



Bicycle & Pedestrian Subcommittee
Of The Transportation Safety & Advisory Commission
City of Harrisonburg, Virginia

TO: Bicycle & Pedestrian Subcommittee Members

FROM: Thanh Dang, Public Works Planner

DATE: September 12, 2014

RE: Bicycle & Pedestrian Subcommittee Meeting Summary for September 4, 2014 – Special Meeting

The Bicycle & Pedestrian Subcommittee will meet on Thursday September 4, 2014 at 6:00pm in City Council Chambers at 409 South Main Street, Harrisonburg. Meetings are always open to the public and citizens are encouraged to attend.

Welcome

Subcommittee members: John McGehee, Elise Barella, Carl Droms, Eric Saner, Len Van Wyk

Guests: Thanh Dang, Tom Hartman, Abe Shearer, Charles Chenault, Nathan Musselman, Evan Fritz, Tom Benevento, Deb Fitzgerald, Kevin Burnett, David Ehrenprise, Carl Kaufman, Adrie Voors, Poti Giannakouros, Thomas Jenkins, Rich Harris, Lee Eshelman, Kip Mumaw, Karl Shank, Brian Wagner, Suzi Carter, Michael Weaver, and others.

Business

1. Northend Greenway Project & Funds

Chairman McGehee opened the meeting with introductions. Subcommittee members and guests introduced themselves.

Chairman McGehee made note that tonight the Subcommittee will receive a presentation from staff about the Northend Greenway, will have discussion, and open a period for public comment. The Subcommittee will not vote this evening.

Referring to the memorandum dated August 28, 2014 that was addressed to the Subcommittee and also posted on the City's website, Ms. Dang presented the Northend Greenway project background and project history. (See Attachment A.)

Ms. Dang then presented Options A through E. (See Attachment A.)

After some discussion, the Subcommittee asked staff to break Option A into two segments for their consideration. Option F1 would go from the intersection of Mt. Clinton Pike and Virginia Avenue to the end of pavement at Suter Street. Option F2 would go from the end of pavement at Suter Street to Johnson Street. City staff will send this information to the Subcommittee in advance of the next meeting. The Subcommittee also requested that a map showing all the options be provided in advance of the next meeting.

Questions about the PPEA proposal were raised and Ms. Dang explained that the proposal is proprietary and staff was unable to share details.

Discussions, comments, and questions from Subcommittee members and guests included:

- Comment: The essence of the Northend Greenway is to be an overland route, away from the road.
- Question: What is the schedule for the Mt. Clinton Pike Road Improvement Project, as described in Option E? Response: Staff anticipates 60% public hearing plans and meeting to take place in January 2015, and for the right of way phase to begin in 2015. Construction is anticipated to be completed in 2017-2018.
- Comment: It was requested that the Subcommittee have a third meeting after its September 22 meeting to give the public more time to weigh in on new Options F1 and F2.
- Comment: The *Northend Greenway Design Principles* was discussed. Part of the guiding principles is to connect neighborhoods and universities in a park-like fashion.
- Comment: Accessible entrances/ access points are encouraged.
- Question: If the Northend Greenway was constructed in phases, and F1 was constructed first, would there be signage to direct bicyclists and pedestrians to and from downtown through the neighborhood? Response: Staff is working on a "comfort-level" bike map for the entire city and this information could be used to inform future wayfinding signage in this area.
- Comment: Northend Greenway steering committee members commented that they have been in touch with property owners within the F1 area and they are still interested in donating land.
- Question: Why can't the city acquire right-of-way now? Response: Engineering design for the Northend Greenway is not far along enough yet to accurately determine how much donated land/ easements or temporary construction easements are needed for the shared use path. Variables to consider include slopes to tie into the new trail, retraining walls, etc. Additionally, using state funds (VDOT Revenue Sharing) requires a public hearing be held before right-of-way can be acquired. Design plans need to be at 60% completion to go to public hearing and they are not yet there.

