



City of Santa Rosa

City Hall, Council Chamber
100 Santa Rosa Ave
Santa Rosa, CA 95404

Design Review Board Regular Meeting Minutes - Final

Thursday, April 18, 2019

4:30 PM

1. 4:30 PM CALL TO ORDER AND ROLL CALL

Chair Kincaid called the meeting to order at 4:32 p.m.

Present 6 - Chair Scott Kincaid, Board Member Eric Goldschlag, Board Member Brett Kordenbrock, Board Member Adam Sharron, Board Member Drew Weigl, and Board Member Henry Wix

Absent 1 - Vice Chair Warren Hedgpeth

2. APPROVAL OF MINUTES

March 7, 2019 Draft Minutes

The March 7, 2019 Minutes were approved as submitted.

3. BOARD BUSINESS

Chair Kincaid appointed Adam Parker Sharron appointed to the Waterways Advisory Committee.

Chair Kincaid announced the informal Board Gathering to be held after the meeting.

Chair Kincaid read aloud the Design Review Board Statement of Purpose.

Meeting went into Recess at 4:35 p.m.

The meeting reconvened at 4:45 p.m.

4. PUBLIC COMMENT

Chair Kincaid opened Public Comment at 4:46 p.m.

Chair Kincaid closed Public Comment at 4:46 p.m.

5. STATEMENTS OF ABSTENTION

Board Member Kordenbrock - abstained from Item 6.1 due to

involvement in projects adjacent to and impacted by this agenda item.

Board Member Kordenbrock left the meeting at this time.

6. SCHEDULED ITEMS

CONCEPT DESIGN REVIEW - US 101 BICYCLE & PEDESTRIAN BRIDGE

BACKGROUND: The US 101 - This is a proposal that would construct a 16.5-foot wide bicycle/pedestrian ADA compliant Class I shared-use bridge over U.S. 101. Two alignment alternatives are being considered for the Project with three (3) types of bridge structure types. The structure type options include truss, cable-stayed, and arc bridges. 1st alignment location would cross from Edwards Avenue on the west side of the highway to Elliot Avenue on the east side (Edwards-Elliot Alignment Alternative). The 2nd alignment location would cross from an open space corridor near Range Avenue on the west side of the highway to Bear Cub Way on the east side (Bear Cub Way Alignment Alternative.) File No. DR19-024.

Project Planner: Murray

Executive Secretary Bill Rose introduced the project.

Bill Rose introduced new City Planner, Shari Meads.

Project Engineer Christopher Catbagan gave the staff report.

Natalina Bernardi, BKF Engineers, gave a presentation.

Steven Grover, SGA Architects, answered Board Members' questions.

Chair Kincaid opened Public Comments at 5:17 p.m.

Eris Weaver - Sonoma County Bicycle Coalition - Supported the Elliot/Edwards Alignment.

Willard Richards - Highland Drive resident - Supported the

Edwards/Elliott Alignment.

David Harris - Gemma Circle resident - Supported the project; suggested the City about place-making in advance.

Jenny Bard - Sonoma County Bicycle Coalition and neighbor - Supported the project; asked for bold/visionary design, with broad visibility for security.

Rick Coates - Eco Ring - Supported the open cable design; consider using bridge to camouflage existing power lines; supported the Edwards/Elliott Alignment.

Thomas Ells - The City does not have money for the project; consider the expensive designs.

Steve Birdleboullah - Supported the Edwards/Elliott Alignment.

Dani Sheehan, Friends of SMART - Supported cable bridge design and the Edwards/Elliott Alignment.

Chair Kincaid closed Public Comments at 5:35 p.m.

The Board discussed the following: 1) Bring the project back to Design Review Board if feasible. 2) The majority of the Board supports the Edwards/Elliott Alignment. 3) Find solutions for safety concerns at the dead-end landing near Dick's Sporting Goods. 4) Create/maximize the width of the bridge. 5) A modern, light design unique to Santa Rosa is preferred by most of the Board. 6) Make the design clear and visible, with transparency for security. 7) Push the design envelope; treat the bridge as artwork; be bold. 8) Consider the asymmetry of the last option, but consider omitting the Y-shaped feature. 9) Extend bridge design to the safety guard rail. 10) Explore alternative to chain link for pedestrian/bicyclist screening. 11) Consider lighting on the bridge for night-time place-making. 12) Consider a single-pylon design, locating the pylon between Armory Drive and Highway 101 if feasible. 13) Be bold in

declaring a Negative Declaration. 14) Consider gathering data from adjacent communities to determine whether the Edwards/Elliott Alignment or the Range/Bear Cub Alignment will work best.

7. BOARD MEMBER REPORTS

There were no Board Member reports.

8. DEPARTMENT REPORTS

There were no Department reports.

9. ADJOURNMENT

Chair Kincaid adjourned the meeting at 6:12 p.m.

PREPARED BY:

Patti Pacheco Gregg, Recording Secretary

ATTEST:

Bill Rose, Executive Secretary

APPROVED:

