landscape Manager

Jason McIlwee	Public Utilities Engineer
Camie Mess	NDS – Historic Preservation Assistant
Heather Newmeyer	NDS – Neighborhood Planner
Stacy Pethia	NDS – Housing Program Coordinator
Amanda Poncy	NDS – Bicycle and Pedestrian Coordinator
Carrie Rainey	NDS – Urban Designer
Michael Ronayne	City Arborist
Mary Joy Scala	NDS – Preservation & Design Planner
William Scalfani	Police Crime prevention Unit
Rick Siebert	Parking Manager
Marty Silman	NDS – City Engineer
Lance Stewart	P/W – Public Services / Facilities Mgr.
Dan Sweet	P/U – Stormwater Utility Administrator
Tich Tablan	Assistant Fire Marshal
Stephen Walton	Assistant Fire Marshal



Belmont Bridge Replacement

August 15, 2017 Board of Architectural Review Meeting

- ADA Advisory Committee
- Bicycle and Pedestrian Advisory Committee
- Board of Architectural Review
- Downtown Business Association of Charlottesville / Chamber of Commerce
- PLACE Design Task Force
- Planning Commission
- Tree Commission

Stakeholder Groups



Outreach & Engagement

Since February 2017

3,500+

touch points

30,500+

individual data points

1,250+

written comments

Steering Committee Meetings x4

Small Stakeholder Group Meetings x18

Mobility Summit 100+ attendees

MetroQuest Survey 896 responses

Design Charrette 3 days + 3 public sessions

Open House 60+ attendees

Topical Online Survey 244 responses

Belmontbridge.org

2,196 unique users

8,053 page views



Public Input: Common Themes and Key Takeaways

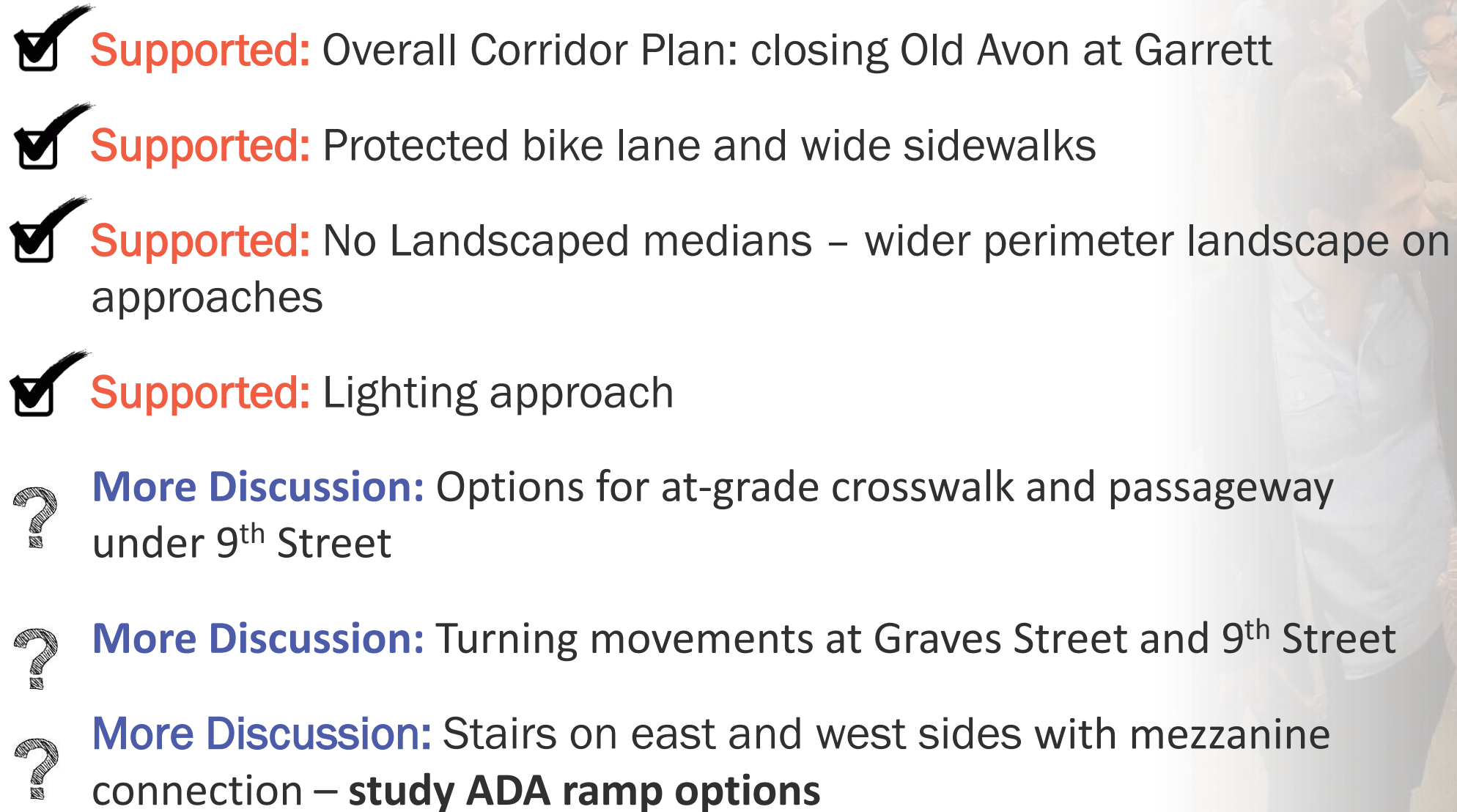



- Design a **functional, integrated design**
- Improve **connectivity** – emphasis on **relationship between downtown and neighborhoods**
- Design focus on **multimodal functionality** and **safety**
- Create **safe bike and pedestrian** facilities
- Include improved, safe street crossings – calm traffic to **reduce travel speed**
- **Improve intersections** and approaches (traffic functions, bike/pedestrian safety, aesthetics)
- Do not negatively impact **access to local businesses**
- Create opportunities for **landscaping and public spaces**
- Address short term and long term **parking** needs



Open House Takeaways

June 1, 2017

- 
- 
- ✓ **Supported:** Overall Corridor Plan: closing Old Avon at Garrett
 - ✓ **Supported:** Protected bike lane and wide sidewalks
 - ✓ **Supported:** No Landscaped medians – wider perimeter landscape on approaches
 - ✓ **Supported:** Lighting approach
 - ? **More Discussion:** Options for at-grade crosswalk and passageway under 9th Street
 - ? **More Discussion:** Turning movements at Graves Street and 9th Street
 - ? **More Discussion:** Stairs on east and west sides with mezzanine connection – **study ADA ramp options**

Conceptual Design

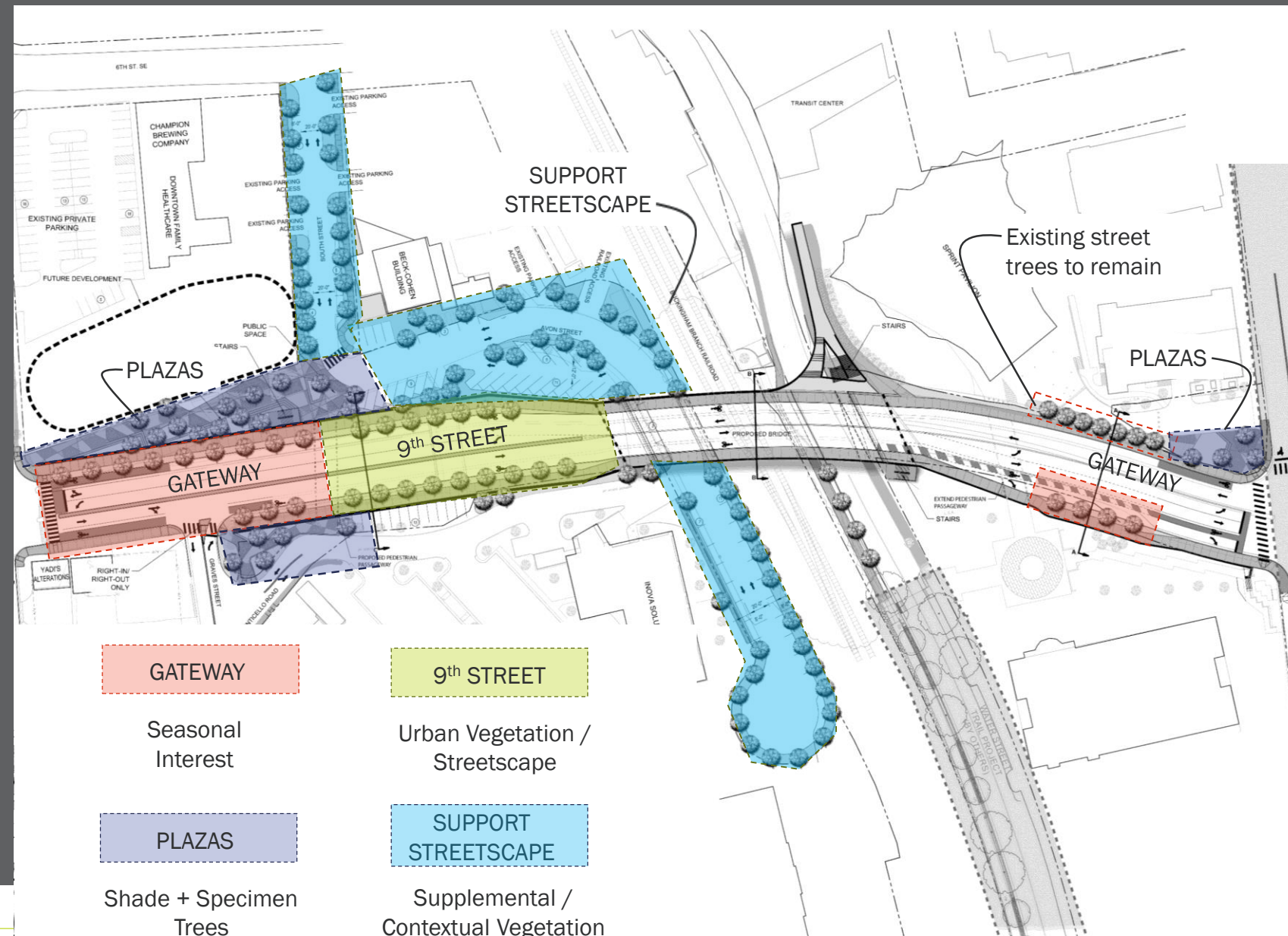
Corridor Plan



EXISTING		PROPOSED	
Surface Lot	54	Surface Lot	16
South Street	4	South Street	11
Avon Street	45	Avon Street	34
TOTAL	103	East Side	12
		TOTAL	73
Dedicated Railroad Parking	10	Dedicated Railroad Parking	10
Total Less Dedicated Railroad Parking	93 spaces	Total Less Dedicated Railroad Parking	63 spaces



Corridor Plant Palette



GENERAL VEGETATIVE SELECTION CRITERIA

Adhere to Charlottesville Master Tree List
 Tough, rugged, not susceptible to drought
 Tolerant of salt, roadway + urban environments
 Not shallow-rooted
 Ecologically sensitive (native where possible)
 Historically significant (where achievable)
 Disease-resistant
 Seasonal interest
 High aesthetic quality
 Provide psychological benefits

Gateway: Vegetation used to differentiate space and engender sense of 'arrival.' Single species, 3- to 4-season interest, upright branching pattern.

Plazas: Vegetative emphasis on aesthetic quality, ecologically-conscious specimen plantings, diversity of species, mixed textures and growth habits, canopy and understory trees.

9th Street: High-canopy shade trees with upright branching to provide filtered or dappled shade during warmest months; heat-tolerant, contextually appropriate, most tolerant of urban environments.

Support Streetscape: Fits into contextual environment of existing and proposed vegetation; supplemental plantings to match surrounding aesthetic quality. Supportive streetscape plantings located in areas such as parking lots, side streets, etc.

Plant Palette– Plaza Vegetation

PLAZA PLANTINGS:

Vegetative emphasis on aesthetic quality, ecologically-conscious specimen plantings, diversity of species, mixed textures and growth habits, canopy and understory trees.