- Comment: It is important that the Northend Greenway provide connectivity and greenspace, in a linear park fashion. There is a possibility of a spine (trail) running through Harrisonburg, that would be anchored by two universities, and for additional trail segments to come off the spine and connect with neighborhoods and other schools. The Northend Greenway should not be adjacent to a street.
- Question & Comment: What is the expected level of use? If the Northend Greenway is constructed in phases, the segment to be constructed first should have the higher expected level of use.
- Comment: If constructed in phases, the first phase should have logical termini.
- Comment: The segment from Virginia Avenue & Mt. Clinton Pike to Suter Street is the most practical segment and will increase the number of people biking. It is a shorter distance and more direct to downtown compared to existing on road routes.
- Comment: It is important that the Northend Greenway be beautiful and safe.
- Comment: Both phases are important and beautiful. Likes the phased approach to constructing the path.
- Comment: If constructed in two phases, there should be encouragement and commitment to construct the entire Northend Greenway in the future and complete the entire vision. If only Segment F1 was constructed, and the neighborhood roads were used to travel to and from downtown, it should only be considered as a temporary band aid.
- Question: What is the timeframe for constructing any portion of the Northend Greenway?
Response: The earliest construction could start is summer 2017. It will take time to design the project and acquire the right-of-way (land).
- Question: How quickly can engineering design begin? Response: The City has an on-call contract with engineering consultants. A scope and fee had been developed in late-Summer 2013 that could be revised and design work could begin pretty quickly.
- Question: If Option E were pursued, if there were right-of-way challenges on the Mt. Clinton Pike Roadway Project would that delay the Northend Greenway project? Response: It could, and would be a risk for both projects. There was discussion regarding “quick takes” (eminent domain) and that City Council would have used it for roadway projects, but are not likely to do so for a trail project.
- Comment: The Subcommittee’s charge is to recommend to City Council what to do with the \$1.2 million.
- Comment: All options being considered have a funding gap.
- Question: This group is a subcommittee of the Transportation Safety & Advisory Commission. Will information be presented to the Commission? Response: The Commission meets October 8, so ideally the Subcommittee would have recommendations made by then.
- Comment: Any written comments received from the public will be included in the City Council agenda packet.

Chairman McGehee encouraged guests to follow up with comments and questions in writing. Comments may be directed to Thanh Dang at Thanh.Dang@harrisonburgva.gov and she can distribute the comments to Subcommittee members.

Next Meeting: Monday September 22, 2014 at 6pm at City Council Chambers

Adjourn



The City of Harrisonburg, Virginia

Office of the Public Works Department

Memorandum

STREET MAINTENANCE
TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
REFUSE/ RECYCLING
RESOURCE RECOVERY
CENTRAL STORES

To: Bicycle & Pedestrian Subcommittee
From: Thanh Dang, Transportation & Environmental Planning Manager
Date: August 28, 2014
Re: Northend Greenway Project & Funds

On August 12, 2014, City Council rejected an unsolicited PPEA (Public-Private) proposal to construct the Northend Greenway Shared Use Path and requested that the Bicycle & Pedestrian Subcommittee provide recommendations for the Northend Greenway project and funds. (See Meeting Minutes in Attachment A.) The Bicycle & Pedestrian Subcommittee will meet on Thursday, September 4, 2014 at 6pm in City Council Chambers to consider this item.

Below is a summary report which includes a project background, options for consideration, and project history.

Background

The Northend Greenway is a proposed 1.6-mile, 10-ft wide paved, shared use path that is envisioned to extend generally between the Park View Area, northwest of the intersection of Mt. Clinton Pike, to Johnson Street north of Downtown Harrisonburg, approximately following Blacks Run. (See Attachment D for Project Concept Map.)

In 2013, the City was awarded \$600,000 in VDOT Revenue Sharing funds which included a city match of an additional \$600,000 for a total of \$1.2 million for the Northend Greenway project.

Upon allocation of VDOT Revenue Sharing funds, localities are expected to initiate projects and begin expending some funds within one year. Per the signed agreement with VDOT, the Northend Greenway project may be subject to de-allocation if not initiated by July 1, 2014. (Note: VDOT is aware of the PPEA proposal, the City's review period, and that the PPEA was rejected.) A deadline extension may be considered if recommended by the VDOT Revenue Sharing Program Manager and is at the discretion of the Commonwealth Transportation Board. City staff and VDOT staff will continue to coordinate.