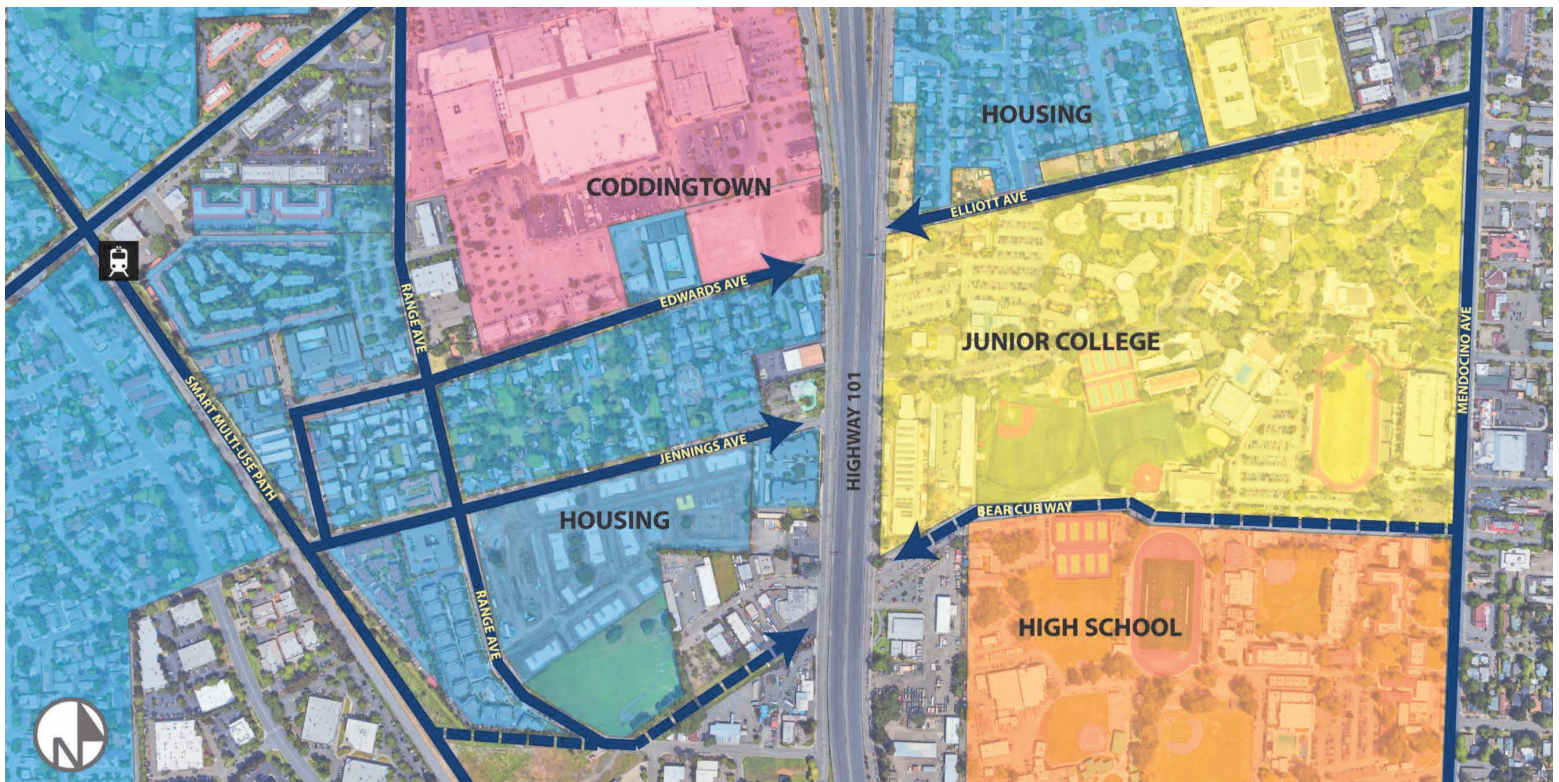
Scott Kincaid, Chair

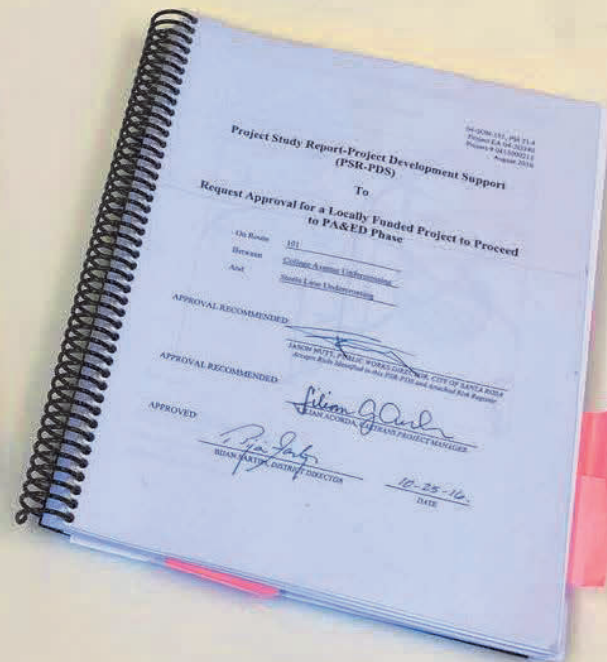
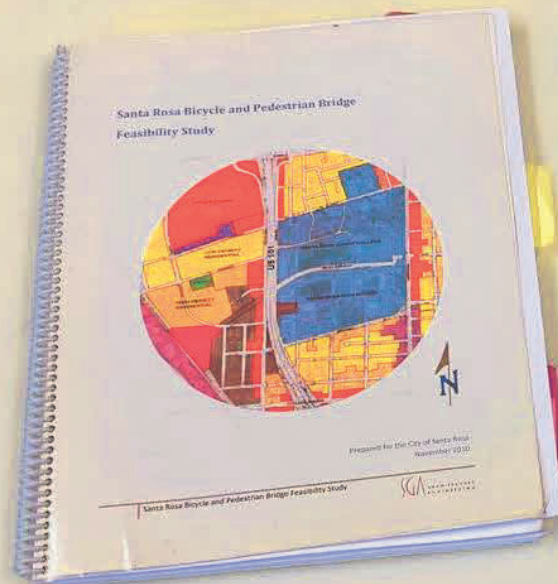