London Planetree
P. x acerifolia



Paperbark Maple
A. griseum



Willow Oak
Q. phellos



'Flame' Amur Maple
A. ginnala 'Flame'



Flowering Dogwood
C. florida



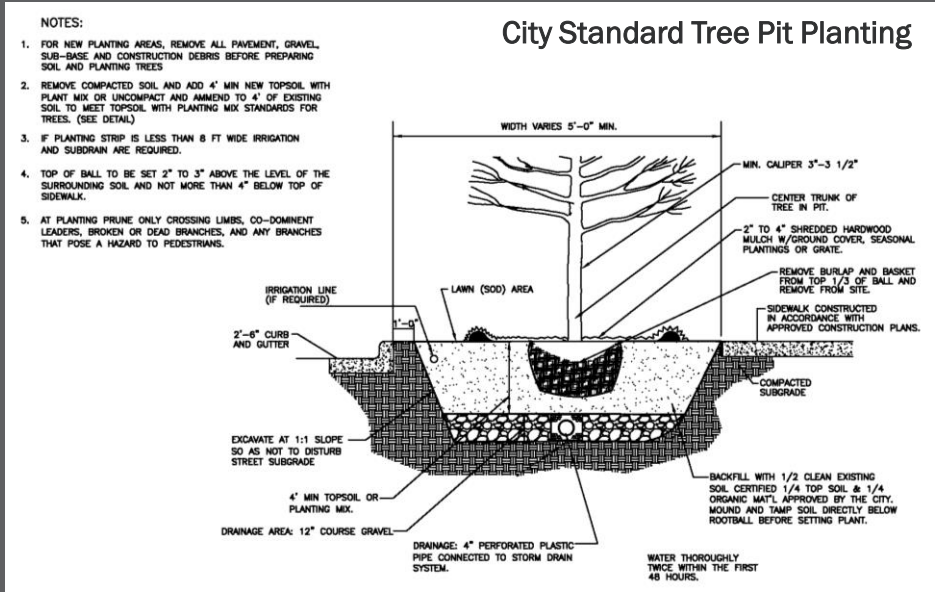
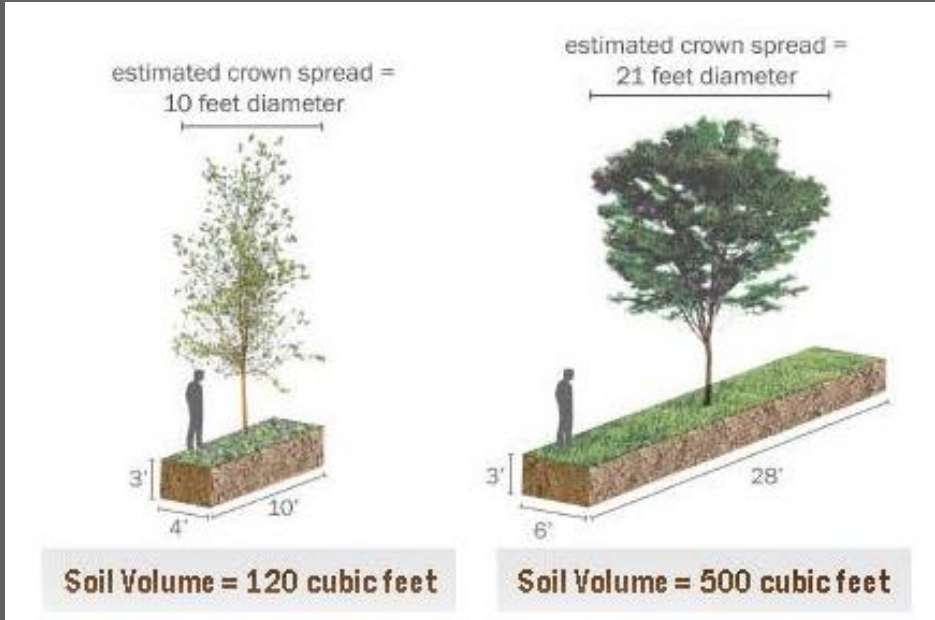
Serviceberry (multi-stem)
A. grandiflora



NOTE:

All plants shown are referenced from Charlottesville Master Tree List (10/2016) and/or existing vegetation currently on site. Only a portion of species shown are recommended for use within the plant palettes suggested for each area.

Corridor Planting Tree Pits









Corridor Hardscape Plaza Paving



Colored & Scored Concrete



					
BEACH STANDARD COLOR COLORATION SYSTEMS	BIRCH BARK STANDARD COLOR COLORATION SYSTEMS	SAND STANDARD COLOR COLORATION SYSTEMS	TRAVERTINE BEIGE STANDARD COLOR COLORATION SYSTEMS	APRICOT STANDARD COLOR COLORATION SYSTEMS	BRICK RED STANDARD COLOR COLORATION SYSTEMS

COLOR PALETTE- BASE

COLOR PALETTE- ALTERNATE

Corridor Hardscape Streetscape Paving



Corridor Hardscape Intersection Paving



Corridor Hardscape Site Walls



Formed Concrete Seat Wall



Raised Concrete Planter



Raised Concrete Planter and Seat Wall

Corridor Site Furnishings



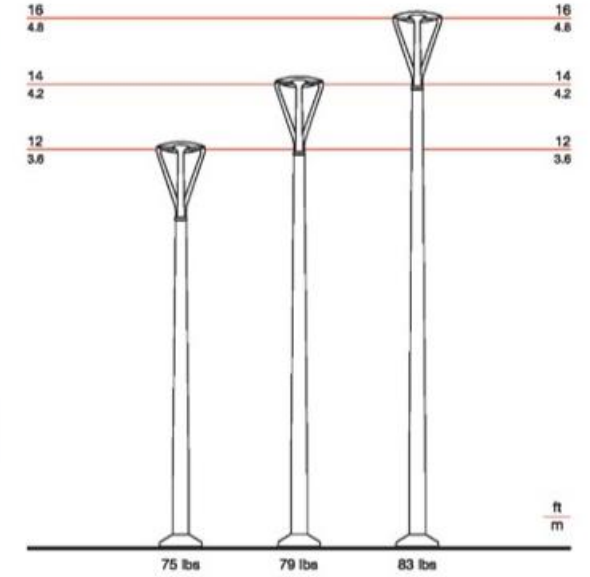
Arlington Series (UF9116)
6' Bench, Color Tan



Arlington Series
Trash Receptacle, Color Tan



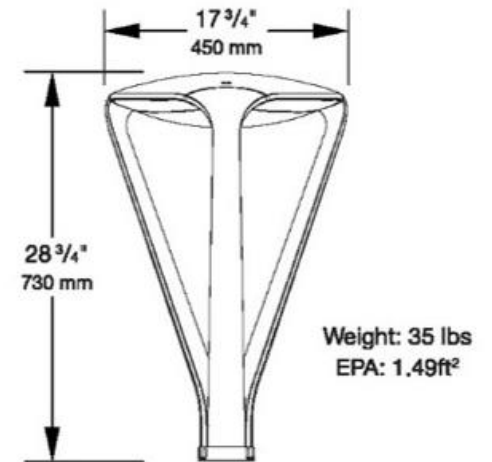
Pedestrian Light (LF-FGP)



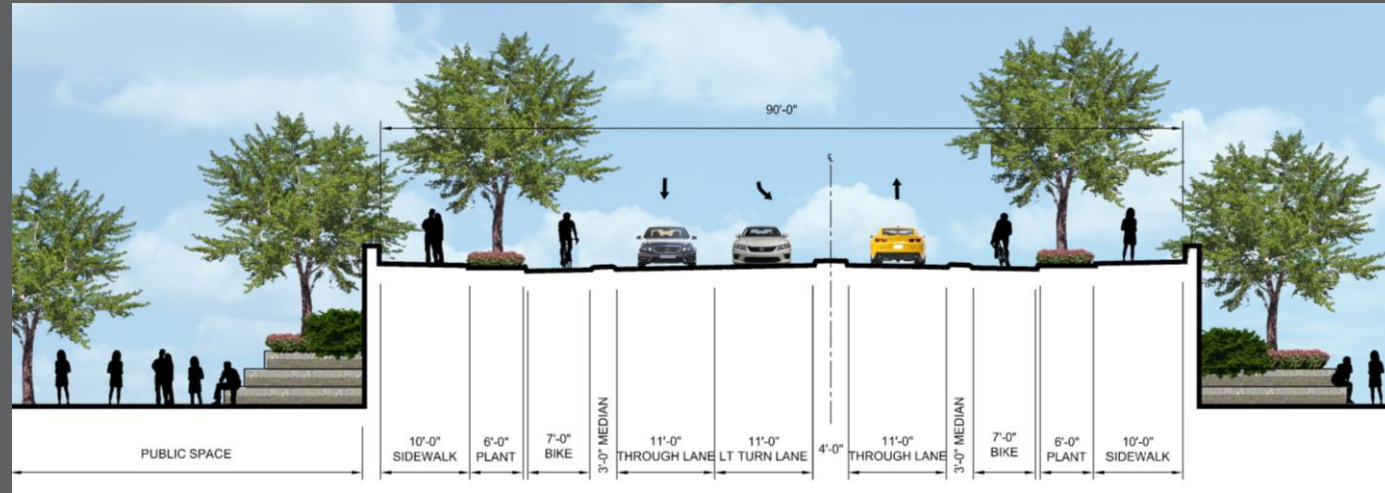
Arlington Series (UF9116)
6' Bench, Color Tan



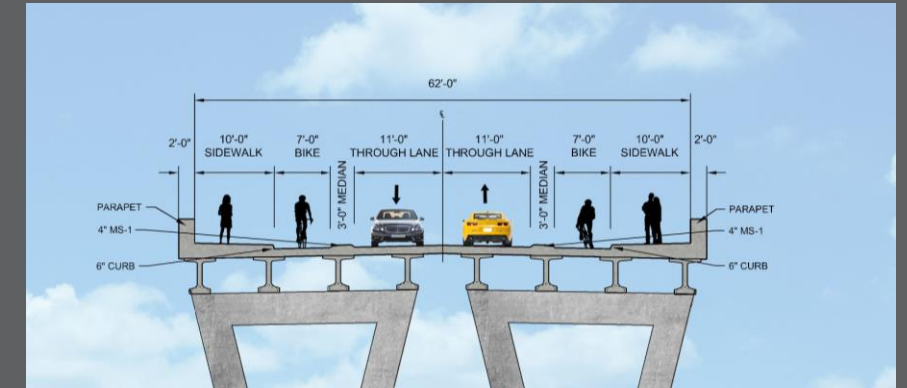
Thermoplastic Wave Bike Rack
64", Color Black



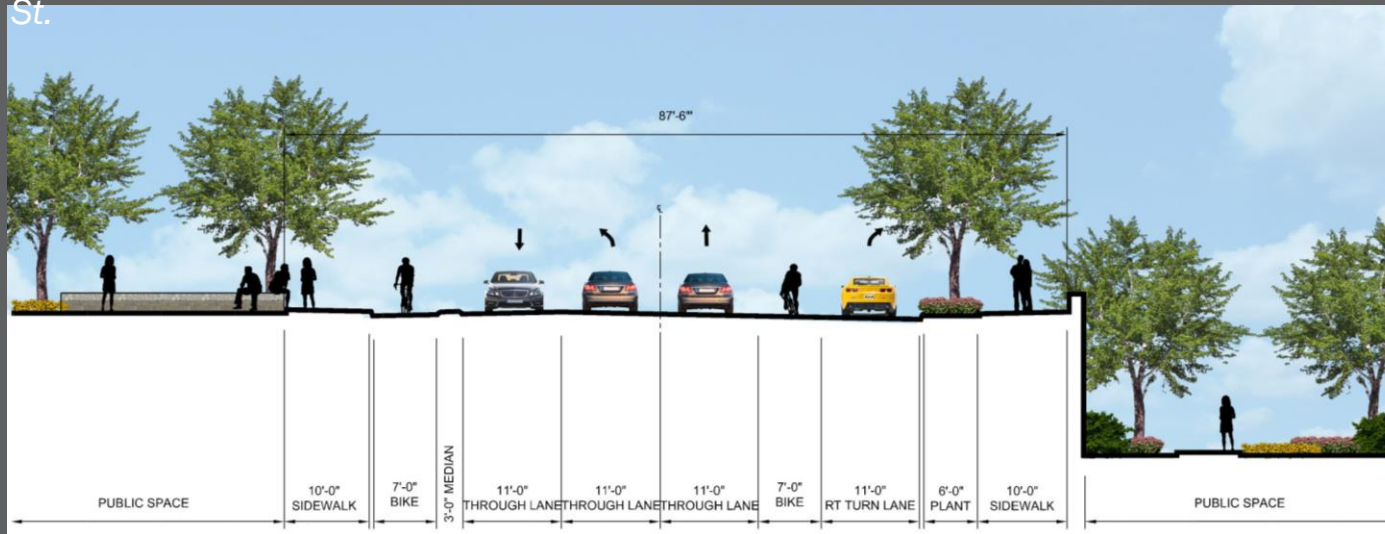
Corridor Roadway Sections



Looking North on 9th St. from Graves St.

