

PLACE DESIGN TASK FORCE

MEETING MINUTES

Date: December 13, 2012

Time: 12:00 pm

Location: Neighborhood Development Services Conference Room

Attendees:

Members

AD Andrea Douglas, Chair
RL Rachel Lloyd, Vice-Chair
RP Richard Price, Secretary
CG Claudette Grant
MW Mark Watson

Ex-Officio Members

TM Tim Mohr, *BAR*
KG Kathy Galvin, *City Council*
GK Gennie Keller, *Planning Commission*

City Staff, Neighborhood Development Services

AP Amanda Poncy
MS Mary Joy Scala
TE Tony Edwards
JT Jim Tolbert

Presenters

PO Peter O'Shea, *Bridge design team*
JR Jim Rounsevell

I. **Call to Order.** Meeting called to order at 12:15.

II. **Belmont Bridge**

- JT recaps process to date
- PO presents alternative design concepts
 - Road Bridge replacement with separate pedestrian bridge (Over)
 - Railroad bridge with separate pedestrian bridge (Under)
- JR summarizes costs / time frame
 - Over scheme: \$12.4 m for bridge + 3.5m for pedestrian overpass = \$15.9m
 - Under scheme: \$13.8m for underpass + 3.5m for pedestrian overpass = \$17.3m
 - These costs do not include soft costs, landscape of adjacent areas or upgraded finishes
 - VDOT funds will pay for bridge: approx \$15m
 - Timeframe: Over: 24 months, Under 36 months
 - Design / build process will save time / money for either scheme
- JR summarizes maintenance issues
 - Most maintenance costs for infrastructure are borne by the locality
 - Underpasses appear to have lower long-term maintenance costs
- Questions / Comments from PTDF, with responses
 - Is there contamination on site? likely
 - Is there more developable land in one scheme or the other? not calculated, but underpass likely has more attractive land

- Concern w underpass: if pedestrian bridge is not built concurrently w. underpass, what can be done to upgrade pedestrian experience in underpass? Can potentially add light shafts or explore at-grade crossing
 - How does length of tunnel compare w. Preston? this is longer - some lighting simulation might be needed
 - Underpass improves appearance of Pavillion from roadway and Belmont
 - Underpass may make Belmont parcels more valuable as development sites - economic analysis in SIA may be able to assess the impact
 - Current overpass scheme keeps Better Living site in a hole - land currently occupied by Avon St could be given to adjacent properties, and floor level of buildings raised to level of roadway
 - Pedestrian flow in both schemes would interrupted during [paid] concert events - proposed 2nd level walkway around transit center is not an ideal fix
 - Underpass helps to connect two sides of the track visually, highlights need to develop Belmont side as gateway to downtown
- KG suggests PDTF craft memo to council conveying our opinions. RP and RE will craft a first draft and circulate to PDTF for comments

III. **Member presentations** deferred until another meeting

IV. **West Main RFP**

- RFP should include overall planning of entire corridor prior to detailed design of first phases
- Overall planning will also serve as basis for separate effort to review / update regulatory and planning structure
- RP to update and circulate revised scope

V. **Meeting adjourned** at 3:00pm