



CITY COUNCIL WORK SESSION

September 30, 2020

4:00PM – 6:00PM

Agenda

- I. Welcome & Objectives**
 - II. Project History**
 - III. Funding & Status**
 - a) Phase 1 – Ridge St. to 6th St. NW
 - b) Phase 2 – 6th St. NW to 8th Street NW
 - c) Phase 3 – 8th St. NW to Roosevelt Brown Ave.
 - d) Phase 4 – Roosevelt Brown Ave. to Jefferson Park Ave.
 - IV. Next Steps**
 - V. Public Comment**
 - VI. Direction Forward/Wrap-Up**
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WESTMAIN

CITY COUNCIL WORK SESSION

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AGENDA

I. Welcome & Objectives

II. Project History

III. Funding & Status

a) Phase 1 – Ridge St. to 6th St. NW

b) Phase 2 – 6th St. NW to 8th Street NW

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IV. Next Steps

V. Public Comment

VI. Direction Forward/Wrap-Up

OBJECTIVES

- **To provide a high level overview of:**
 - **project history**
 - **current status**
 - **associated costs - project development, construction & maintenance**
- **NOT intended to discuss design details**
- **Seeking direction forward from City Council:**
 - **Continued support from Council**
 - **Value Engineering/Budget Input**
 - **Statue Disposition**



PROJECT HISTORY

PROJECT HISTORY

- 2013 to 2016 – Public Involvement Process begun to develop Master Plan and review of Zoning.
- June 2016 to May 2017 – Schematic Design Plan developed.
- October 2017 through 2019 - The Design Development Phase completed (60% plans).



PROJECT HISTORY

Steering Committee Meetings (7) – Comprised of representatives from local businesses, owners, residents and organizations:

University of Virginia Foundation (UVA)

PLACE Design Taskforce (6)

Bicycle and Pedestrian Advisory Committee (BPAC)

Midtown Business Association

Planning Commission and PLACE Design Taskforce

Fifeville Neighborhood

10th & Page Neighborhood

Starr Hill Neighborhood

Fire Department (FD)

Police Department

Met - February 12, 2014; March 26, 2014; April 15, 2014; June 10, 2014; February 13, 2015; December 17, 2015 and January 14, 2016.



PROJECT HISTORY

PLACE Committee

Met: October 24, 2013 and December 13, 2013.

Board of Architecture Review

Met: October 10, 2016; February 28, 2017 and April 18, 2018

UVA

Met: April 30, 2014; December 17, 2015; August 18, 2016 and May 2017.

Mid-Town Business Association

Met: October 1, 2014

PROJECT HISTORY

Stakeholder Group Meetings

Independent Foundations

Millennials

Bike/Ped Committee & Tree Commission

Landholders/Developers

Businesses/Restaurants

Community Groups

Met: December 5-6, 2013.

PROJECT HISTORY

Public Meetings (4)

December 7, 2013. Kickoff Meeting to give the community an overview of the project and the areas that are being explored, present existing conditions, and give participants an opportunity to provide input in general and in response to specific questions and themes.

February 21- 22, 2014. Gained feedback on preliminary ideas regarding streetscape character, roadway configuration options and analysis of urban form.

August 5, 2014. This meeting served as an opportunity to view and provide input on the draft Master Plan.

December 18, 2016. Review of streetscape and its relationship to adjacent communities.

PROJECT HISTORY

City Council

April 15, 2014. Discussed design alternatives.

December 18, 2014. The design team presented the West Main Street Streetscape Master Plan, Parking Study and Urban Design Framework.

March 23, 2015. Presented recommendations of the West Main Street Streetscape Master Plan.

August 17, 2015. Presented conceptual plan for review.

September 24, 2015. Work Session on conceptual plan.

March 21, 2016. Zoning Amendment passed and Conceptual Design Plan selected by City Council (Option 1).

May 6, 2019. Provided direction on Memorial Relocation, Historical Interpretation and Removal of Raised Crosswalks.

November 15, 2019. Work Session on Statue.