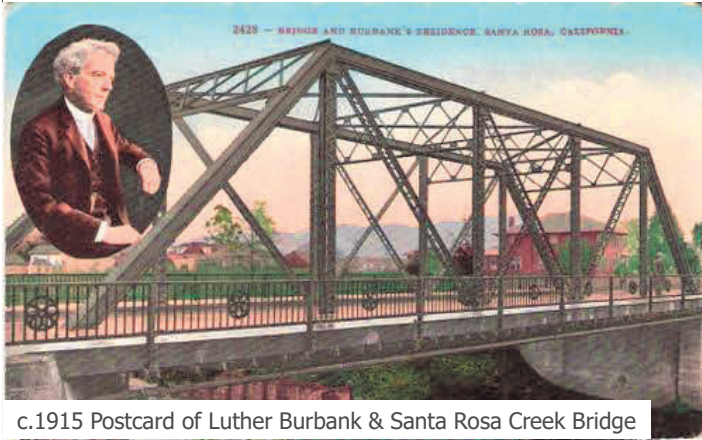
HIGHWAY 101 BICYCLE & PEDESTRIAN BRIDGE

DESIGN REVIEW BOARD CONCEPT DESIGN REVIEW

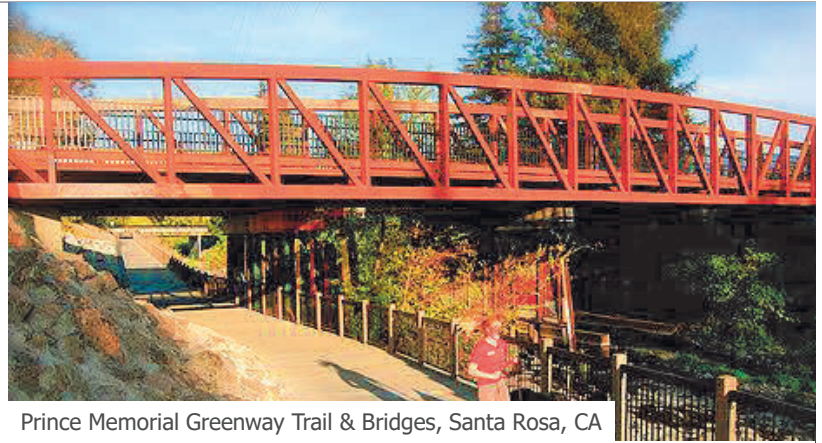
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c.1915 Postcard of Luther Burbank & Santa Rosa Creek Bridge



Prince Memorial Greenway Trail & Bridges, Santa Rosa, CA



HIGHWAY 101 BICYCLE & PEDESTRIAN BRIDGE

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View of Edwards / Elliott Location from US 101 Northbound



View of Edwards / Elliott Location from US 101 Southbound



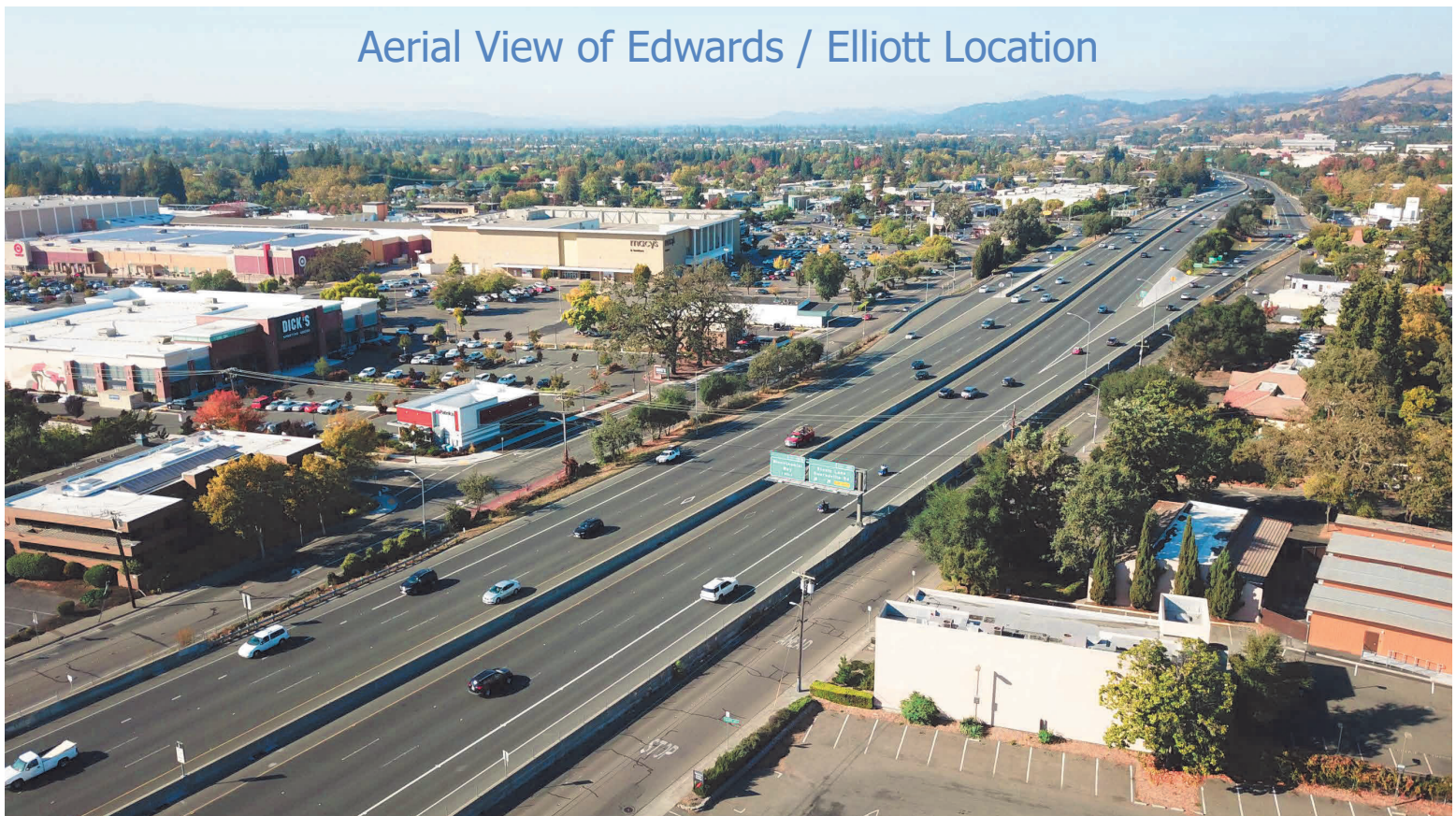
View of Range / Bear Cub Location from US 101 Northbound



