



## NEIGHBORHOOD CONSERVATION PROGRAM FINAL DESIGN PRESENTATION MEETING NOTES (KEY POINTS ONLY)

**ACTIVE PROJECT: SYCAMORE STREET FROM 26<sup>TH</sup> STREET NORTH TO THE WILLIAMSBURG CIRCLE**

**DATE:** MARCH 2, 2017      **TIME:** 7:30PM-9:00PM

**PLACE:** NOTTINGHAM ELEMENTARY SCHOOL

### **ATTENDEES:**

1. Chris Rinaldi 6404 30<sup>th</sup> Street North
2. Tim and May Neely 6433 26<sup>th</sup> Street North
3. Nathan Hoobler 6318 29<sup>th</sup> Street North
4. Kristen Floom 2821 N. Somerset Street
5. Jonathan Levine 6430 29<sup>th</sup> Street North
6. Joe Lawler 2830 North Sycamore Street
7. Ryan Paquet 2915 North Sycamore Street
8. Martha Kopca 2612 North Sycamore Street
9. Giles Crimi 5823 Little Falls Road
10. Oliver Coudert 6432 26<sup>th</sup> Street North
11. Tim McIntosh, NC Program Manager
12. Jill Yutan, NC Landscape Architect
13. Matthew Trout, Engineering Design Team Supervisor
14. Jiong Lin, Design Engineer
15. Tina Chiappetta, Real Estate Specialist

### **OVERVIEW OF THE NC ACTIVE PROJECT:**

Following sign-in by attendees, Tim McIntosh, Neighborhood Conservation (NC) Program Manager, introduced County staff present. It was noted the project was funded in two separate phases in 2011 and 2013. Jonathan Levine, NC Representative for the Williamsburg neighborhood also discussed the importance of the project and highlighted that it was originally mentioned in the 2000 Williamsburg NC Plan. It was noted the project would make a huge difference in pedestrian safety along Sycamore Street.

### **PRESENTATION OF THE FINAL DESIGN PLANS FOR THE NC ACTIVE PROJECT:**

Matthew Trout, P.E., DES Design Team C Supervisor, presented the Final Design plans. The plans included reducing the travel lanes from four lanes to two lanes, with the installation of a grass median in the middle of the existing roadway. Each of the intersections would be “bumped” out at the corners in order to provide a shorter crossing distance for pedestrians. There will also be marked crosswalks at some of the intersections and there will be a pedestrian refuge in the median that will serve as an area where a pedestrian can walk half way across the road and stop in a safe place prior to

crossing the second half of the roadway. There are some changes in ARTBus stops, which also includes some relocations and consolidations. Overall, no bus routes are eliminated and the same service will be available. The roadway will be repaved and there are storm line upgrades included in the project. Lastly, there will be minor changes to the Williamsburg Circle area to help with traffic and pedestrian circulation.

#### **TREE PROTECTION/REPLACEMENT/GRADE RESTORATION:**

Jill Yutan, NC Landscape Architect, presented the tree plan for the proposed medians. Jill stated that she has selected appropriate trees for the medians and also took into consideration site lines at the ends of each median so there should not be any issues seeing cars at intersections. Included with these minutes is a street median plant list which includes the types of trees that will be installed in the median. In addition to that plant list is a copy of the proposed design along with the landscape plan for the medians. The tree species plant sheets were also shared at the meeting. The selected trees are monitored over a 12-month warranty period. County Department of Parks & Recreation (DPR) will maintain the trees after the end of the initial warranty period.

#### **QUESTIONS/COMMENTS FROM PROPERTY OWNERS:**

The design was well received by the attendees and many commented that it would be a significant improvement for pedestrian safety. In addition, the installation of a median with planted trees was welcome by many. Below are some items that were brought up at the meeting in no particular order of significance.

One resident asked if the medians could be tapered a bit at each end (where there are no dedicated left turn lanes) in order to facilitate U-Turn movements. Staff agreed to look into the request with the County's Transportation, Engineering and Operations (TE&O) Bureau. TE&O reviews and approves all plans in the county since Arlington owns and maintains most of its roadways. Sycamore Street is owned and maintained by Arlington County.

There was a question about whether or not the county could paint the bike lanes green as done in some other areas of the county. Staff responded that the green bike lanes were mostly used for high conflict areas, but agreed to look into it with the county's bike and pedestrian manager.

Another resident inquired about the width of the proposed parking lane, which will be the county standard of 7'. The resident was concerned that the parking lane was too narrow and an additional 1' would be ideal to have more room to get in and out of cars. Staff noted that there would also be a 6' bike lane adjacent to the parking lane so there would be a significant buffer between the parking lane and the roadway. Staff agreed to look into the request.

There was also a question about car volumes and speeds on Sycamore Street. Staff agreed to obtain the data on file and get back to the resident.

#### **Temporary Easements:**

A staff member from the Real Estate Bureau also attended the meeting to talk briefly about Temporary Easements. A Temporary Easement allows the County contractor's staff to access private yards to perform construction-related work including the relocation of fences, replacement of disturbed sod, matching-up of grade through cut and fill for the adjacent Active Project work within the public Right-of-Way. For example, when a concrete driveway apron is poured within the public Right of Way, a Temporary Easement allows construction staff to match the new apron with the existing driveway in a resident's yard. If it is a concrete driveway, it is typical to saw cut the existing driveway at the closest expansion joint to the property line and replace that portion with new concrete in the yard to match the driveway with the new apron. In the case of Sycamore Street, the easements needed for construction are focused on the properties at intersections and where new ARTBus stops are located. Temporary Easements become null and void upon completion of construction. Please note that construction cannot begin on the project until all homeowners have signed the agreements. Please respond to the staff member when he/she attempts to contact you as the easements will need to be notarized.

## **NEXT STEPS LEADING UP TO CONSTRUCTION/COMPLETION (ESTIMATED TIMELINE):**

The project is almost at 100% design and is expected to be finalized by the middle of April. After the plan is finalized, it will be circulated internally for final review and signatures from the necessary staff. The project will then be prepared for competitive bid and hopefully be finalized in time for the July Arlington County Board meeting. The County Board will need to approve and authorize the winning bid. Once the bid is approved, work should commence in late August or early September. The project is expected to take at least three to four months, with additional time needed to re-pave the roadway once all the hardscape work is complete. The repaving of the roadway will not likely occur until spring of 2018. In addition, the installation of the trees would not be done earlier than spring of 2018.

If there are any additional questions regarding the project or final design meeting, please contact Tim McIntosh at [tmcintosh@arlingtonva.us](mailto:tmcintosh@arlingtonva.us) or 703-228-3829.

Thank you.