An aerial photograph of a city street scene. In the center, a large, dark, abstract sculpture stands on a pedestal. To the left, a brick building with several windows is visible. To the right, a row of buildings with red awnings over the windows lines the street. A white car is driving on the road, and a person is riding a bicycle. Pedestrians are walking on the sidewalks. The scene is overlaid with a semi-transparent white layer, and the text 'FUNDING & STATUS' is centered in white. A green diagonal line is in the top left corner.

FUNDING & STATUS

WHERE WE ARE

Entire Corridor

- Local Funds used to create:
 - Master Plan (Concept)
 - Schematic Design (~30%)
 - Design Development (~50%)

Corridor Broken into 4 Phases to Compete for Funding

- Phase I – Ridge St. to 6th St. NW
- Phase II – 6th St. NW to 8th Street NW
- Phase III – 8th St. NW to Roosevelt Brown Ave.
- Phase IV – Roosevelt Brown Ave. to Jefferson Park Ave.

FUNDING – Phase I

<u>Expenses</u>	PHASE I
Preliminary Engineering (PE-101)	\$ 1,704,807
Right-of-Way (RW-201)	
R/W Acquisition	\$ 863,835
Franchise (Private) Utility Relocation	\$ 4,314,051
Total Right-of-Way Cost (RW-201)	\$ 5,177,886
Construction (C-501)	\$ 9,816,058
Phase Project Total (All Phases)	\$ 16,698,751
<u>Funding Received/Allocated</u>	PHASE I
Revenue Sharing	\$ 3,275,891
SmartScale	\$ -
Local	\$ 13,422,860
Total	\$ 16,698,751

FUNDING – Phase II

<u>Expenses</u>	PHASE II
Preliminary Engineering (PE-101)	\$ 1,214,699
Right-of-Way (RW-201)	
R/W Acquisition	\$ 383,488
Franchise (Private) Utility Relocation	\$ 4,638,949
Total Right-of-Way Cost (RW-201)	\$ 5,022,437
Construction (C-501)	\$ 7,286,568
Phase Project Total (All Phases)	\$ 13,523,704
<u>Funding Received/Allocated</u>	PHASE II
Revenue Sharing	\$ 2,000,000
SmartScale	\$ 2,009,265
Local	\$ 7,099,450
Total	\$ 11,108,715
<u>Unidentified</u>	PHASE II
	\$ 2,414,989
Total	\$ 2,414,989

FUNDING – Phase III

Preliminary Engineering (PE-101)	\$ 1,282,267
Right-of-Way (RW-201)	
R/W Acquisition	\$ 532,196
Franchise (Private) Utility Relocation	\$ -
Total Right-of-Way Cost (RW-201)	\$ 532,196
Construction (C-501)	\$ 8,568,873
Phase Project Total (All Phases)	\$ 10,383,336
<u>Funding Applied For</u>	PHASE III
Revenue Sharing	\$ -
SmartScale	\$ 10,383,336
Local	\$ -
Total	\$ 10,383,336

FUNDING – Phase IV

<u>Expenses</u>	PHASE IV
Preliminary Engineering (PE-101)	\$ 1,402,877
Right-of-Way (RW-201)	
R/W Acquisition	\$ 574,808
Franchise (Private) Utility Relocation	\$ 1,268,771
Total Right-of-Way Cost (RW-201)	\$ 1,843,579
Construction (C-501)	\$ 5,831,508
Phase Project Total (All Phases)	\$ 9,077,964
<u>Funding Received/Allocated</u>	PHASE IV
Revenue Sharing	\$ -
SmartScale	\$ -
Local	\$ -
Total	\$ -
<u>Unidentified</u>	PHASE IV
	\$ 9,077,964
Total	\$ 9,077,964