View of Range / Bear Cub Location from US 101 Southbound



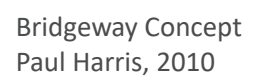
Aerial View of Edwards / Elliott Location



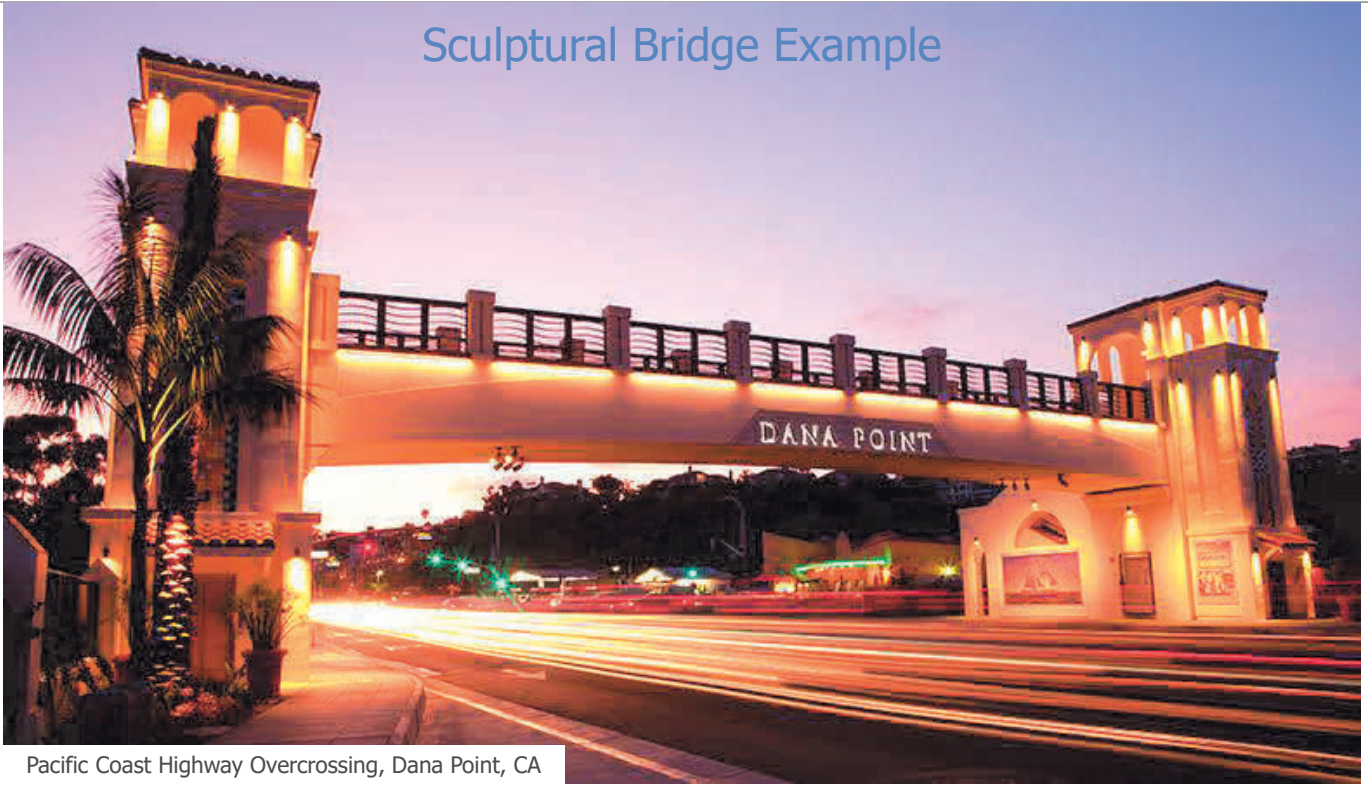
Aerial View of Range / Bear Cub Location



This aerial photograph shows a commercial area with a multi-lane highway running diagonally across the frame. To the left of the highway, there are several large commercial buildings, including a warehouse with a blue roof and a parking lot filled with trucks and trailers. To the right of the highway, there is a large green field, possibly a sports field, and more commercial buildings. The background shows a hilly landscape with trees and distant mountains under a clear blue sky.