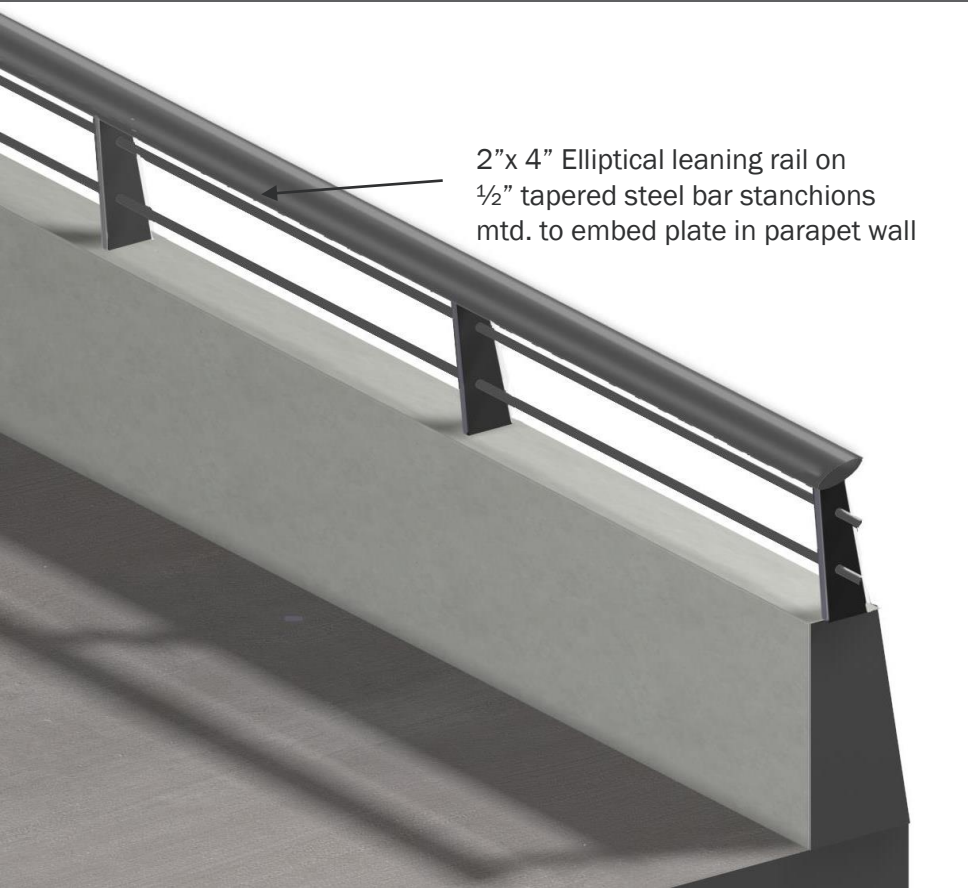


Looking North on 9th St. on Belmont Bridge



Looking North on 9th St. from North of Bridge

Railings: Bridge Parapet and Approaches

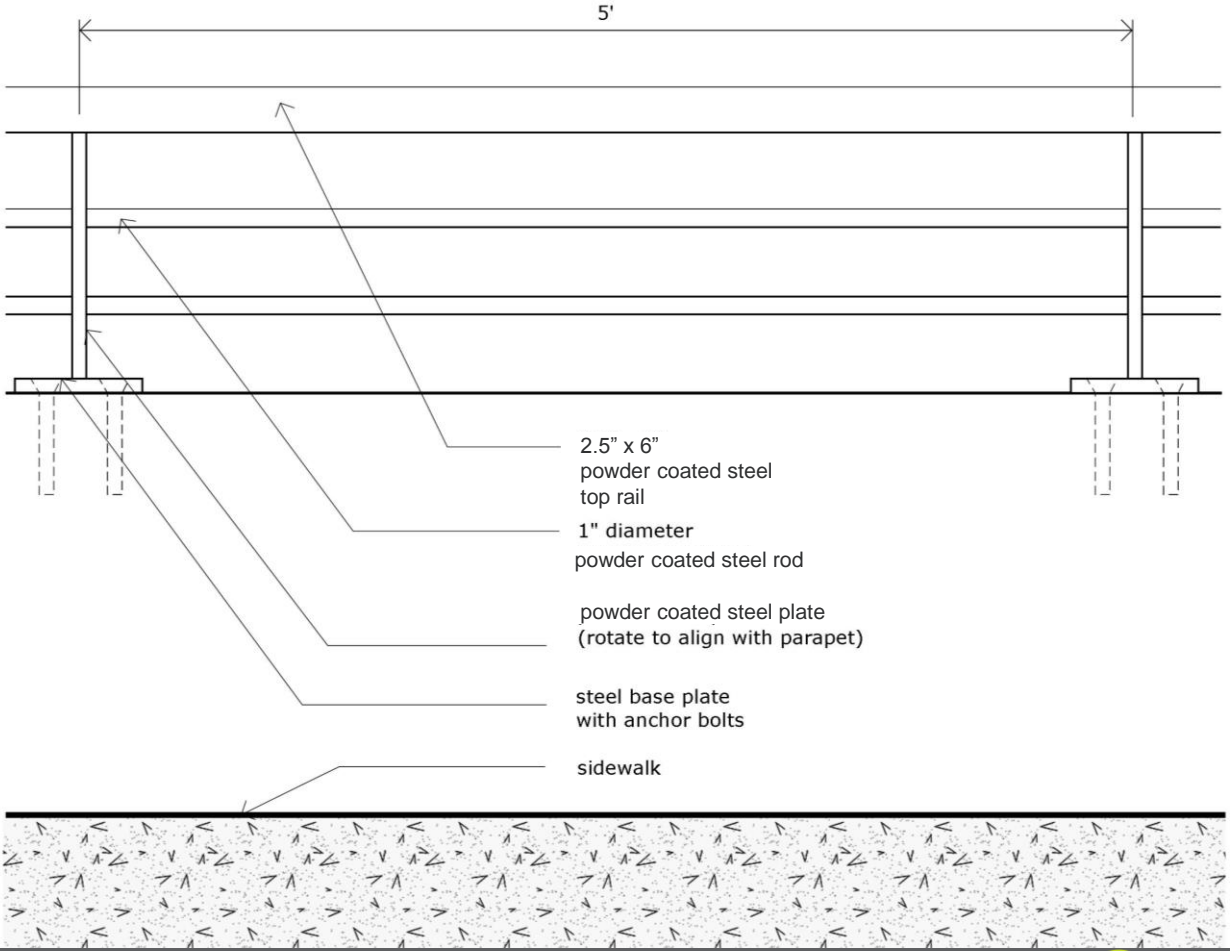
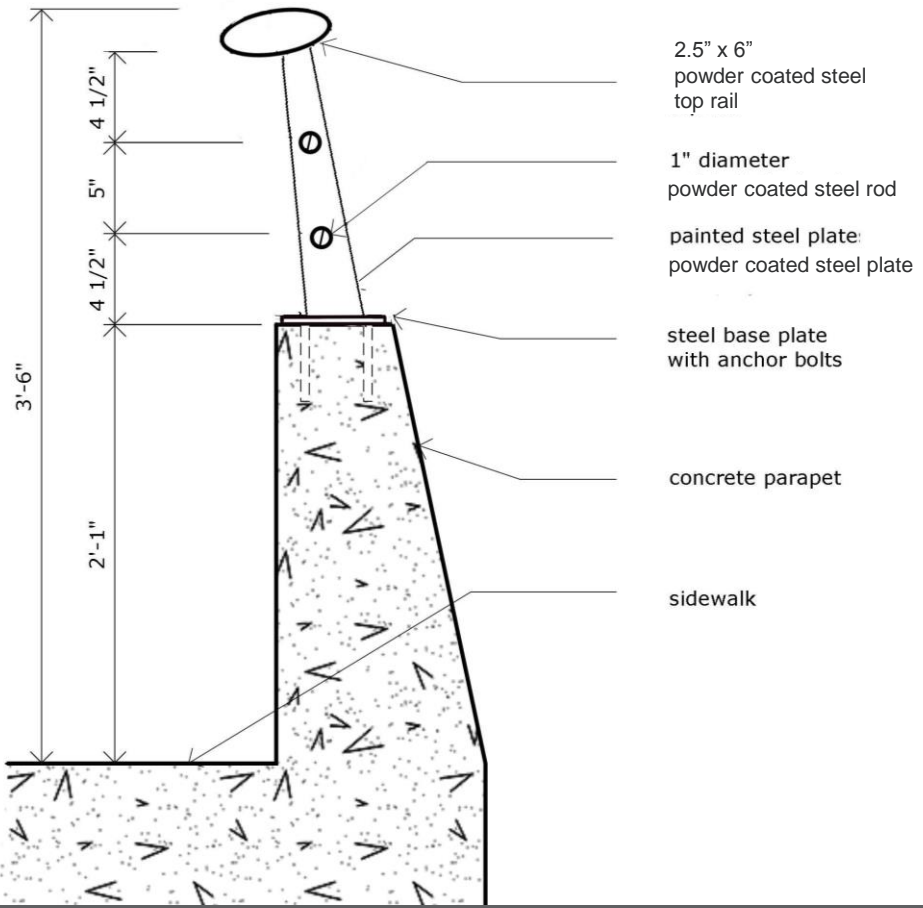


Axon View



View from mall approach

Railings: Bridge Parapet and Approaches



Section

Elevation



Railings: Stairs, Ramps and Mezzanine



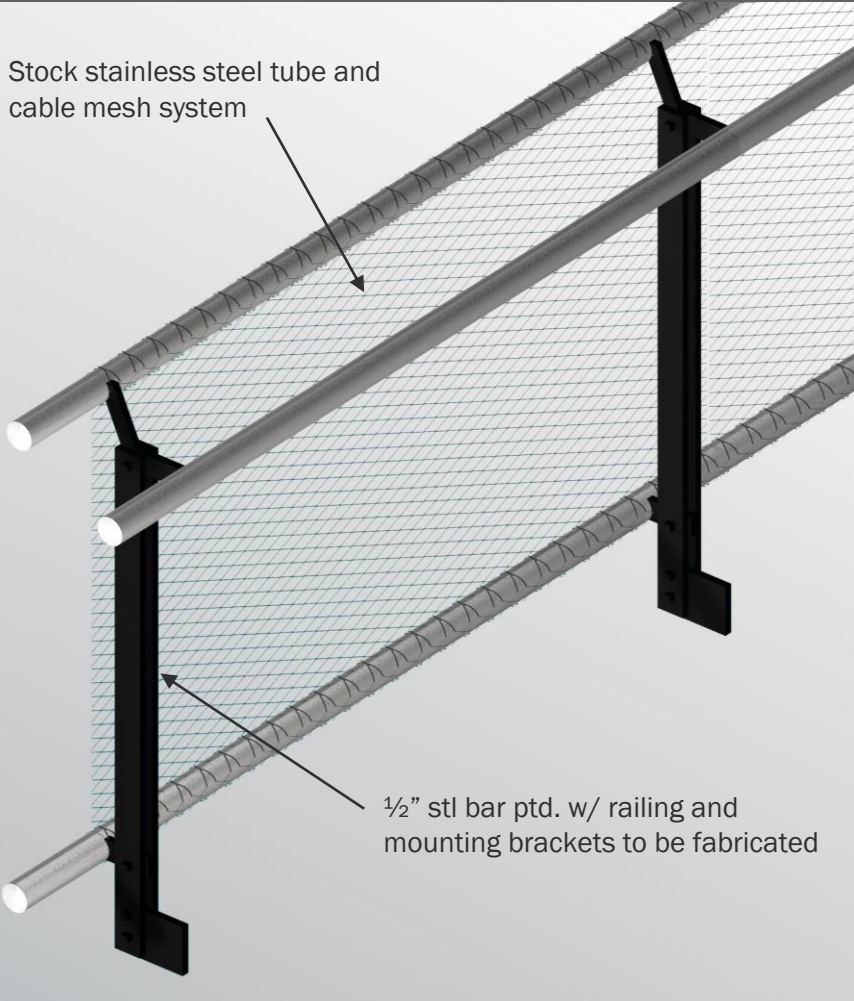
Perspective from Landing



Perspective from Water Street

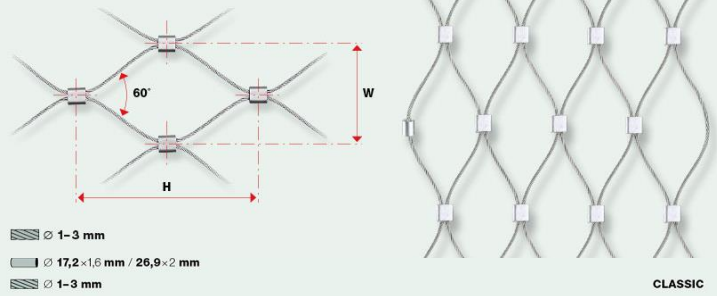
Railings: Stairs, Ramps and Mezzanine

Stock stainless steel tube and cable mesh system



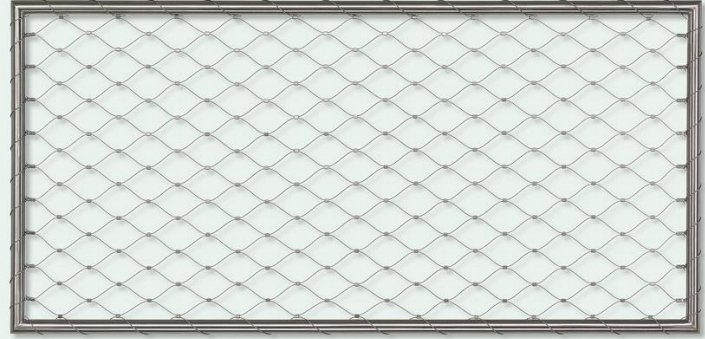
1/2" stl bar ptd. w/ railing and mounting brackets to be fabricated