FUNDING – Phase I to IV

<u>Expenses</u>	PHASE I	PHASE II	PHASE III	PHASE IV	TOTAL
Preliminary Engineering (PE-101)	\$ 1,704,807	\$ 1,214,699	\$ 1,282,267	\$ 1,022,055	\$ 5,223,828
Right-of-Way (RW-201)					
R/W Acquisition	\$ 863,835	\$ 383,488	\$ 532,196	\$ 574,808	\$ 2,354,327
Franchise (Private) Utility Relocation	\$ 4,314,051	\$ 4,638,949	\$ -	\$ 1,268,771	\$ 10,221,771
Total Right-of-Way Cost (RW-201)	\$ 5,177,886	\$ 5,022,437	\$ 532,196	\$ 1,843,579	\$ 12,576,098
Construction (C-501)	\$ 9,816,058	\$ 7,286,568	\$ 8,568,873	\$ 5,831,508	\$ 31,503,007
Phase Project Total (All Phases)	\$ 16,698,751	\$ 13,523,704	\$ 10,383,336	\$ 8,697,142	\$ 49,302,933
<u>Funding Received/Allocated</u>	PHASE I	PHASE II	PHASE III	PHASE IV	TOTAL
Revenue Sharing	\$ 3,275,891	\$ 2,000,000	\$ -	\$ -	\$ 5,275,891
SmartScale	\$ -	\$ 2,009,265	\$ -	\$ -	\$ 2,009,265
Local	\$ 13,422,860	\$ 7,141,300	\$ -	\$ -	\$ 20,564,160
Total	\$ 16,698,751	\$ 11,150,565	\$ -	\$ -	\$ 27,849,315.92
<u>Funding Applied For</u>	PHASE I	PHASE II	PHASE III	PHASE IV	TOTAL
Revenue Sharing	\$ -	\$ -	\$ -	\$ -	\$ -
SmartScale	\$ -	\$ -	\$ 10,383,336	\$ -	\$ 10,383,336.00
Local	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 10,383,336	\$ -	\$ 10,383,336.00
<u>Unidentified</u>	PHASE I	PHASE II	PHASE III	PHASE IV	TOTAL
	\$ -	\$ 2,373,139	\$ -	\$ 8,697,142	\$ 11,070,281
Total	\$ -	\$ 2,373,139	\$ -	\$ 8,697,142	\$ 49,302,933

**\$3,159,456.95 Spent on Design Development

**\$226,383.13 to be spent on Utility Design (have spent \$244,904.51 to date)

UVA's Commitment



Office of the Executive Vice President and
Chief Operating Officer

March 27, 2018

Mr. Maurice Jones
City Manager
City of Charlottesville
P.O. Box 911
Charlottesville, Virginia 22902

Dear Maurice,

The University of Virginia, like the City, is interested in improving the safety, security, and walkability of our community. We believe major redevelopment projects like Brandon Avenue and the Ivy Corridor will help contribute to this goal. We have also collaborated with the City staff on your Emmet Street Smart Scale project and on the West Main Street Streetscape project which include elements that will facilitate pedestrian and bike safety for community members and students. In fact, the construction of the Battle Building on the corner of West Main and JPA included major improvements to the intersection as well as conforming to the City's Streets that Work guidelines.

In the interest of supporting progress toward a safer and more bike and pedestrian friendly community the University has set aside up to \$5 million in support that we are prepared to provide to the City for its projects in areas adjacent to the University Grounds. If Council decides to seek payment for Brandon Avenue (FMV \$539,000) we are able to cover that purchase price from the funds that we have previously set aside. The remaining portion of our \$5 million funding commitment will remain available for the West Main Street streetscape project.

We look forward to continuing our partnership to make Charlottesville the best place to live, work and attend school.

Sincerely

A handwritten signature in black ink, appearing to read "Pat", written over a faint, larger version of the same signature.

Patrick D. Hogan
Executive Vice President and
Chief Operating Officer

Future Maintenance Needs

EXISTING INFRASTRUCTURE					
	Phase 1	Phase 2	Phase 3	Phase 4	ALL PHASES
Marking and Signage	\$ 4,680.53	\$ 3,729.20	\$ 3,262.80	\$ 5,137.60	\$ 16,810.13
Raised Crosswalks	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Amenities	\$ 530.67	\$ 165.83	\$ 1,125.00	\$ 2,250.00	\$ 4,071.50
Signage	\$ 840.00	\$ 1,470.00	\$ 1,050.00	\$ 1,260.00	\$ 4,620.00
Exterior Lighting Fixtures	\$ 10,773.00	\$ 10,443.00	\$ 7,920.00	\$ 2,305.80	\$ 31,441.80
Total	\$ 16,824.20	\$ 15,808.03	\$ 13,357.80	\$ 10,953.40	\$ 56,943.43