Generally, Revenue Sharing funds may be transferred to existing revenue sharing projects (this is the VDOT preferred method of transfer) or to existing non-revenue sharing projects that are in the Six Year Improvement Program, Secondary Six Year Plan, or locality's Capital Improvement Program (CIP) if needed to meet the approved federal obligation schedule, or to ensure a scheduled advertisement date be met or advanced, or if needed for project award, or to fund the deficit on a completed project, and if approved by the Commonwealth Transportation Board. However, for the FY14 Revenue Sharing funds (which the Northend Greenway was awarded from), there are additional stipulations to keep funds on the

project for which the application was made for due to the competitiveness of the applications that year and the fact that other localities' requests for funding were not granted.

In June 2013, the City of Harrisonburg, Northend Greenway steering committee, and engineering consultants completed the *Northend Greenway Design Principles* that outlined the core design values and principles for the project. This work cost \$53,852, leaving a total of up to \$1,146,148 in VDOT Revenue Sharing and City funds available for the project.

Options for Consideration

The Bicycle & Pedestrian Subcommittee is requested to make a recommendation to City Council by ranking the following options in order of preference. There are still many unknown variables that will affect the feasibility of each of these options including, but not limited to, property owners being agreeable to donate or sell land/easements for the path, additional funding required, and VDOT approval. Costs below also include contingencies.

Options A, B, and C were presented to City Council on August 12, 2014. Options D and E are new options developed by city staff for consideration.

OPTION A – Consider a “traditional” design-bid-build for the length of the Northend Greenway from Mt. Clinton Pike to Johnson Street.

Funding available - \$1,146,148
Total Probable Cost - \$2,455,000
 Engineering - \$205,000
 R/W Acquisition & Administration (assumes no donations) - \$250,000
 Construction - \$2,000,000
Funding still needed - \$1,308,852

Note: A section of path along Mt. Clinton Pike between Park Road to Virginia Avenue would be constructed with the Mt. Clinton Pike Roundabout and Road Improvement Project. (The road improvement project is not yet fully funded. See Option E for more project information.)

OPTION B – Consider doing nothing at this time with the Northend Greenway project. It is likely that Revenue Sharing funds would be returned to VDOT for reallocation to another project in Virginia. As previously noted, FY14 Revenue Sharing funds had stipulations that may prevent it from being transferred to another project in the city.

OPTION C – Consider an alternative design-bid-build project starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Technology Drive (where new grocery store path construction will pick up). The path will be on the south side of Mt. Clinton Pike. This option does not provide a shared use path connection to downtown.

Funding available - \$1,146,148
Total Probable Cost = \$1,336,000
 Engineering - \$174,800
 R/W Acquisition & Administration (assumes no donations) - \$126,500
 Construction - \$1,035,000
Funding still needed - \$190,152

Note: This option could be accomplished overtime as properties along Mt. Clinton Pike are developed and those developments would be required to construct the path.

OPTION D – Consider an alternative design-bid-build project starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Liberty Street intersection. At this intersection, the Northend Greenway would turn south on Liberty Street to a point where it would cross Liberty Street at the vacant right-of-way of Suter Street and end at the pavement of Suter Street. From this ending point, pedestrians and bicyclists could use neighborhood streets to navigate to and from downtown.

Funding available - \$1,146,148
Total Probable Cost = \$1,750,300
 Engineering - \$230,000
 R/W Acquisition & Administration (assumes no donations) - \$167,900
 Construction - \$1,352,400
Funding still needed - \$604,152

OPTION E – Consider “combining” the Northend Greenway project with the Mt. Clinton Pike Roundabout and Road Improvement Project. The City has received VDOT Revenue Sharing funds for a new roundabout at the intersections of Mt. Clinton Pike, Chicago Avenue, and Park Road, and will be extending the limits of this project to include road improvements and a shared use path from the roundabout to the intersection of Mt. Clinton Pike and Virginia Avenue. Eastern Mennonite University and the City have partnered to plan for a trail head with parking area and restrooms east of the roundabout. (See Conceptual Drawing in Attachment E. Note: This is conceptual only; and will be used to inform EMU’s future campus master plan.)