Axon of Railing and Brackets



- ▬ ∅ 1-3 mm
- ▬ ∅ 17,2 x 1,6 mm / 26,9 x 2 mm
- ▬ ∅ 1-3 mm

CLASSIC



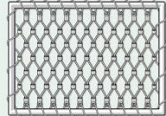
DIET-Zulassung / Autorisation DIET / DIET approval
Z-14.7-557



- **Rahmentyp CLASSIC**
Alle Rahmungsgeometrien möglich
- **Webnet**
Alle Maschenweiten und Seildurchmesser
- **Webnet-Konfektion**
 - Liegende Maschen mit Randausbildung H24
 - Stehende Maschen mit Randausbildung V24
- **Type de cadre CLASSIC**
Toutes géométries de cadre possibles
- **Webnet**
Toutes dimensions de maille, tous diamètres de câble
- **Confection Webnet**
 - Mailles horizontales avec finition du bord type H24
 - Mailles verticales avec finition du bord type V24
- **CLASSIC frame type**
All frame geometries possible
- **Webnet**
All mesh sizes and rope diameters
- **Webnet mesh design**
 - Horizontal mesh design with perimeter type H24
 - Vertical mesh design with perimeter type V24

V24

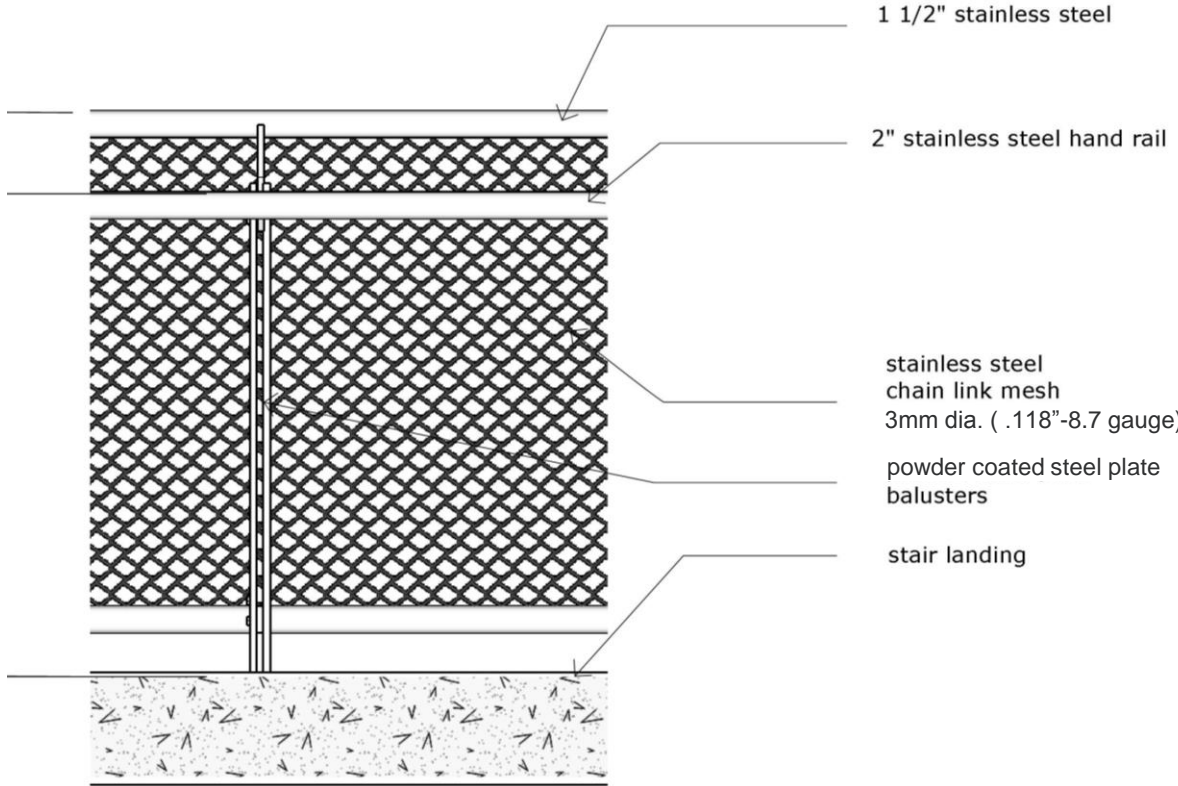
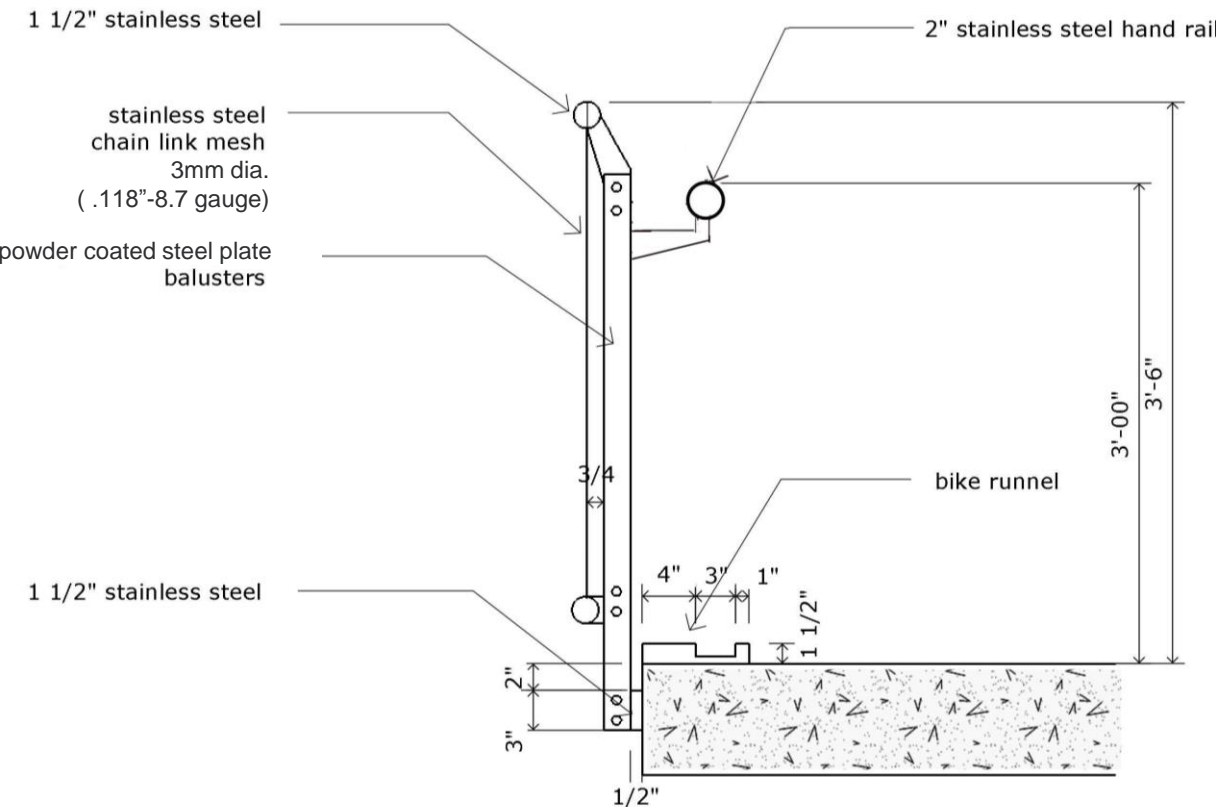
H24



Stock 'Jakob Rope System' w/ Frame



Railings: Stairs, Ramps and Mezzanine



Axon of Railing and Brackets

Stock 'Jakob Rope System' w/ Frame



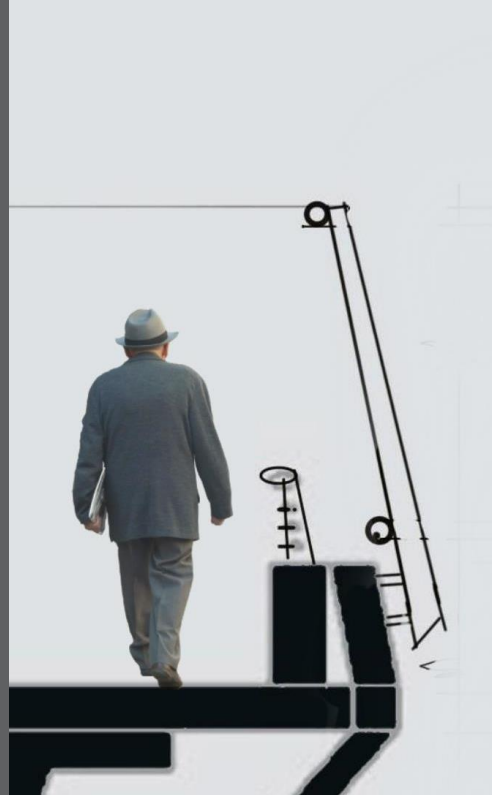
CSX Fencing



3D Rendering – Looking East from Water St. Street



Cable Net – 98% Transparency

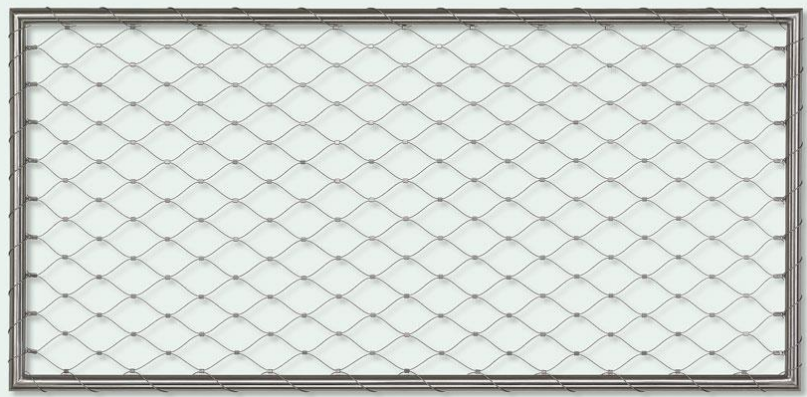
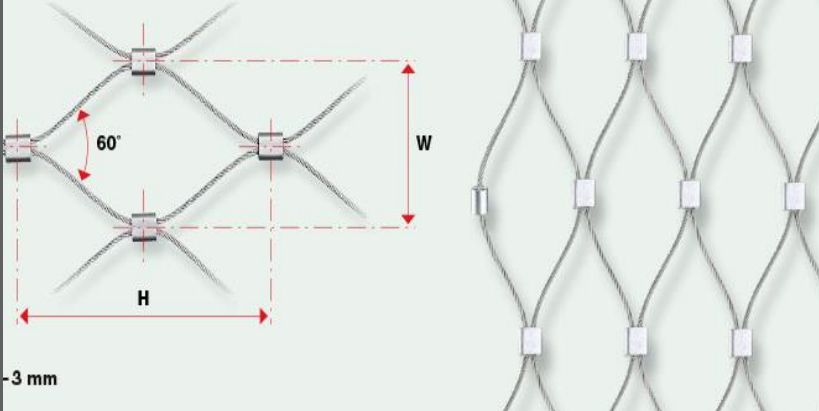


Section



View From Bridge Sidewalk

CSX Fencing:



Application of Jakob System w/ curved tube frame

Jakob Rope System w/ Frame



Walls

Formed Precast

Precast Concrete: Modular Panel System

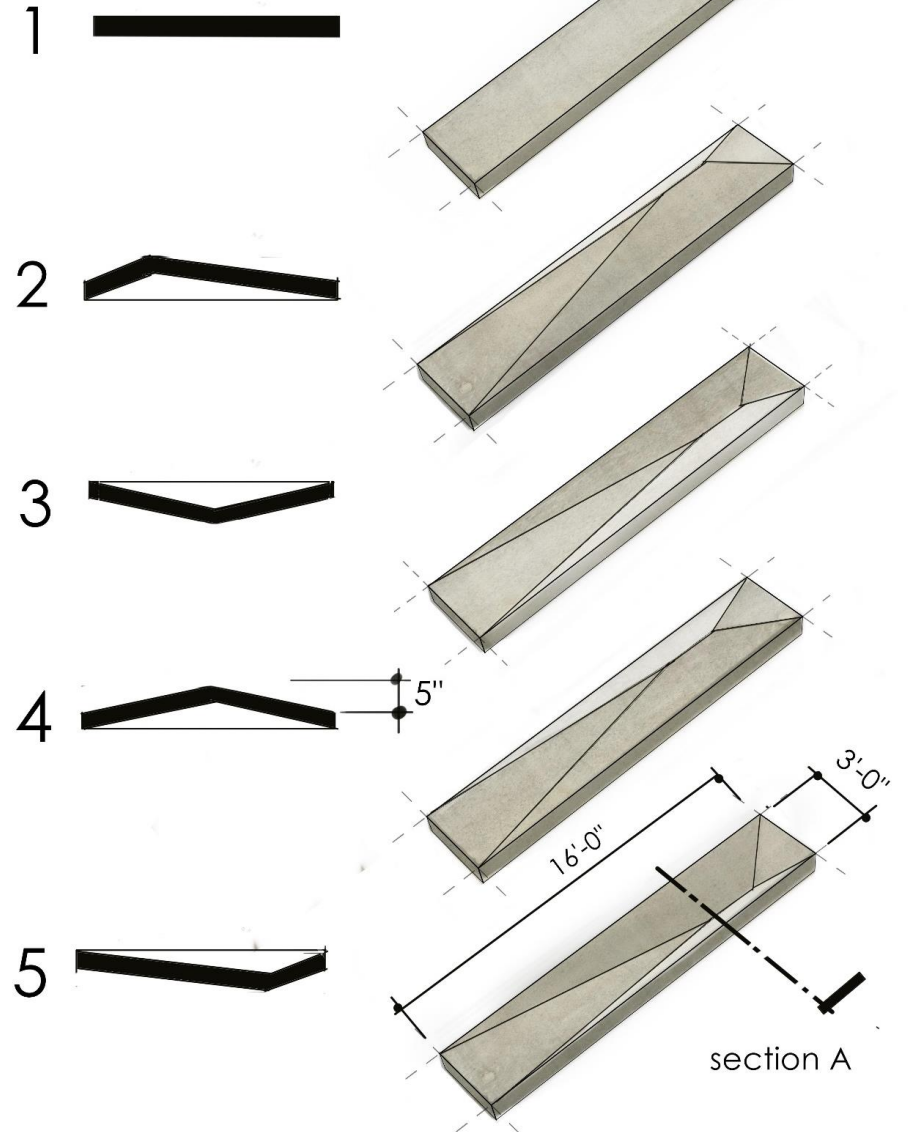


Blue Ridge Mountain Outcropping



Intermittent Shadows Produced by Convex / Concave Faceted Panels

Precast Panels - Modules



Panel Cross Section A

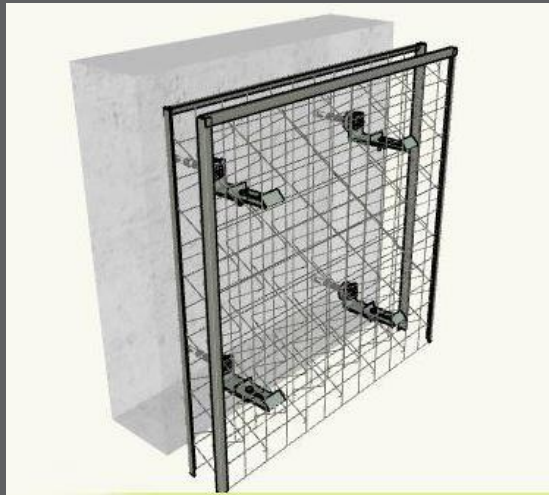
Panel Axon

Walls

Green Screen



Trellis Panel on Masonry Wall



Trellis Panel: 3' - 4' module



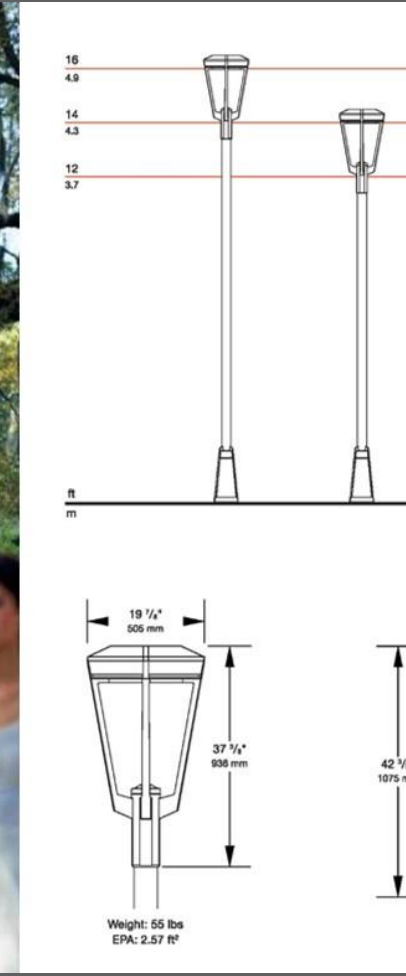
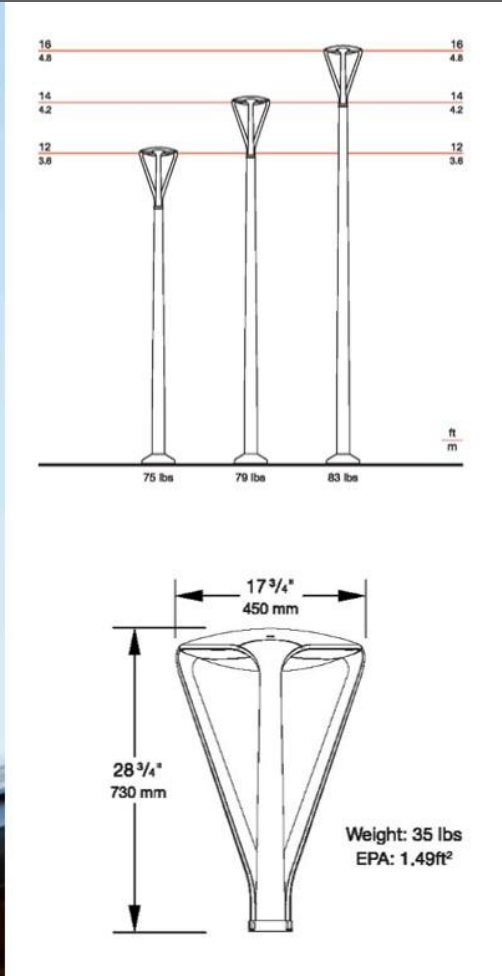
Precast mounting Detail

Lighting

Pedestrian Walkway

Lighting Types

*Light fixture selected will be consistent with the West Main St. streetscape



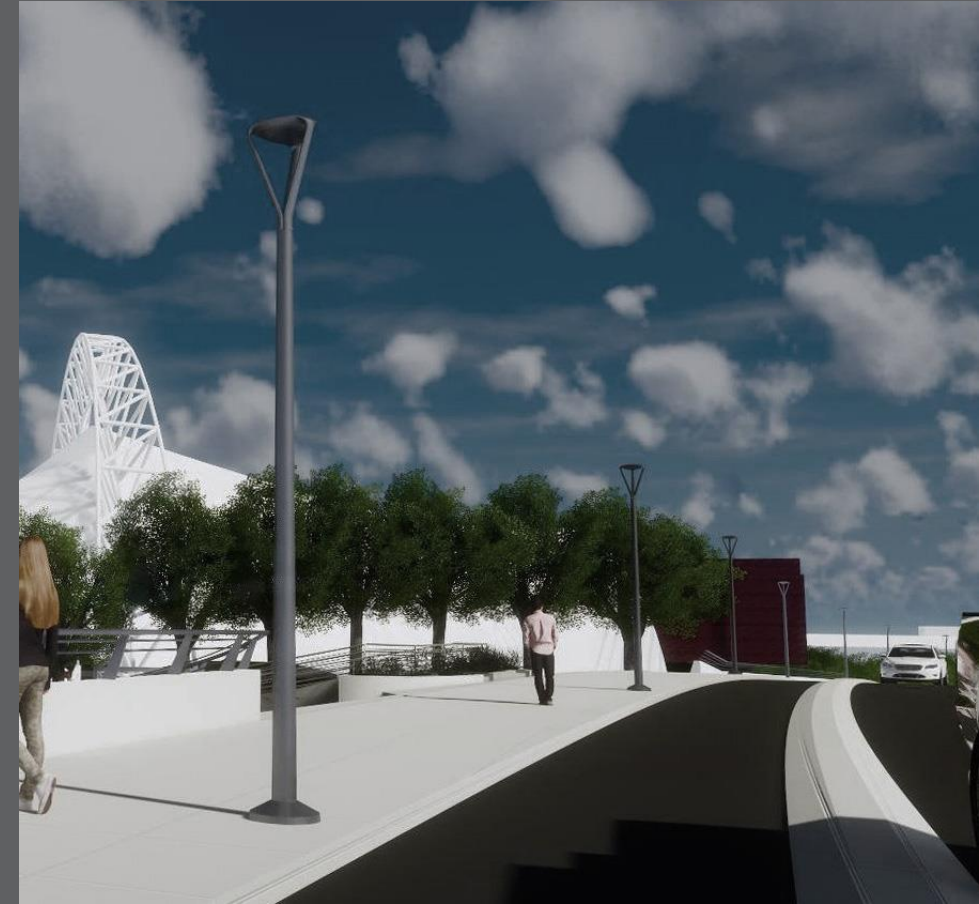
Landscape Forms FGP Pedestrian Light

Landscape Forms Ashbery Pedestrian Light

Lighting

Pedestrian Walkway

Perspective Views



Landscape Forms FGP Pedestrian Light

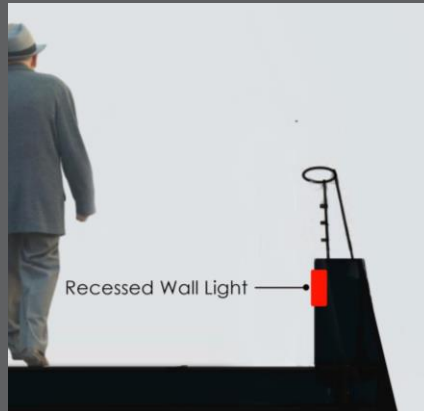
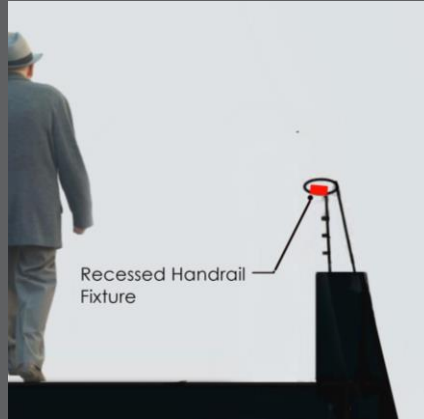
Lighting

