



## FONTAINE AVENUE STREETSCAPE

### Steering Committee Meeting #2: Meeting Summary

**Date:** February 28, 2019, 5:30pm – 7:30pm

**Location:** Neighborhood Development Services Conference Room

#### Agenda:

- Welcome
- Recap of Previous Steering Committee Meeting
- Review of Public Workshop
- Streetscape Activity
- Next Steps
- Adjourn

#### Steering Committee Attendees:

<b>Carl Schwarz</b>	Board of Architectural Review
<b>Cort Hammond</b>	Bike and Pedestrian Advisory Committee
<b>Helen Wilson</b>	UVA Office of the Architect
<b>Hosea Mitchell</b>	Planning Commission/Entrance Corridor Review Board
<b>Jess Wenger</b>	Fry's Springs Neighborhood Association
<b>Jody Lahendro</b>	Tree Commission
<b>Kevin McDermott</b>	Albemarle County Community Development - Transportation
<b>Lorie Craddock</b>	Atlas Coffee
<b>Mike Smith</b>	Bike and Pedestrian Advisory Committee
<b>Patrick Wright</b>	UVA Health System – Facilities
<b>Rebecca White</b>	UVA Department of Parking and Transportation

#### Also In Attendance:

Michael Manto

Atlas Coffee

### Discussion:

- The design team reviewed information and comments from Steering Committee Meeting #1.
- The design team the reviewed comments and input from the public workshop.

### Group Activity:

- To determine feedback from the Steering Committee on what the ideal streetscape for the corridor would be, the group completed an activity to lay out a typical street section based on the options available. These options included bike lanes, parking, sidewalks, vehicular lanes, lighting, and green space.
- The activity was preceded by a discussion on the available right-of-way along the corridor. Available right-of-way varies from approximately 50' to 65', generally increasing from east to west. While the Committee was not bound to stay within the right-of-way with their concepts, this information was provided as context to assist them in understanding the potential for private property impacts along the corridor.
- The following section was developed by the group and they felt it was a reasonable approach to meeting the needs of the committee. It includes 11-foot travel lanes (one per direction), a 5-foot bicycle lane in each direction, a landscaped buffer area (4 to 6 feet) – potentially with street trees or other plantings, and 6' sidewalks.





- For narrower sections of the corridor (such as near the JPA intersection), the group suggested eliminating the landscaped buffer area to reduce the potential footprint and to provide additional room to accommodate turn lanes at this critical intersection.

#### **Group Discussion Key Points:**

- Related to on-street parking, some landlords may be charging additional for residents to keep vehicles on-site. This may lead to some of the on-street parking.
- Continuum Health Care doesn't fully utilize the parking facilities they have. Is there an opportunity for parking in the garage?
- There are two Group Homes on the corridor that may house up to 20 people.
- Committee members confirmed the design team's observations that businesses along the corridor do not get much benefit from the on-street parking.
- Atlas Coffee has two parking spaces plus a handicap space in front of the business and about 20 spaces behind the business. Parking for the businesses is a premium.
- The Steering Committee agreed that on-street parking is not a priority. This agreed with comments received from the public workshop.
- The turn lanes at JPA are very important. On eastbound Fontaine, there is a left-turn lane and a right-turn at this intersection. Start the lanes further from the intersection, if possible.
- The Steering Committee focused on a typical section that has dedicated bicycle lanes, preferably separated from vehicles by a buffer; a buffer strip outside of the roadway for trees, lighting and potentially utilities and a sidewalk (minimum of 6').
- It was noted that a 4-foot landscaped buffer is not sufficient for most street trees and perhaps a wider buffer on one side with trees and a narrower buffer for the overhead utilities would be appropriate.

#### **Next Steps:**

- Based on the input received to date, the Design Team will develop conceptual sketches and sections depicting potential improvements for the corridor. These preliminary draft concepts will be shared at the next meeting for additional input.