Mt. Clinton Pike
Funding available - \$750,000 Revenue sharing + \$750,000 City match
 + \$250,000 additional city funds = \$1,750,000
Total Probable Cost = \$5,137,919
 Engineering - \$537,919
 R/W Acquisition & Administration (assumes no donations) - \$1,600,000
 Construction - \$3,000,000
Funding still needed - \$3,387,919

Northend Greenway
Funding available - \$1,146,148
Total Probable Cost - \$2,455,000
 Engineering - \$205,000
 R/W Acquisition & Administration (assumes no donations) - \$250,000
 Construction - \$2,000,000
Funding still needed - \$1,308,852

If available funds for the Northend Greenway and Mt. Clinton Pike projects were combined (total \$2,950,000), the City would be able to move both projects through full Engineering and R/W phases (total probable cost \$2,592,919). The City would still need to apply for grants and/or apply local dollars towards the projects for construction. Grants are more likely to be awarded for “shovel ready” projects. Additionally, there would be cost savings (not reflected in costs above) to the City if environmental assessments, environmental permits, construction permits, utility relocations, and mobilization costs during construction were done together for both projects, rather than separately.

Project History

On July 27, 2010, following over one year of planning work, one public input meeting, and two public comment periods, City Council held a public hearing and adopted the 2010 City of Harrisonburg Bicycle & Pedestrian Plan.

In November 2010, the City was approached by and met with representatives of New Community Project and community members who were leading an effort to establish the Northend Greenway.

On March 8, 2011, City Council held a public hearing and the Bicycle & Pedestrian Plan was amended to add the Northend Greenway. (See minutes in Attachment C.)

In 2013, the City was awarded \$600,000 in VDOT Revenue Sharing funds which included a city match of an additional \$600,000 for a total of \$1.2 million for the Northend Greenway project.

In June 2013, the City of Harrisonburg, Northend Greenway steering committee, and engineering consultants McCormick Taylor, Johan Zimmermann and Gil Colman, completed the *Northend Greenway Design Principles*.

June 25, 2013 – City staff presented an update to City Council. (See minutes Attachment B.)

In August 2013, the City initiated and received a scope and fee for the Northend Greenway project from on call consultants McCormick Taylor. (Due to the events to follow, this scope and fee was not authorized to begin.)

In September 2013, the City was approached by a construction company interested in performing the Northend Greenway work as a PPEA. The Northend Greenway steering committee encouraged the City to consider the PPEA.

On April 17, 2014, the City received the PPEA proposal and began the review process. This included a meeting with the PPEA team on May 14, with follow up receipt of information from the proposal team in July.

On August 12, 2014, City Council considered the unsolicited PPEA (Public-Private) proposal to construct the Northend Greenway Shared Use Path and rejected the proposal. (See minutes in Attachment A.)

ATTACHMENT A – COUNCIL MEETING MINUTES - AUGUST 16, 2014

7.a. Report on Northend Greenway Unsolicited PPEA Proposal.

City Manager Hodgen stated an unsolicited PPEA proposal to construct the Northend Greenway Shared Use Path was received. Per guidelines of this process, city staff has reviewed the proposal and would recommend to Council that is not in the interest of the City to proceed with the proposal. Such recommendation is based on the following: (1.) the proposed project exceeds the scope of work anticipated by Council; (2.) the proposed project exceeds the amount of available funding for the project; and (3.) the proposal included no viable alternatives to overcome the exceeding of available funding.