Site and Accent

Lighting Types



Recessed Wall Fixture at Parapet



Recessed Handrail Fixture

Lighting

Site and Accent

Perspective Views



Rendering – From Mall Looking South East – Recessed Wall Fixtures

Lighting

Site and Accent

Perspective Views



Rendering – From Mall Looking South East – Railing Light

Lighting

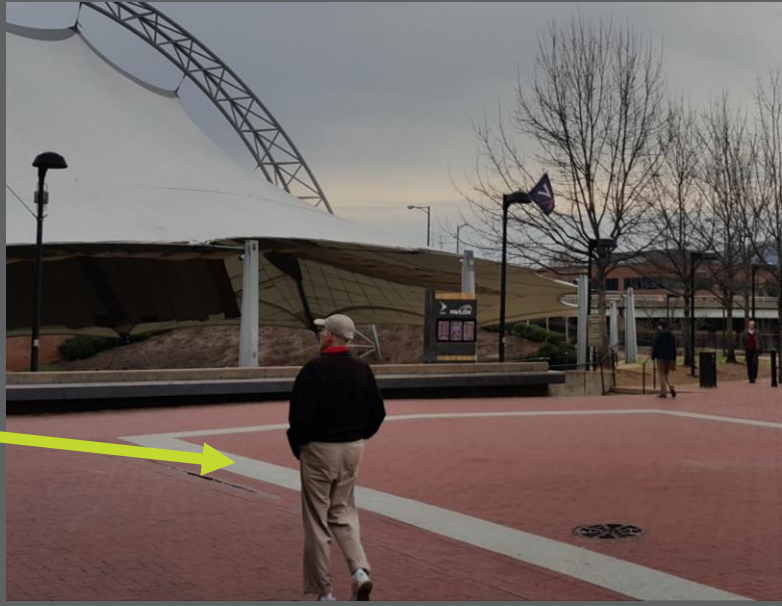
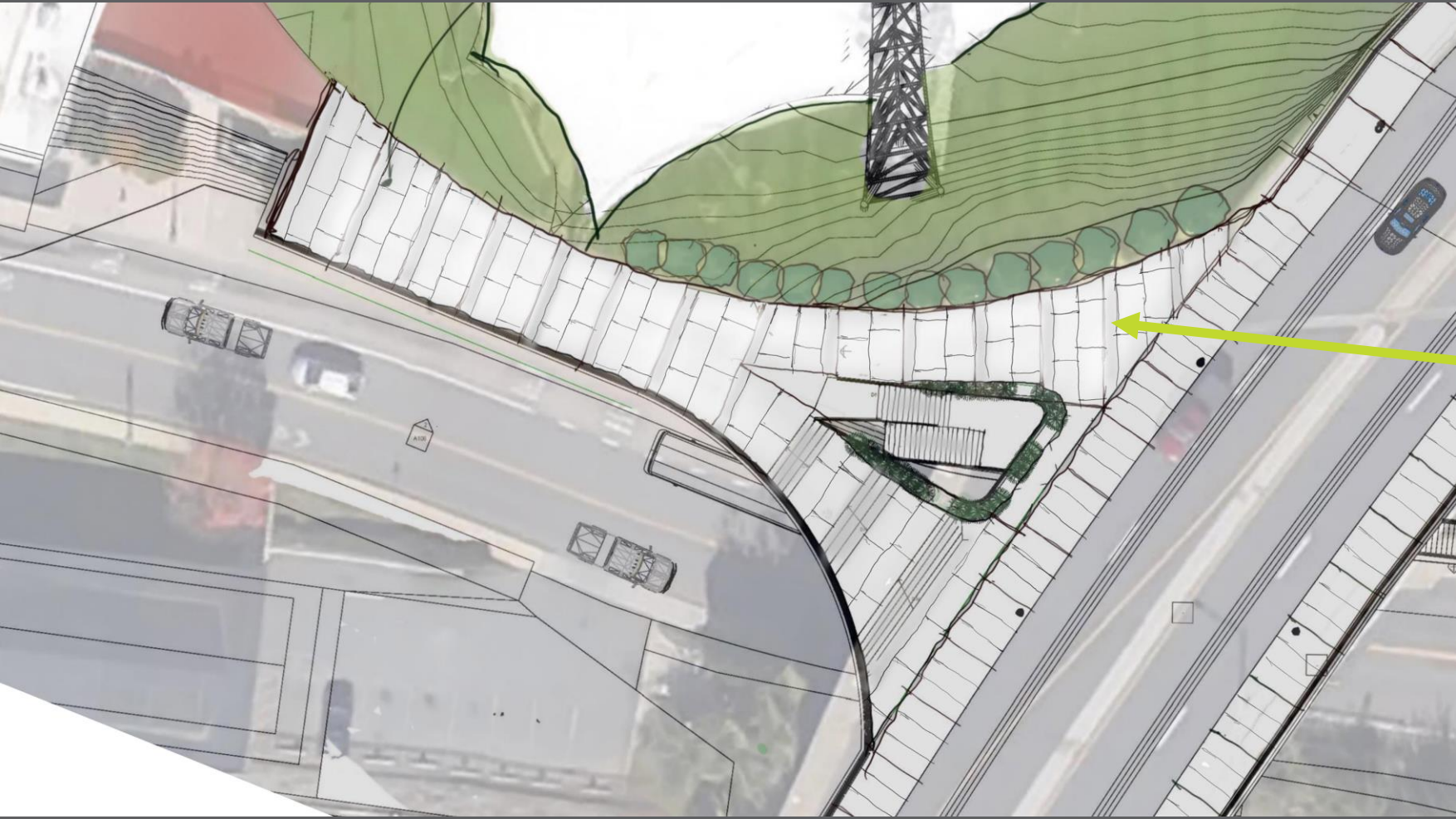
Site and Accent

Perspective Views



Rendering – View from Water Street with Pier Uplights and Railing Light

Paving: Mall Access



Concrete module
To mimic mall granite pattern

Scored Concrete module

Walls: South Abutment



West Elevation



West Elevation - Typical Components

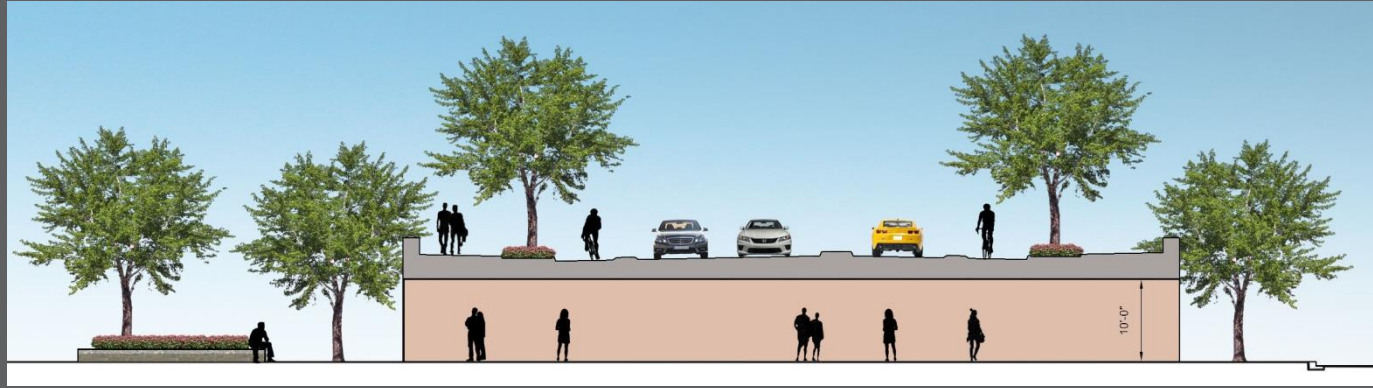
- Flat and Beveled Modular Precast Panels
- 3' modular Green Screen Panels
- Potential location for Mural or Replacement of Graffiti wall



West Elevation at Tunnel

Open Design Issues

Pedestrian Circulation South of Railroad



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



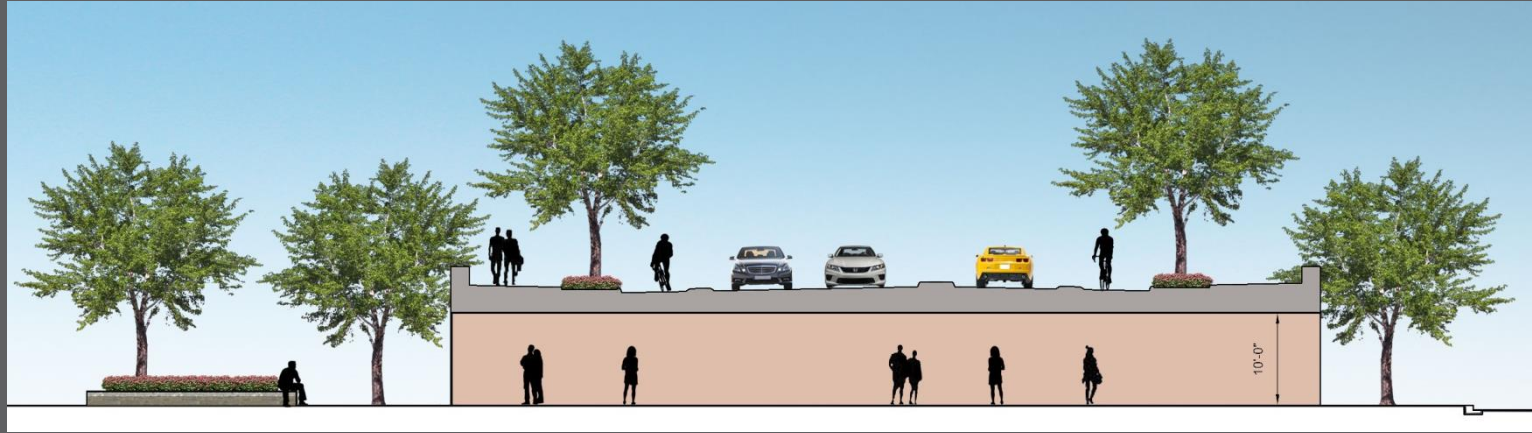
Pedestrian Circulation South of Railroad



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

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

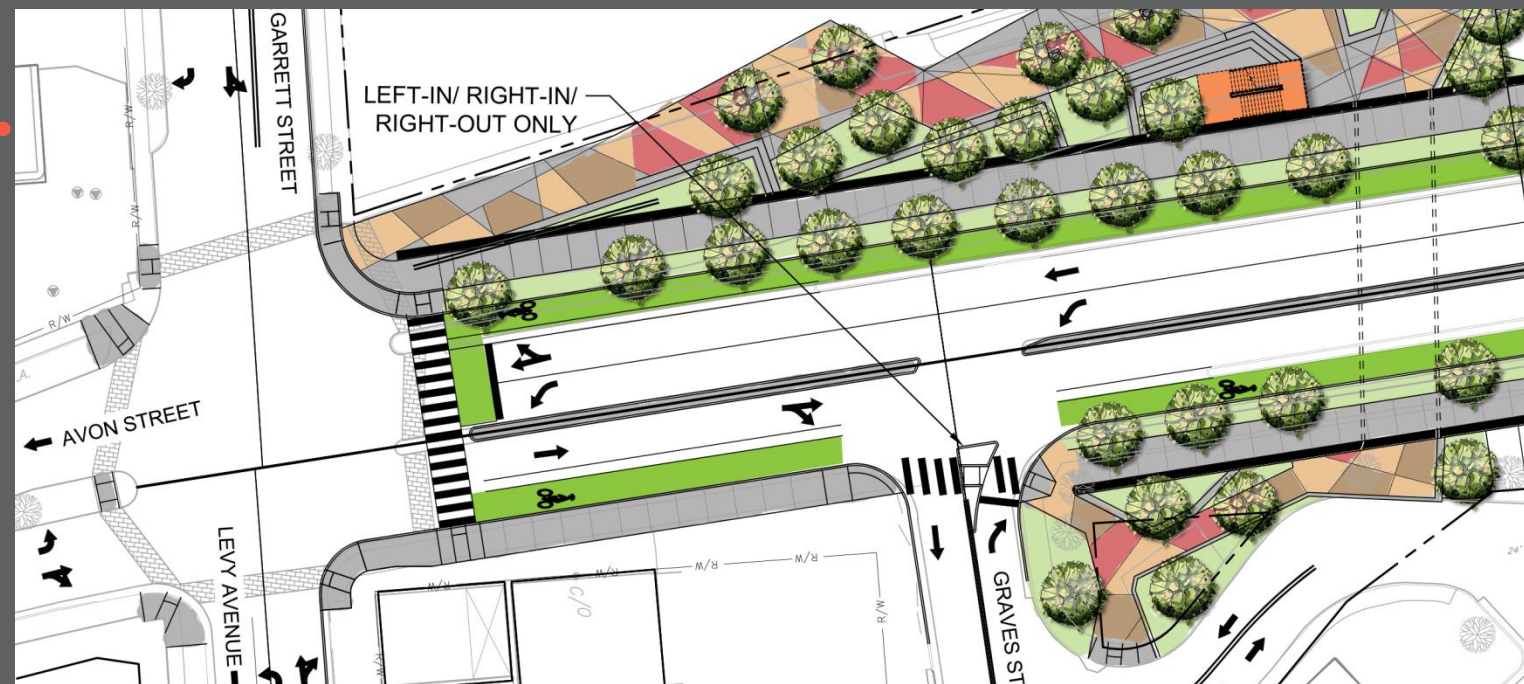
- Existing condition allows full movement turn entering and exiting Graves at 9th Street
- South-bound left turns on to 9th can create congestion on east side, impact traffic on 9th Street