Sculptural Bridge Example



Pacific Coast Highway Overcrossing, Dana Point, CA

Sculptural Bridge Example



Great Platte River Archway Monument, Kearney, NE

Sculptural Bridge Example



Pablo Pedestrian Bridge, Pablo, MT



Greenside Place Link Bridge, Edinburgh, UK



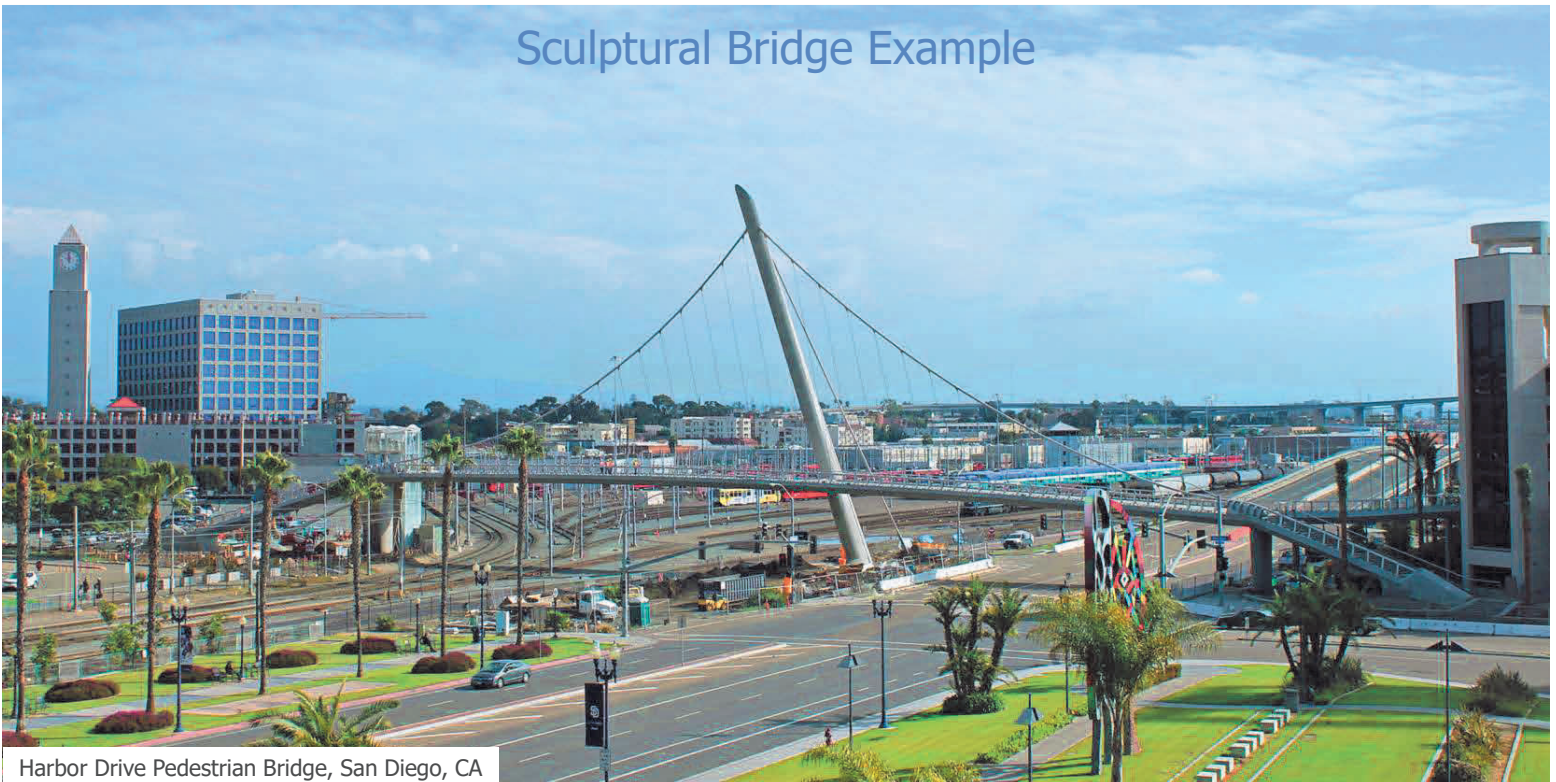
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Sculptural Bridge Example