City Manager Hodgen shared the following options available at this time relative to the project and believe we essentially have three possibilities: (1.) City of Harrisonburg Page 9 Printed on 8/27/2014 City Council Meeting Minutes - Final August 12, 2014 revert to a "traditional" engineering design, right-of-way acquisition, and construction bid process for Phase 1 of the project; (2.) do nothing at this time. This would not be a preferred option as the City is under time constraints from VDOT to spend the \$600,000 in Revenue Sharing funds that were made available for the project. It is possible that the Revenue Sharing Funds could be moved to a different project, subject to VDOT approval; or (3.) consider an alternative project. With the pending construction of the new grocery store project at the intersection of North Main and Mt. Clinton Pike and its requirement to construct a bike and pedestrian path along the road frontage, the City could consider continuing that path along Mt. Clinton Pike to its intersection with Virginia Avenue. There is existing city ROW along most of this route, along with existing street lighting. Preliminary, in-house cost estimates indicate that the work could be done at or near the amount of existing available funding. It is recommended that Council refer these options back to the Bike and Pedestrian Subcommittee for consideration and recommendation of one of the above alternatives. City Manager Hodgen stated the City has a good working relationship with VDOT and they would keep them posted. Council would like a recommendation by October 28, 2014.

Council Member Degner stated after a trip he took several years ago the group collectively decided where to prioritize future bike projects which were connectivity of existing bike lanes to each other and neighborhoods to schools. Council Member Degner stated he would like the Subcommittee to recommend to Council what is the best bang for our buck in short term for encouraging ridership City wide that can make the most impact that isn't only project specific but has the whole bike system involved in it. Vice-Mayor Chenault offered a motion to refer this item to the Bike and Pedestrian Subcommittee to make recommendations of one or more of the possibilities presented or any other possibilities to Council within 60 days of receiving the request. Council Member Shearer seconded the motion and approved by a voice vote.

ATTACHMENT B - CITY COUNCIL MEETING MINUTES – JUNE 25, 2013

Drew Williams, Assistant Director of Public Works, presented a presentation on the Northend Greenway. Mr. Williams provided an overview of the project which included the following: championed by New Community Project, approximately 1.6 miles in length, and was adopted into the bicycle and pedestrian plan. Mr. Williams reviewed the funding for the project which included the following: New Community Project began fundraising efforts in 2012; \$600,000 has been received from VDOT Revenue Sharing, and \$600,000 needed from City for 1:1 match. Mr. Williams reviewed the route alignment overview from Parkwood Drive to Virginia Avenue to Liberty Street to Washington Street to Main Street. Mr. Williams stated a Design and Principles Guide has been developed by Northend Greenway and New Community Project for what their vision of the plan is. Mr. Williams noted although the Design and Principles Guide had been prepared by the group, the City's primary priority is to use construction dollars as far as we can to get the trail built. Mr. Williams stated the City would be looking for Northend Greenway to implement the items in the Design and Principles Guidelines. Mr. Williams stated there would be two phases of construction because only Phase I is currently expected to be funded. Mr. Williams reviewed the cost estimate based on the \$1.2 million that the City expects to receive from the local match to the revenue sharing grant that we have been approved for and they were as follows: preliminary planning which is complete at \$50,000; engineering for the entire trail costing approximately \$335,000; right of way for the entire trail costing approximately \$140,000; and construction of Phase I (from North Main Street to Liberty Street) costing approximately \$675,000. Mr. Williams stated the City is hopeful to get right of ways granted to the City, but there are still costs of plats, easements, and recordation fees. Mr. Williams stated Phase I and II construction cost estimate is \$1,900,000 and that does not include amenities, pocket parks, etc. Mr. Williams reviewed the schedule and it was as follows: engineering to be complete by Summer/Fall 2013, right of way complete by Spring/Summer 2014, construction of Phase I by Fall/Winter 2014/2015, and Phase I completion by Spring 2015. Mr. Williams stated that Northend Greenway and New Community Project have been talking with property owners and have received letters of intent from all property owners except one or two. Mr. Williams stated with the VDOT funding, the City has to follow guidelines like they would for any project. Mayor Byrd stated that the project began with the group stating that the project wouldn't cost the City any money and all easements would be collected if the City endorsed the plan and currently after hearing the update tonight there has been no easements received and \$2.4 million being discussed. Mr. Williams stated the City had to get an alignment to see if it would work from a construction and design standpoint. Mr. Williams stated the Design and Principles Guide will not have any effect on the construction of the path, because the City will follow the Federal and State guidelines. Vice-Mayor Chenault stated that he was under the impression the group was looking for the City to place the path, but they would continue to raise money for the amenities. Council agreed that new trails would be better received than amenities along just one trail.