NEW DESIGN INFRASTRUCTURE					
	Phase 1	Phase 2	Phase 3	Phase 4	ALL PHASES
Marking and Signage	\$ 14,990.67	\$ 5,914.27	\$ 3,832.75	\$ 9,342.93	\$ 34,080.62
Raised Crosswalks	\$ 2,329.50	\$ 2,953.80	\$ 1,504.80	\$ 1,603.57	\$ 8,391.67
Transit Amenities	\$ 20,000.00	\$ 7,000.00	\$ 14,000.00	\$ 7,000.00	\$ 48,000.00
Signage	\$ 21,490.40	\$ 9,320.00	\$ 25,240.00	\$ 20,310.00	\$ 76,360.40
Exterior Lighting Fixtures	\$ 14,850.00	\$ 12,130.02	\$ 9,493.92	\$ 8,584.95	\$ 45,058.89
Total	\$ 73,660.57	\$ 37,318.09	\$ 54,071.47	\$ 46,841.45	\$ 211,891.57

Future Maintenance Needs

Maintenance Estimate - Parks & Recreation

Task	Frequency	Occurrences	Duration per Unit	Units	Staff Hours per Occurrence	Total Hours	Cost Per Hour	Total Cost	
Trash Removal	Daily	365	0.12	10	1.20	438.0	\$ 26.00	\$ 11,388	
Blowing	Daily	365	1.50	1	2.00	730.0	\$ 26.00	\$ 18,980	
Sweeping	Daily	365	1.50	1	2.00	730.0	\$ 26.00	\$ 18,980	
Tree Watering	Weekly During Season	30	0.12	151	18.12	543.6	\$ 26.00	\$ 14,134	
Tree Grate Maintenance	Annually	1	1.00	144	144.00	144.0	\$ 26.00	\$ 3,744	
Planters	Weekly During Season	40	0.12	86	10.32	412.8	\$ 26.00	\$ 10,733	
Bench Inspection & Repair	Weekly During Season	52	0.25	1	0.03	13.0	\$ 26.00	\$ 338	
Planting Beds	Weekly During Season	40	2.00	1	2.00	80.0	\$ 26.00	\$ 2,080	
Paver Repairs	As Needed	250	0.50	1	0.50	125.0	\$ 26.00	\$ 3,250	
Table Inspection & Repair	Weekly During Season	52	0.25	1	0.25	13.0	\$ 26.00	\$ 338	
Tree Pruning	Annually	1	0.50	151	75.50	75.5	\$ 26.00	\$ 1,963	
Travel Time	Daily	365	1.00	3	3.00	1095.0	\$ 26.00	\$ 28,470	
						TOTAL HOURS	4399.9	Total Additional Salary	\$ 114,397
						ANNUAL HOURS	1271.6	Supervisor Allowance	\$ 35,360
						ADDITIONAL FTE	3.46	Custodial Supplies	\$ 8,250
								Other Supplies	\$ 7,501
								Fuel	\$ 2,001
								Total Salary & Operations	\$ 167,510
						Additional Equipment Required (Initial Capital Expenses)			
								Crew Vehicle	\$ 60,500
								Water Truck	\$ 66,000
								Additional Sweeper	\$ 82,500
								Small Engine Equipment	\$ 22,000
								Total Equipment	\$ 231,000
								Total First Year Expense	\$ 398,510

Existing Maintenance Needs

Signal Replacement Schedule

- Ridge St./McIntire Rd./South St. (1960)
- 4th St. (2005)
- 7th St. (2005)
- 10th St./Roosevelt Brown Blvd. (2001)
- 11th St. (2013)
- Jefferson Park Ave. (2011)

Pedestrian Actuation @ Signals

- Ridge St./McIntire Rd./South St.
- 4th St.
- 10th St./Roosevelt Brown Blvd.
- Jefferson Park Ave.

Repaving and Striping – last done 1996

General Maintenance – Lighting, Sidewalk, Signage, etc.