Harbor Drive Pedestrian Bridge, San Diego, CA



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Sculptural Bridge Example



Knokke Footbridge, Knokke-Heist, Belgium



Adobe Creek Bridge Concept, Palo Alto, CA



HIGHWAY 101 BICYCLE & PEDESTRIAN BRIDGE

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STEVEN GROOVER
ASSOCIATES
ARCHITECTURE
ENGINEERING



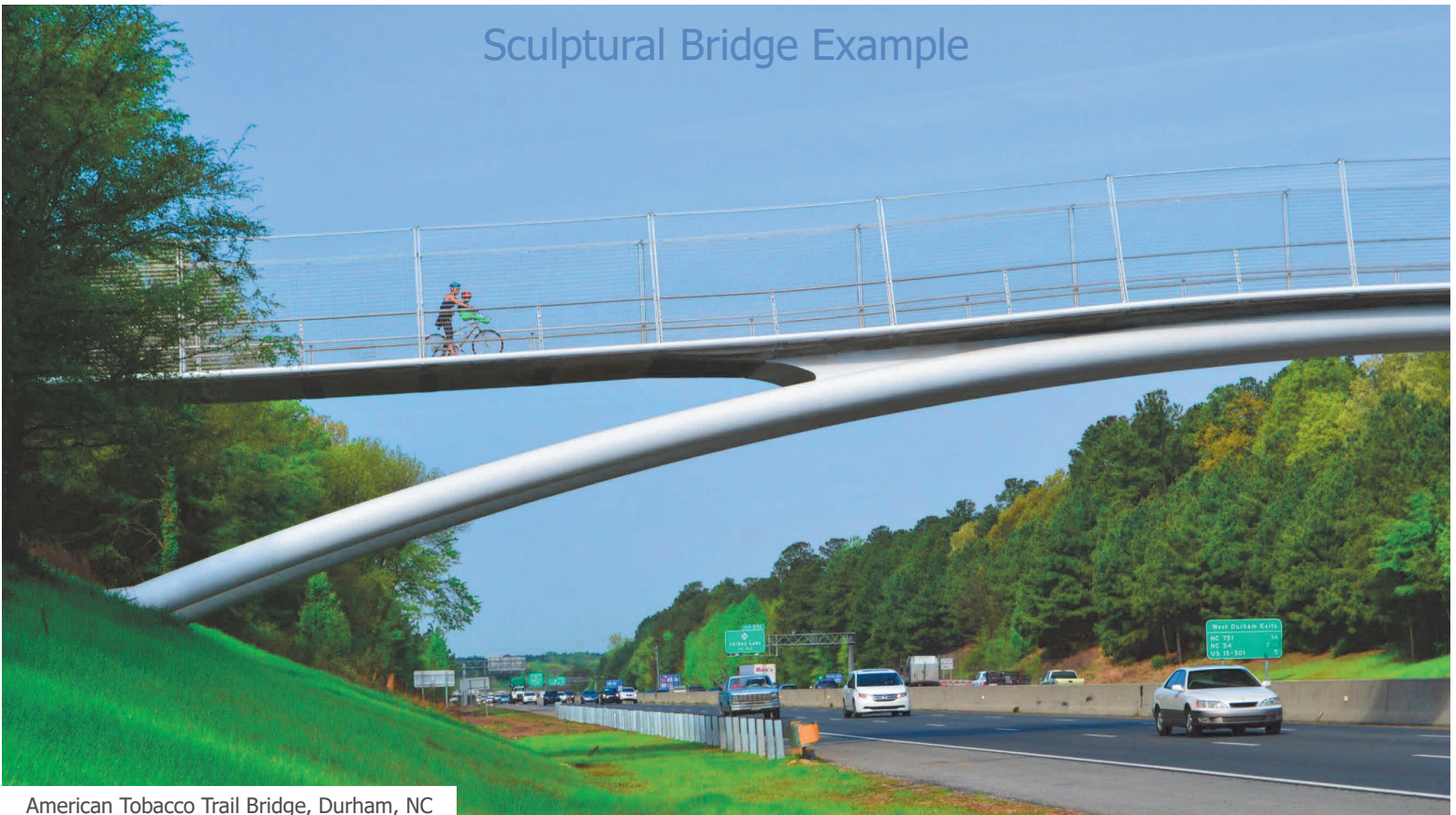
BIGGS CARROZZA
ASSOCIATES INC



BENJAMIN K. FRIEDMAN
ARCHITECTS - PLANNERS

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Sculptural Bridge Example



American Tobacco Trail Bridge, Durham, NC

Concrete Girder Bridge Example

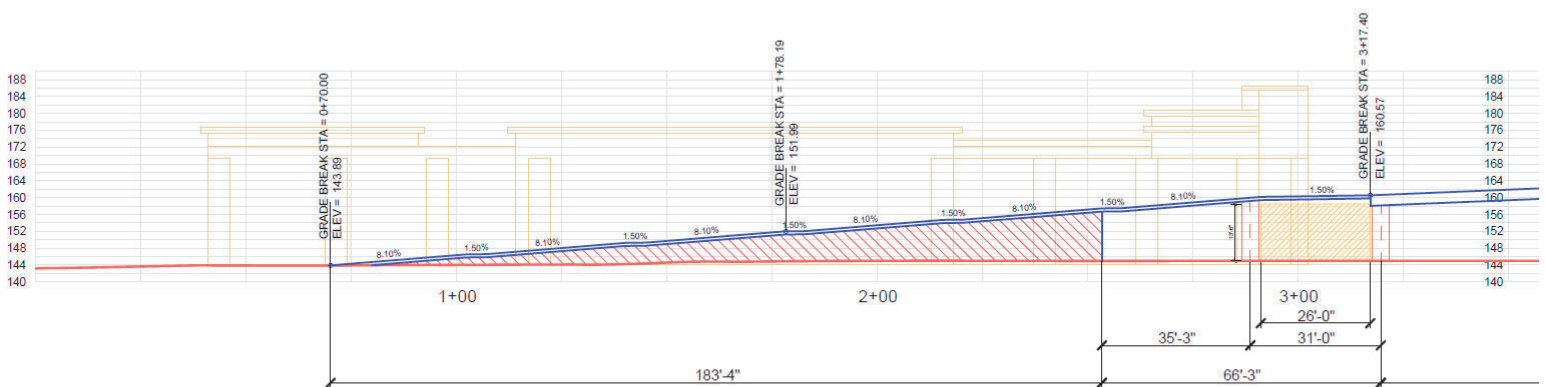