ATTACHMENT C – CITY COUNCIL MEETING MINUTES – MARCH 8, 2011

Thanh Dang, Public Works Planner, presented a request to council from New Community Project (NCP). NCP is a faith-based non-profit organization that focuses on environmental sustainability and global justice, and their request is to amend the City's Bicycle and Pedestrian Plan to include the concept for an additional shared use path (North End Greenway). Mrs. Dang stated that North End Greenway would generally extend from the northern section of the city's downtown to the Eastern Mennonite University/Eastern Mennonite School area, which mostly follows the path of Blacks Run. Mrs. Dang stated that NCP also proposed amendments in three different locations being the following: the bicycle facilities map, the pedestrian facilities map, and adding the North End Greenway within the "Goals to Complete within 5 years". Mrs. Dang also stated that both the Transportation Safety Advisory Commissions and Planning Commission had some recommendations for NCP to help with the success of their plan, and both commissions recommended approval of the amendment to the Bicycle and Pedestrian Plan.

At 7:58 p.m., Mayor Baugh closed the regular session and called the evening's third public hearing to order. The following notice appeared in the Daily News-Record Monday, February 21, 2011 and Monday, February 28, 2011.

NOTICE OF PUBLIC HEARING

The Harrisonburg City Council will hold a public hearing on Tuesday, March 8, 2011 at 7:00 p.m., in the City Council Chambers, 409 South Main Street, Harrisonburg, Virginia, to consider the following:

Bicycle and Pedestrian Plan

Public hearing to consider an amendment to the City of Harrisonburg's Bicycle and Pedestrian Plan. The amendment would describe and illustrate an additional bicycle and pedestrian trail.

Maps and other information are available for review in the Community Development Department, 409 South Main Street, Monday through Friday, 8:00 a.m. to 5:00 p.m.

All persons interested will have an opportunity to express their views at these public hearings. Any individual requiring auxiliary aids, including signers, in connection with the public hearing shall notify the City Manager at least five (5) days prior to the date of the meeting.

**CITY OF HARRISONBURG
Kurt D. Hodgen
City Manager**

Jacob Zumfelde, intern with NCP, thanked city staff for all of the hard work and for presenting the request to council.

Tom Benevento stated that he felt the plan will create a better connectivity of the north/south corridor. Mr. Benevento also stated that he felt this path would build a better neighborhood with bringing both sustainable transportation and recreation. Mr. Benevento stated that the NCP plan to pay for this path was through community supporters and grants they are researching, but the group

was waiting on council's approval before they could take action. Mr. Benevento also stated that NCP has received an overwhelming number of easements throughout the proposed pathway area.

Hans Harmon, stated that he represents the largest private property owner with the project, and he is in full support of it. Mr. Harmon stated he would like council to get behind NCP and make the pedestrian and bike pathways happen.

Mayor Baugh declared the public hearing closed at 8:03 p.m., and the regular session reconvened.

Council Member Wiens offered a motion to endorse the North End Greenway project and amendment the City of Harrisonburg's Bicycle and Pedestrian Plan as presented. The motion was seconded by Council Member Degner and approved with a recorded roll call vote taken as follows:

Yes – Mayor Baugh Vice-Mayor Byrd
Council Member Degner
Council Member Chenault
Council Member Wiens