Current Concept

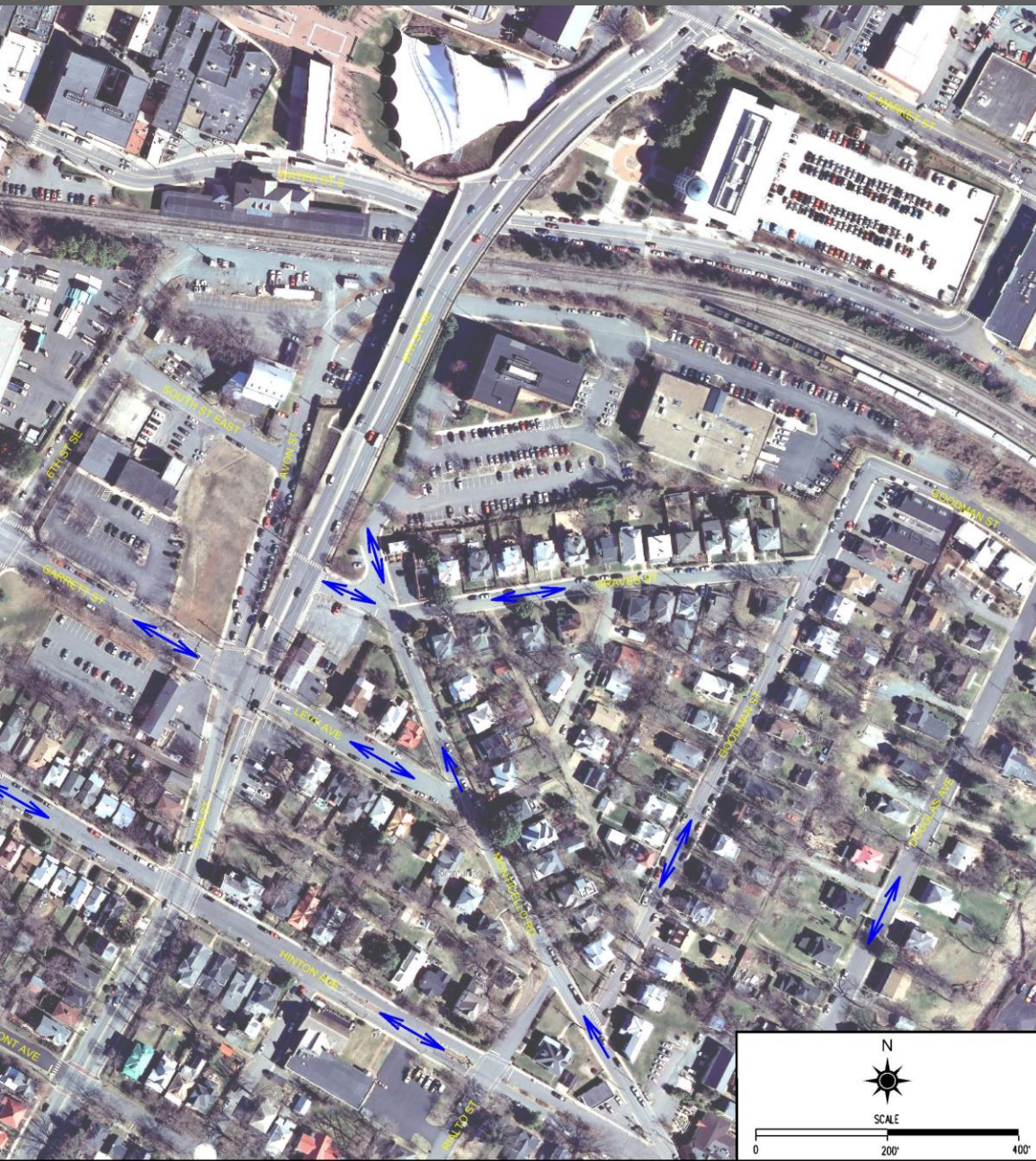
- Prohibit left turns from Graves Street to 9th Street (Avon Street) SB
- Allow left turns from 9th Street (Avon Street) SB
- Allow right-in and right-out movements from Graves Street

Benefits of Restricting Lefts out of Graves Street

- Improved Safety - 8 Crashes in last 5 years (2012-2016)
- Improves traffic operations at 9th/Avon/Levy/Garret
- Decreases delay for SB traffic on 9th/Avon



Graves Street Access



Steering Committee Endorsed & 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

Alternatives Under Review (as directed by the Steering Committee)

- Allow lefts out of Graves Street with Time of Day Restrictions
 - Potential enforcement issue
- Convert Monticello to 2-way operation
 - Eliminates on street parking
- Reverse Monticello to 1-way SB
 - Difficult turning movements at Levy
- Continued observation of current circulation patterns/needs for businesses/residents
- Analysis of existing site needs for business deliveries

Vertical Circulation North of Water Street



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

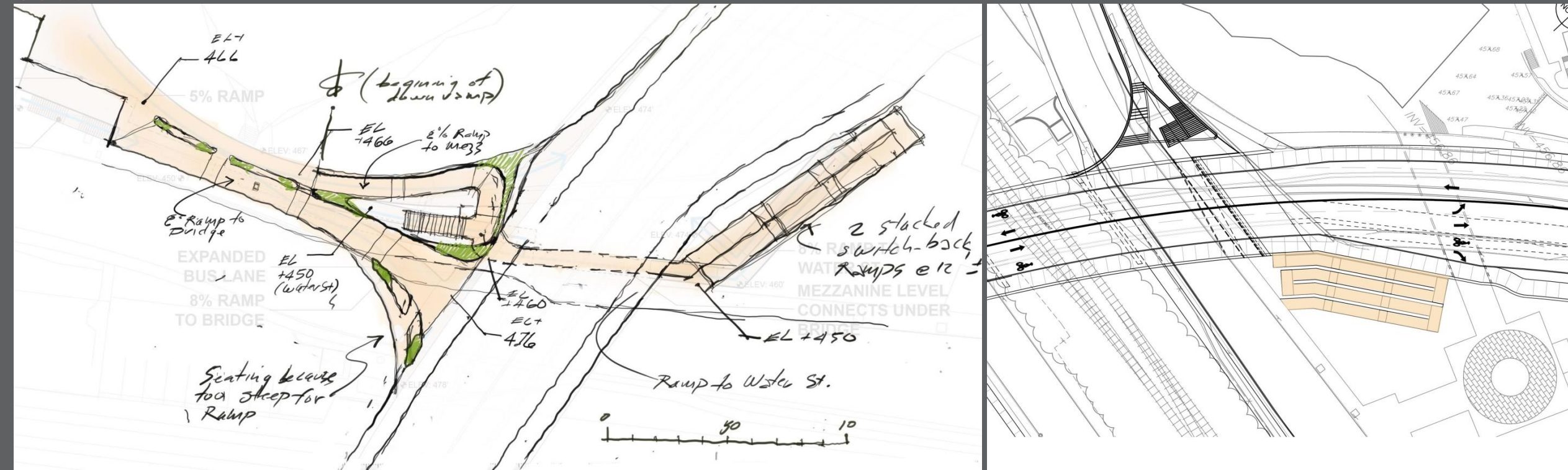


Vertical Circulation North of Water Street

Steering Committee Endorsed & Staff/Consultant Recommendation:

- Mezzanine
- Stairs to Water Street in NW/NE quadrant
- Ramp option – to be analyzed against budget constraints and required tradeoffs

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

Belmont Bridge Replacement

August 15, 2017 Board of Architectural Review Meeting

AGENDA

Process Overview

Review for Comprehensive Plan Consistency

Public Engagement Overview

Conceptual Design Review

Next Steps

- Steering and Technical Committees:
Tree Commission, Bike/Ped Committee, &
Place Design Task Force
August / September
- BAR Presentation #2 TBD
- City Council Presentation and Action TBD

Public Engagement

+

Stakeholder Input

+

Conceptual Design





Thank you.... Questions?



From: Mess, Camie
Sent: Monday, August 21, 2017 3:35 PM
To: Janiczek, Jeanette; 'Sal.Musarra@kimley-horn.com'
Subject: BAR Action- Belmont Bridge- Ang 15, 2017

August 21, 2017

Preliminary Discussion

BAR 17-08-02

Belmont Bridge

Public Right of Way, Tax Map 53 and 58

City of Charlottesville, Owner/Applicant

Belmont Bridge Design

Dear Applicant,

The above referenced projects were discussed before a meeting of the City of Charlottesville Board of Architectural Review (BAR) on August 15, 2017. The following action was taken:

Since this is a preliminary discussion there is no suggested motion. Some comments are:

- **The combination of landscaping, engineering, and planning is going in the right direction, but there needs to be more cohesion and an overall design philosophy. The seat walls, rails and lighting seem too disparate. CSX screen needs to be integrated more.**
- **The furniture color must be black like the Mall street furniture. Furniture could be more creative design, but must fit more into the design and character of the Downtown ADC.**
- **Reduce the amount of concrete with more stone, wood, green space, planters, or possibly different materials such as xeriscape gravel. Green screens may not survive the hot and exposed locations.**
- **Fix the “kinks” in the most attractive feature – the continuity of line, gracefulness of curve that connects the pedestrian way into the bridge.**
- **Pavement colors could look dated quickly. Consider more muted colors or textured variations.**
- **Look further into a dual purpose for the parking area.**
- **Integrate more of the senses (touch, sound, sight, etc.) Introduce bright colors under bridge.**
- **Supportive on the tunnel underpass, but wished the circulation was more fluid in the design; streamline approach to it.**
- **Keep pedestrian crosswalk for now until future development changes current pedestrian patterns.**
- **Complete discussion at :**
http://charlottesville.granicus.com/ViewPublisher.php?view_id=2

If you have any questions, please contact me at 434-970-3398 or messc@charlottesville.org.

Sincerely yours,

Camie Mess

**CITY OF CHARLOTTESVILLE
BOARD OF ARCHITECTURAL REVIEW
STAFF REPORT
August 15, 2017**



Preliminary Discussion

BAR 17-08-02

Belmont Bridge

Public Right of Way, Tax Map 53 and 58

City of Charlottesville, Owner/Applicant

Belmont Bridge Design

Background

February 22, 2017 – The BAR held a work session to discuss process, schedule constraints.

May 16, 2017 – The BAR met with the consultants in City Space for an update.

This is a request for a preliminary discussion that will lead to a final COA submittal. The proposed review schedule is as follows:

- August 8, 2017 - Planning Commission – consistency with Comprehensive Plan
- August 15, 2017 – BAR – preliminary discussion

Next steps:

- August 16, 2017 – Steering Committee meeting to review feedback from Planning Commission and BAR meetings
- September 5, 2017 – Tree Commission
- September 7, 2017 - Bike/Pedestrian Advisory Committee Meeting
- September 12, 2017 – Planning Commission (vote)
- September 14, 2017 - PLACE Design Task Force Meeting
- October 2017 - City Council Presentation
- Design Public hearing
- Final BAR COA approval
- Construction documents

Application

A conceptual plan has been submitted that includes:

- Plant palette – gateway, 9th Street, plaza, and supporting streetscape vegetation
- Tree pits – two soil volumes
- Hardscape – plaza paving, streetscape paving, intersection paving, site walls, mall access
- Site furnishings – tan benches and trash cans, black bike racks, gray pedestrian lights
- Roadway sections
- Railings – bridge parapets and approaches, stairs, ramps and mezzanine
- CSX fencing
- Walls – formed precast, green screen, south abutment wall treatment
- Lighting – pedestrian walkway, recessed wall, recessed handrail, pier uprights

Issues to be resolved:

- Pedestrian circulation south of RR – crosswalk north of Graves Street, 9th Street tunnel
- Graves Street vehicular access – left turns from Graves Street SB to 9th Street

- Vertical circulation north of Water Street – mezzanine and stairs on both sides, possible ramps for accessible route to Mall

Criteria, Standards, and Guidelines

Review Criteria Generally

Sec. 34-284(b) of the City Code states that,

In considering a particular application the BAR shall approve the application unless it finds:

- (1) That the proposal does not meet specific standards set forth within this division or applicable provisions of the Design Guidelines established by the board pursuant to Sec.34-288(6); and*
- (2) The proposal is incompatible with the historic, cultural or architectural character of the district in which the property is located or the protected property that is the subject of the application.*

Pertinent Standards for Review of Construction and Alterations include:

- (1) Whether the material, texture, color, height, scale, mass and placement of the proposed addition, modification or construction are visually and architecturally compatible with the site and the applicable design control district;*
- (2) The harmony of the proposed change in terms of overall proportion and the size and placement of entrances, windows, awnings, exterior stairs and signs;*
- (3) The Secretary of the Interior Standards for Rehabilitation set forth within the Code of Federal Regulations (36 C.F.R. §67.7(b)), as may be relevant;*
- (4) The effect of the proposed change on the historic district neighborhood;*
- (5) The impact of the proposed change on other protected features on the property, such as gardens, landscaping, fences, walls and walks;*
- (6) Whether the proposed method of construction, renovation or restoration could have an adverse impact on the structure or site, or adjacent buildings or structures;*
- (8) Any applicable provisions of the City's Design Guidelines.*

Pertinent Design Review Guidelines for Public Design and Improvements

A. Introduction

*Public spaces define the spatial organization of the City, forming the basis for social, cultural, and economic interaction. The Downtown Pedestrian Mall is the centerpiece of the community. Charlottesville's historic parks, trails, boulevards, cemeteries, playgrounds, and other open spaces help balance the desired urban density and promote healthy living and quality of life. **Public spaces accommodate multiple functions and provide social venues. The historic uses and organization of public spaces represent a timeline of cultural practices and values of the community. Significant features should be identified and respected when changes are proposed. New public spaces and improvements should reflect contemporary design principles and values.***

Charlottesville has a rich history of public improvements, which include public buildings, bridges, streetscape landscaping and lighting, street furniture, monuments, public art, fountains, and signage. Many of these improvements have been made within the historic districts, and there will be the opportunity to create additional such amenities in future years. All changes or improvements require BAR review and approval, and should be compatible with the general architectural features and character of an area or district. Repairs and maintenance should match original materials and design, and should be accomplished in a historically appropriate manner.