Missing Curb Ramps

- 7th Street NW - NE corner
- 9th St SW - SE corner
- 9th St SW - SE corner
- Bridge - NW end
- Bridge - SW end
- Bridge - NE end
- Bridge - SE end
- 7th St NW - NW corner
- Ridge St - SE corner of island
- 12th St NW - S corner

Curb Ramps that need to be Upgraded

- (UNK Quantity)

Water & Gas Lines Replacement

- ~ 3,7000 linear feet(lf) of 10” water line installed in the 1950’s
 - Will be upsized to a new 12” water line to handle needed replacement and added capacity
-
- ~5,000 lf of a low pressure gas 10” line in West Main Street was installed prior to 1930
 - Also replacing ~4,710 lf of polyethylene gas line and associated services
 - Will be replaced with high pressure 4” gas line
-
- Design is being funded and coordinated with West Main Streetscape
 - Will occur before Streetscape project
 - Needed in the next few years
 - 6-7 months of design
 - ~1 year of construction

Construction Phasing

- 1) Water and Gas Line Upgrade & Relocation
- 2) Private Utility Undergrounding
- 3) Streetscape Construction

		2020		2021		2022		2023		2024								
		4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Public Utilities	Design	Yellow	Yellow	Yellow														
	Construction				Blue	Blue	Blue	Blue										
Private Utilities	Design	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow									
	Construction									Blue	Blue	Blue	Blue	Blue				
Streetscape	Design	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow									
	Right of Way			Green	Green	Green	Green	Green	Green									
	Construction														Blue	Blue	Blue	Blue



NEXT STEPS



NEXT STEPS

Value Engineering Study

Used to:

- Improve project quality
- Eliminate unnecessary costs
- Reduce overall life-cycle costs
- Other Benefits:
 - Shorten construction schedule
 - Identify Efficiencies

Options presented and evaluated against:

- Project's purpose and need
- Previous public input
- City department's responses
- Value of Savings vs. Design Changes

NEXT STEPS

- **Value Engineering Study**
- Would be conducted on whole corridor
- Federal and State Requirement
- On-Call Contract with RK&K used – scope of ~\$41k
 - Has experience with previous roadway projects
 - Familiar with community and City expectations

Beimont VE Study.pdf - Adobe Acrobat Reader DC

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Home Tools Document

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Sign In

VE Recommendation Approval Form

Recommendation	Cost Saving Measures	Minimize ROW Impact	Improved Constructability	Enhance Operational Performance	City Approval
Remove Pedestrian Tunnel at Graves Street	Green	Green	Green	Red	No
Relocate Pedestrian Tunnel at Graves Street	Green	Green	Green	Green	No
Elimination of Detention System C	Green	Green	Green	Green	No
Asphalt Parking Lot in Place of Scored Concrete /Pavers	Green	Green	Green	Red	Maybe
Nutrient Credits in Place of Bioretention	Green	Green	Green	Green	No
High Visibility Crosswalks in Place of Scored Concrete	Green	Green	Green	Red	Maybe
Reduce the Proposed Bridge and Roadway Width	Green	Green	Green	Red	No
Simplify Lighting	Green	Green	Green	Red	No
Detailing of Median	Green	Green	Green	Green	Yes
Reclassify Steel Reinforcement Specified	Green	Green	Green	Green	Yes
Redesign the Mezzanine Wall as an MSE Wall	Green	Green	Green	Green	Yes
Optimize the Beam Spacing	Green	Green	Green	Green	Yes
Shallower Beams in Span A	Green	Green	Green	Green	No
Remove Railroad Crashwall	Green	Green	Green	Green	Yes
Remove Drilled Shafts from the Project	Green	Green	Green	Green	Yes
Revise the Knuckle Design	Green	Green	Green	Green	Yes

Green Positive benefit to the project
Red Negative impact to the project

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10:40 PM 9/21/2020



NEXT STEPS

Statue Relocation

May 6, 2019

Resolution directing the “Lewis and Clark and Sacagawea Memorial shall be slightly shifted as approved in the Schematic Design Plan.”

November 15, 2019

Resolution “that staff is directed to present the Council with a plan for the removal of the statue from West Main Street....”



NEXT STEPS

- Update Project Website
- Coordinate Phase II with Phase I with the VDOT
- Finalize Consultant Contract for Phase I & II
 - Add state requirements
- Next Public Meeting – Design Public Hearing



PUBLIC COMMENT



DIRECTION FORWARD