Ralston Bike Bridge, Belmont, CA



I-80 Overcrossing, Sacramento, CA

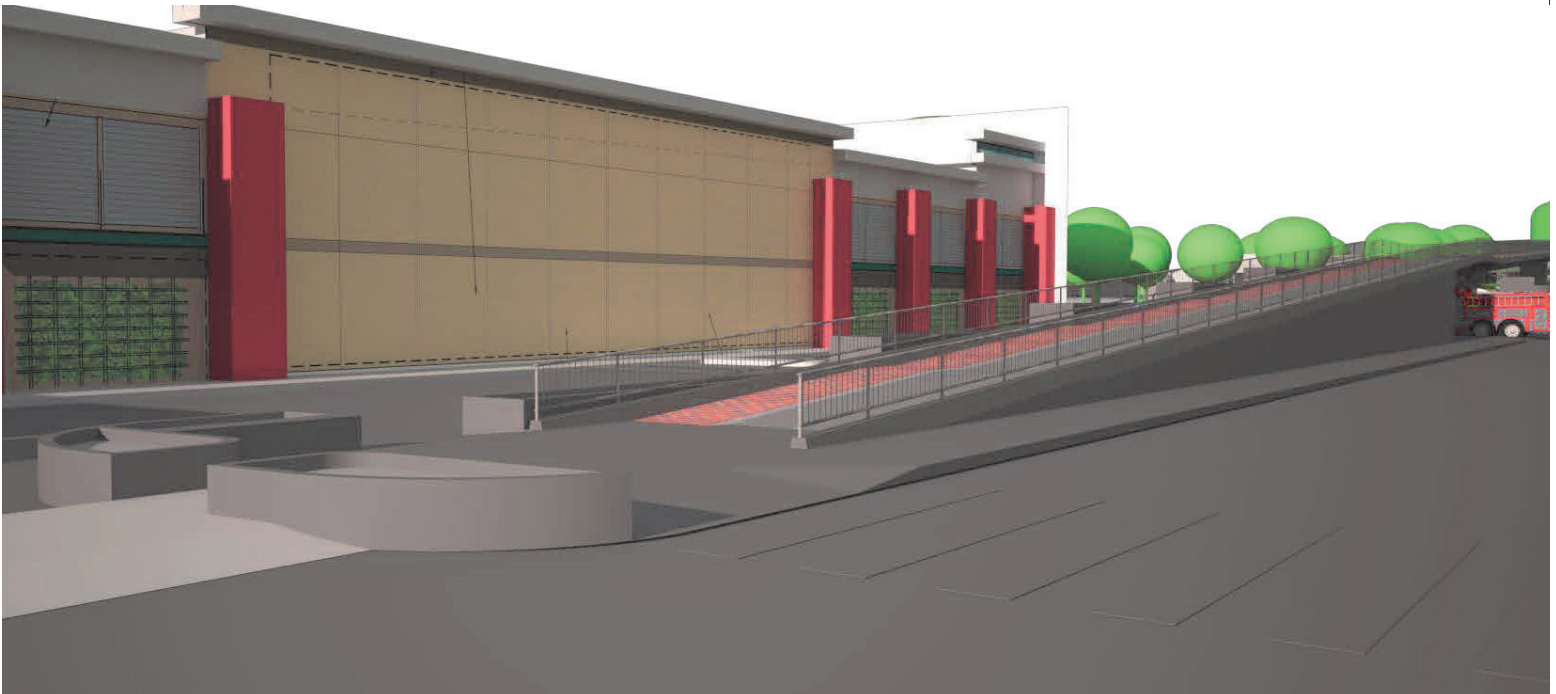
Touchdown & Approach on Edwards Avenue



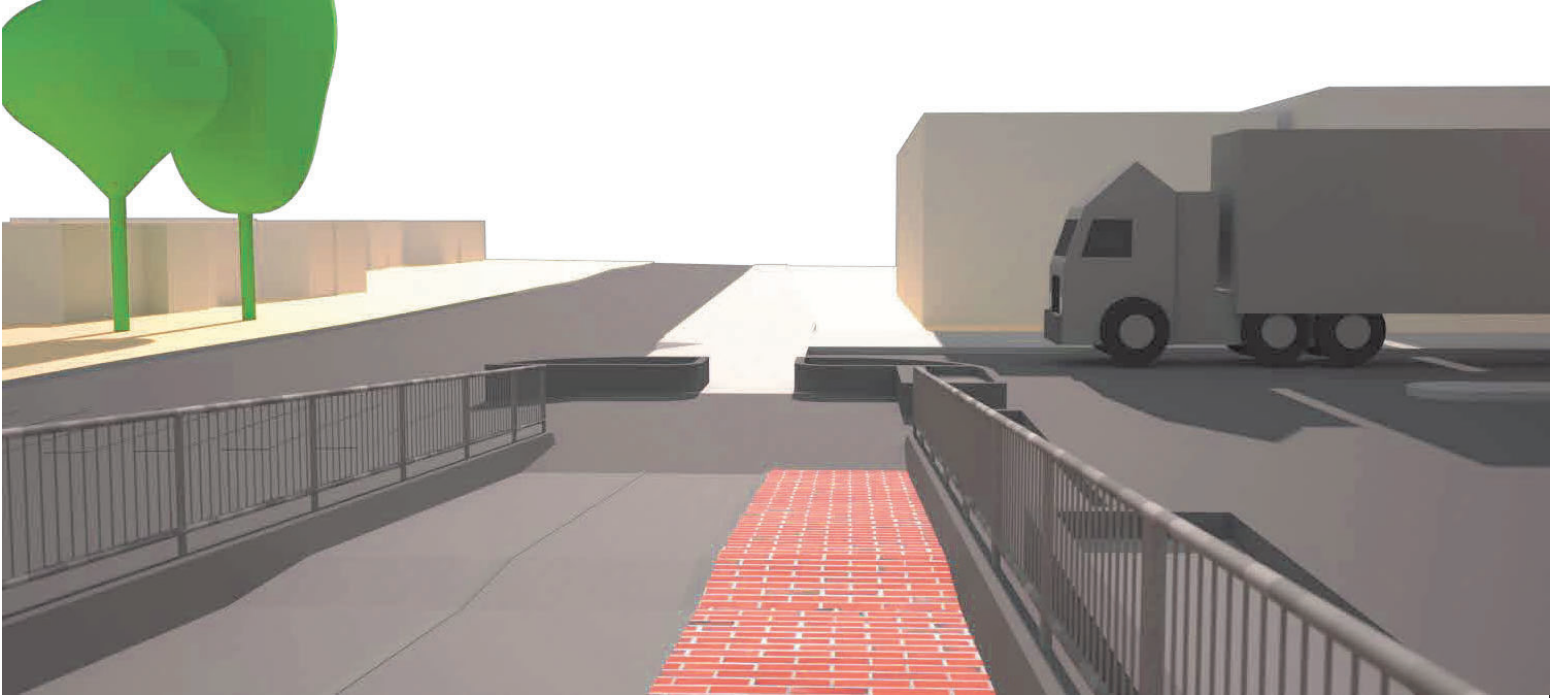
Touchdown & Approach on Edwards Avenue



Touchdown & Approach on Edwards Avenue



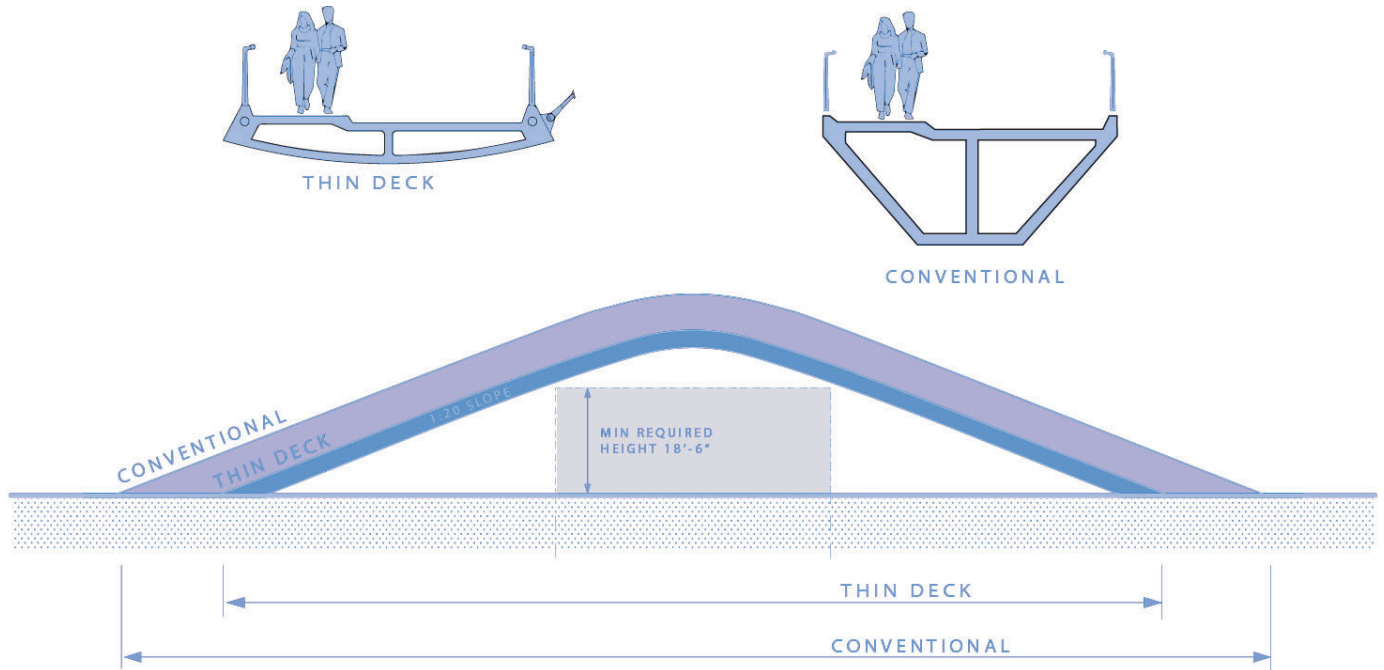
Touchdown & Approach on Edwards Avenue



Touchdown & Approach on Edwards Avenue



Each Additional 1' Deck Depth Adds 40' of Ramping



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Arch Bridge Example



BART Access Bridge Concept, Walnut Creek, CA



US 101 Overcrossing Concept, Santa Rosa, CA