All public improvements should reflect the quality and attention to detail and craftsmanship of the overall historic districts' character.

B. Plazas, Parks & Open Spaces

- 1) *Maintain existing spaces and important site features for continued public use. consistent with the original design intent,*
- 2) *Maintain significant elements in a historic landscape: grave markers, structures, landforms, landscaping, circulation patterns, boundaries, and site walls.*
- 3) ***Design new spaces to reinforce streetscape and pedestrian goals for the district. These areas offer the opportunity to provide visual focal points and public gathering spaces for the districts.***
- 4) ***New landscaping should be historically and regionally appropriate, indigenous when possible, and scaled for the proposed location and intended use.***
- 5) ***Exterior furniture and site accessories should be compatible with the overall character of the park or open space.***
- 6) *Repairs and maintenance work should match original materials and design, and should be accomplished in a historically appropriate manner.*
- 7) *Avoid demolishing historic buildings to create open spaces and parks.*

C. Public Buildings and Structures

- 1) *Public buildings should follow design guidelines for new construction.*
- 2) ***New structures, including bridges, should reflect contemporary design principles.***

D. Streets, Walks, & Curbs

- 1) *Retain historic paving or curbing.*
- 2) *If any historic paving or curbing is uncovered in future public projects, consider reusing it or parts of it in the new project.*
- 3) ***Make street paving consistent throughout districts.***
- 4) ***When widening existing streets provide sidewalks, street trees, and other elements that maintain the street wall and emphasize the human scale.***
- 5) ***Limit paved areas to streets, driveways and pedestrian areas.***
- 6) ***Consider using some type of distinctive crosswalks at key intersections or crossings.***
- 7) ***Avoid faux techniques or appearances in materials, such as stamped asphalt or concrete.***
- 8) ***When sidewalks must be repaired, match adjacent materials in design, color, texture, and tooling.***
- 9) ***Avoid variation in sidewalk and curb materials.***
- 10) ***When sidewalks need replacement, use a paving unit, such as brick or concrete with a tooled or saw cut joint that relates to the scale of the districts.***
- 11) ***Avoid excessive curb cuts for vehicular access across pedestrian ways.***
- 12) *Where curb cuts are necessary, they should be consistent with other curb cuts in the area.*
- 13) *Do not block sidewalks with street furniture elements.*
- 14) *Remove obsolete signs and poles.*

E. Street Trees & Plantings

- 1) *Maintain existing plantings in public rights of way.*
- 2) ***Replace damaged or missing street trees with appropriate species. New street trees should be planted in appropriate locations. Consult the City-approved plant list.***
- 3) ***Install plantings in areas like medians, divider strips, and traffic islands.***
- 4) ***Locate planters so that they do not block sidewalks.***

F. Lighting

- 1) ***In pedestrian areas, use smaller-scaled light fixtures that do not create a glare.***
- 2) ***Light fixtures can vary according to district or sub-area and can be in traditional or contemporary styles.***
- 3) ***Provide adequate lighting at critical areas of pedestrian/vehicular conflict, such as parking lots, alleys, and crosswalks.***
- 4) ***Limit the number of styles of light fixtures and light sources used in each district except in cases of varying sub-areas or distinctive areas, such as bridges.***
- 5) ***Light color and intensity should be consistent throughout a general area or subarea of a historic district. Use similar lamping (bulb type) and/or wattage to maintain a consistent quality of light.***
- 6) ***Provide street lighting fixtures with flat lenses that are shielded and directed down to the***

site in order to reduce glare and prevent uplighting.

G. Street Furniture, Kiosks, & Newspaper Boxes

- 1) Trash containers should be metal and should match other street furniture.*
- 2) Place benches at key pedestrian locations. Use designs constructed of wood and/or metal.*
- 3) Attempt to make street furniture, such as newspaper boxes, bicycle racks, drinking fountains, planters, and bollards, compatible in design, color, and materials with exiting elements.*

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H. Traffic Signals & Utilities

- 1) Consider installing signals on poles that are placed beside the street and are compatible with the pedestrian-scaled light fixtures.*
- 2) Place utilities underground, or behind buildings, if possible.*
- 3) Screen surface equipment.*
- 4) Place necessary utilities, such as transformers and overhead wires, so that they are as visually unobtrusive as possible.*

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J. Public Art, Statues, & Fountains

- 1. Maintain existing features related to public art, statues and fountains.*
- 2. Public art is preferred that offers a place-making role in celebrating and communicating the history and culture of the districts.*
- 3. Develop an appropriate relationship between materials, the scale of artwork and the surrounding environment.*
- 4. Choose artwork that is appropriate for the current general character of the site.*
- 5. Consider the appropriateness of the sculpture base.*
- 6. Public art, statues, and fountains shall be maintained as accessible to the public.*
- 7. A mural's appearance, materials, colors, size, and scale should be compatible with the building and historic district of which the building is a part.*
- 8. The use of neon, luminescent, or reflective paint or materials is discouraged.*
- 9. A mural should not obscure or distort the historic features of a building, and should not cover an entire wall.*
- 10. Murals painted on primary facades are rarely permitted and strongly discouraged.*
- 11. In general, previously unpainted masonry should be left unpainted.*
- 12. Painting directly onto the walls of a non-contributing building, or adding a mural to a previously-painted, non-primary elevation of a contributing building will be considered on a case-by-case basis.*
- 13. In general, murals should be created on removable material, not directly on a building wall; installed on framing that allows water to weep between the mural and the wall; and attachments should not irrevocably damage the building.*
- 14. Mural art that constitutes a sign shall conform to the sign regulations.*

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Discussion and Recommendations

The BAR should confirm that design decisions made to date, including designs, materials and colors, are consistent with the Guidelines.

The BAR should inform the consultant if any key information is lacking that will be needed to issue a COA.

The BAR should offer design guidance on the several issues that are still unresolved.



Board of Architectural Review (BAR) Certificate of Appropriateness

Please Return To: City of Charlottesville
Department of Neighborhood Development Services
P.O. Box 911, City Hall
Charlottesville, Virginia 22902
Telephone (434) 970-3130 Email scala@charlottesville.org

RECEIVED

AUG 01 2017

NEIGHBORHOOD DEVELOPMENT SERVICES

Please submit ten (10) hard copies and one (1) digital copy of application form and all attachments.
Please include application fee as follows: New construction project \$375; Demolition of a contributing structure \$375;
Appeal of BAR decision \$125; Additions and other projects requiring BAR approval \$125; Administrative approval \$100.
Make checks payable to the City of Charlottesville.
The BAR meets the third Tuesday of the month.
Deadline for submittals is Tuesday 3 weeks prior to next BAR meeting by 3:30 p.m.

Owner Name City of Charlottesville Applicant Name City of Charlottesville
Project Name/Description Belmont Bridge Replacement Project Parcel Number _____
Project Property Address Between Garrett/Levy and Market St. intersections, east of 6th st., west of Graves St.
605 E. Main Street

Applicant Information

Address: 605 E. Main St., Charlottesville, VA
Email: janiczek@charlottesville.org
Phone: (W) 434-970-3309 (C) _____

Property Owner Information (if not applicant)

Address: _____
Email: _____
Phone: (W) _____ (C) _____

Do you intend to apply for Federal or State Tax Credits for this project? No

Signature of Applicant

I hereby attest that the information I have provided is, to the best of my knowledge, correct.

[Signature] 8/1/17
Signature Date
Janette Janiczek 8/1/17
Print Name Date

Property Owner Permission (if not applicant)

I have read this application and hereby give my consent to its submission.

[Signature] 8/1/17
Signature Date
Janette Janiczek 8/1/17
Print Name Date

for City of Charlottesville
Project Manager

Description of Proposed Work (attach separate narrative if necessary): Replacement of the Belmont Bridge structure, enhanced connections with neighboring parcels, enhancing multi-modal access in the 9th St. corridor. Refer to attached presentation.

List All Attachments (see reverse side for submittal requirements):

BAR presentation (8.5"x11" format), Corridor Plan Concept (11"x17")

For Office Use Only	Approved/Disapproved by: _____
Received by: _____	Date: _____
Fee paid: _____ Cash/Ck. # _____	Conditions of approval: _____
Date Received: _____	_____

Revised 2016

PH-0136

Scala, Mary Joy

From: Justin Sarafin <justin.sarafin@alumni.virginia.edu>
Sent: Saturday, August 05, 2017 8:00 PM
To: Scala, Mary Joy; Miller, Melanie
Subject: Justin's notes for Aug 14 and 15 BAR meetings

Mary Joy and Melanie:

I promised I would at least take a cursory look at the 2 days' worth of agenda items since I won't be able to attend either meeting.

Staff reports have not been done yet, so if any of the comments below seems completely out of line, you are welcome to dismiss! I may miss special zoning or guideline notes as a result, so, again, take the spirit of my comments and not the language verbatim...

I am only going to jot down notes for the projects that I feel strongly about or have something (hopefully) constructive to say.

Missed you at the workshop on Thursday, Mary Joy! Camie and I had a blast, though!

Okay, here we go.

Aug 14:

201 W Water S

I am not sure that this little site can take this much height located as it is on the uphill end of Water Street, which is higher in elevation than the other tall buildings nearby. I guess I would want to see the comparison to the Atwood project on Water; we know that Lewis & Clark building towers over all where it's located.

I like the urban feel of the building, and maximizing the site, but I wonder if the SUP request makes it just too tall and skinny on this corner where everything else is about 2 or 3 levels in height. I could maybe be persuaded that the height is essential to make this work, but look, at the end of the day, there was no surprise about the small footprint of this corner lot. Density is great, but not if it will stand above everything else in the block or in adjacent blocks.

As for the elevations, all I would say is that the twin garage doors on Second are a little much; I'd look for something more permanent looking on the transformer side at least, so it doesn't look like two large garage door openings.

430 N First St.

Prelim discussion; this is a locally-significant house, done by a UVA Arch Professor, Vickery. If the rear additions are not visible from street view, I am not that concerned with them, but I do think the approach from the street to the main entrance is significant. I totally get the desire to have more usable space in the front yard between the house and the sidewalk, but I would encourage a design that somehow maintains or pays homage to the axial walkway as the house looks today. residences must evolve, of course, but it might be possible to design in a reference to the current configuration. It's a great house!

Preston Place

Whoa, we've got a lot going on here! It seems that the applicant has done their homework on the proposed move down the street, with archaeology to be performed at both sites and oversight from DHR as far as any work (or relocation) will need to not threaten the structure's listing. If work proceeded with guidance from DHR, and they didn't see it as jeopardizing the integrity of the place, then in theory, I might be able to support the move to a safer site. IF the structure were moved successfully, any demo or additions to it would need to follow our usual guidelines.

I am a bit concerned about the request to demolish part of what is actually a pretty large wall structure on the "new" house site. Back in the day, I was involved in documenting the row of garages that used to exist along the eastern portion of the site, before they were demolished (circa 2005 maybe?) I think I would need to better understand what is happening in this area- what was here historically and what does the long wall structure mean? I imagine the staff report will have more of this! Generally speaking, I am not in favor of demolishing a significant landscape element if it shows to have historical significance just for the sake of permitting the applicant to better subdivide the area. But perhaps the less critical, non-retention wall segment is not worth keeping. Need more info, I fear.

425 Second St NE

It's a shame that the original material that formed the street (and side street) boundaries has been removed. Without getting into too many specifics, I would say that any replacement material, especially on Second St., should not be higher than the guidelines allow and should generally replicate the height of what was there framing the corner lot (like so much of the concrete we like so much in the north downtown area).

Belmont Bridge

August 15

Without the luxury of a staff report it's a little hard to determine what the real "asks" are here aside from our providing input on the underground tunnel crossing and other pedestrian circulation issues. In general, it's looking pretty good. I'll leave it at that.

230 West Main

Prelim discussion

As far as massing, it appears that this is all within by-right heights and such. It does not appear to me to be in any way out of scale or context.

I think the way the building setbacks and heights of discrete pieces of the structure follow the arc of the mall around to Water Street is particularly successful. I can imagine it engaging on the mall and on Water, with enough density to make it work but without being out of scale.

From the prelim drawings it's a little hard for me to understand what's happening with the connection from the mall, near the movie theater, as it seems to connect directly to Water Street. Connection in an axial way here would be desirable, as right now the ice rink takes up the entire end of the mall and you have to go all the way around on Second or by the Omni to Water to get around it. More engagement between Second and the Omni, on the mall, would be welcomed.

I am interested to learn more about the treatment of the west end of the site and how the landscaping will tie into that end of the mall. What kind of coordination, maybe even proffers, can happen with this area and city plans for a Vinegar Hill park? This is well worth discussing at this early stage as it could be a real opportunity

to drastically improve this west end of the mall and simultaneously better commemorate lost Vinegar Hill and reinforce a connection to the Jefferson School as the anchor on the other side.

Again, just my initial observations in case they may be in some way helpful. Have a great couple of meetings!

Justin