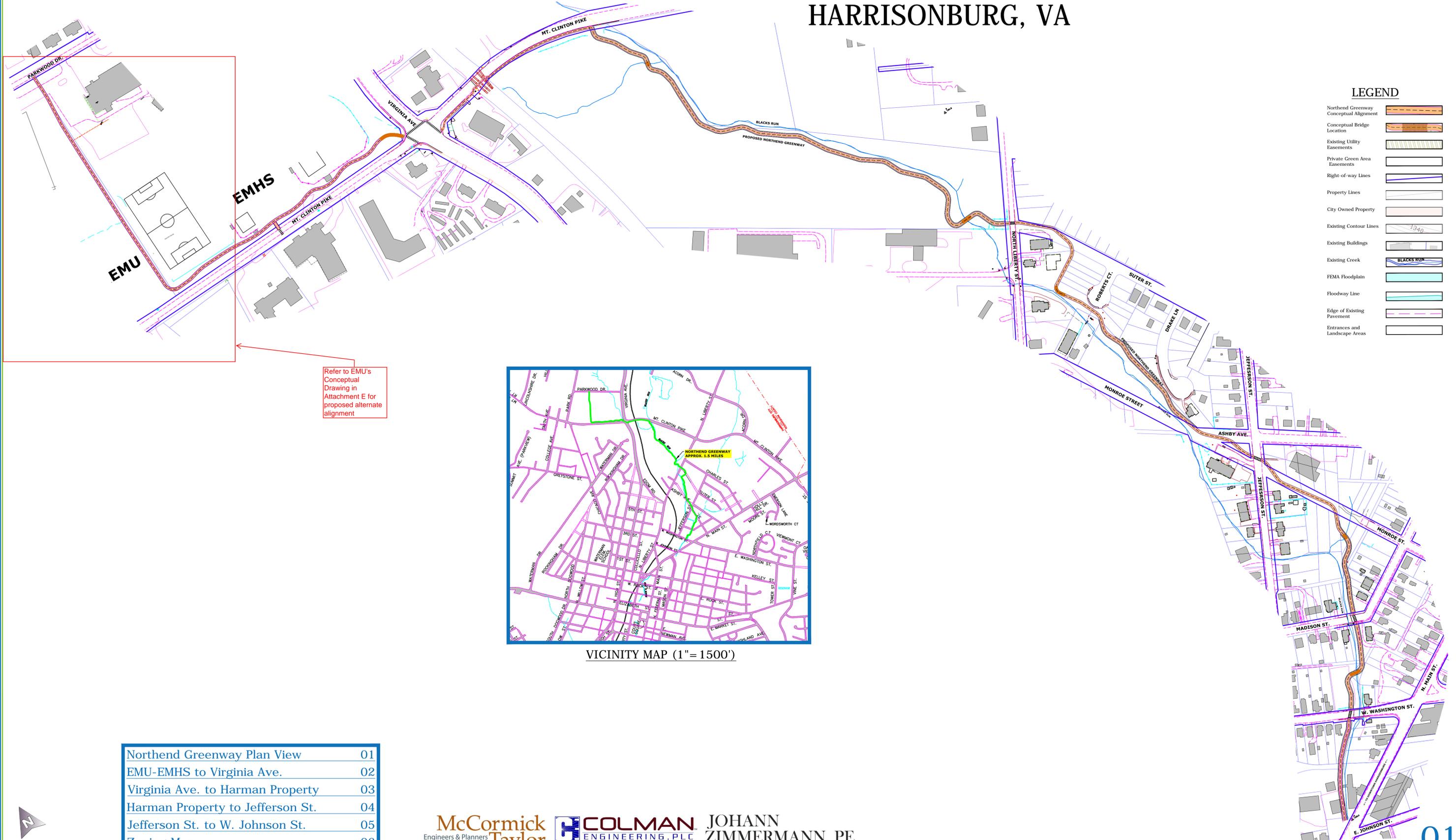
No – None



NORTHEND GREENWAY



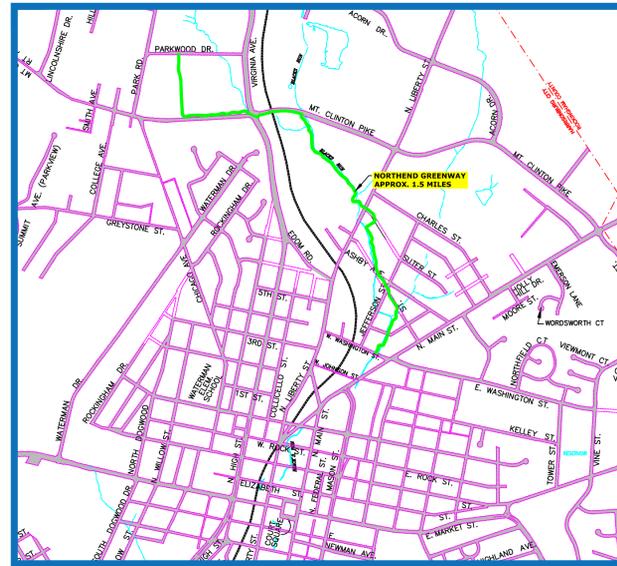
HARRISONBURG, VA



LEGEND

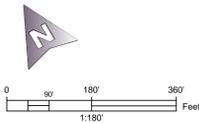
- Northend Greenway Conceptual Alignment
- Conceptual Bridge Location
- Existing Utility Easements
- Private Green Area Easements
- Right-of-way Lines
- Property Lines
- City Owned Property
- Existing Contour Lines
- Existing Buildings
- Existing Creek
- FEMA Floodplain
- Floodway Line
- Edge of Existing Pavement
- Entrances and Landscape Areas

Refer to EMU's Conceptual Drawing in Attachment E for proposed alternate alignment



VICINITY MAP (1" = 1500')

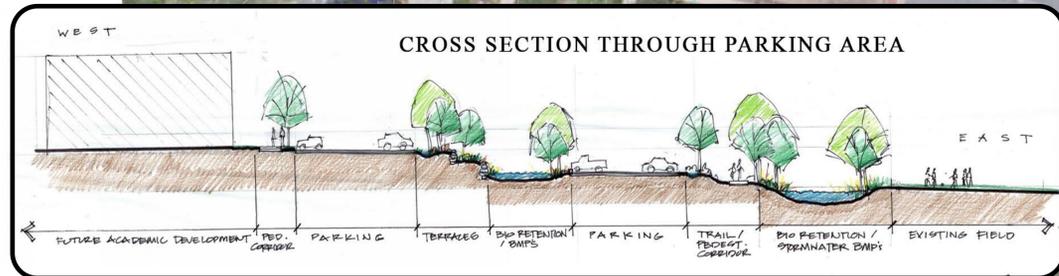
Northend Greenway Plan View	01
EMU-EMHS to Virginia Ave.	02
Virginia Ave. to Harman Property	03
Harman Property to Jefferson St.	04
Jefferson St. to W. Johnson St.	05
Zoning Map	06



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PEDESTRIAN CONNECTIONS

- Strengthen campus interconnection across park road
- Traffic calming by reducing width, elevating pedestrian crossings
- Enhance visibility/importance of pedestrian corridors
- Encourage connection to community & perimeter amenities such as old forest, trail system, etc.

GATEWAY

- Roundabout creates opportunity to develop campus gateway
- Utilize surrounding site to identify campus
- Urban plaza interfaces with mixed use development
- Use campus standards at cross walks, sidewalks, lighting, landscape & walls

MIXED USE DEVELOPMENT

- Opportunity for new-urban, approach to create positive community connections & amenities
- Future Peace Center integrated into development
- Complete-street corridor enhances ped/bike circulation & complements stormwater management
- Retail, office, municipal & academic uses with loft style residential.

SERVICE ACCESS

- Multi-function paths allow service access
- Design to emphasize pedestrian use but accommodate vehicles
- Service access should be direct & connect to main facility services

STORMWATER

- Expand existing bio-retention
- New bio-retention areas shared with city & EMU to maximize best management practices (BMP's)
- Connect new BMP's into existing system
- Comprehensively address discharge along Clinton Pike to accommodate existing & new improvement
- Create opportunities for recreation (i.e. paths) & environmental education

PARKING

- New parking integrated with stormwater basins
- Quantity to address new development on south side of campus
- Re-allocate parking throughout campus to ease distribution

This vicinity is being proposed as a trailhead with parking and restrooms. Details still TBD

ATTACHMENT E - CONCEPTUAL DRAWING
 NOTE: This is conceptual only and will inform EMU's future Campus Master Plan. Shared with permission from EMU.



BLUE RIDGE ARCHITECTS
 126 West Bruce Street, Suite 102
 Harrisonburg, Virginia 22801

ARKOS DESIGN
 117 South Main Street
 Mishawaka, Indiana 46544

Roundabout-South Campus Interface Study

January 2014