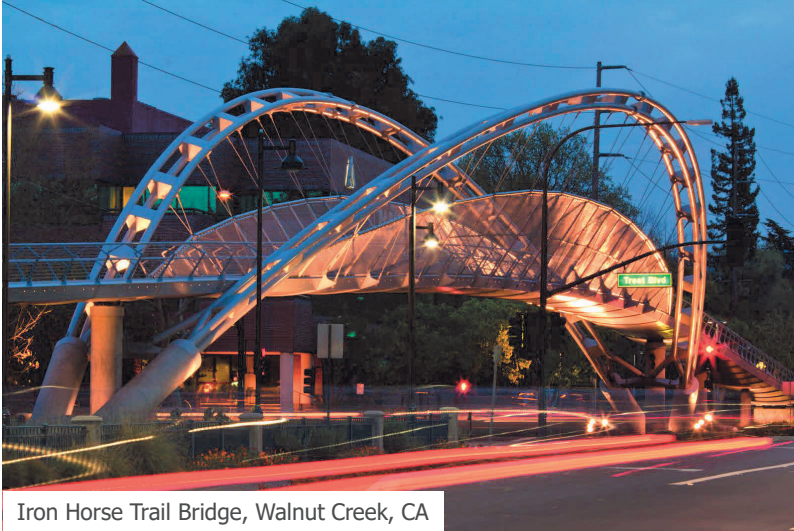
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Arch Bridge Example



Iron Horse Trail Bridge, Walnut Creek, CA



McLoughlin Pedestrian Bridge, Milwaukie, OR

Arch Bridge Example



Picadilly Bridge, Manchester, UK



Rendered View of Arch Bridge at Edwards / Elliott from US 101 N



Google Earth



HIGHWAY 101 BICYCLE & PEDESTRIAN BRIDGE

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Rendered View of Arch Bridge at Range / Bear Cub from US 101 N



Google Earth



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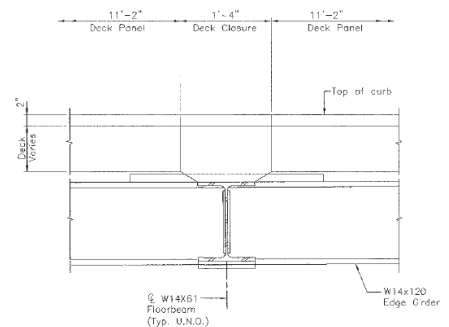


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Santa Rosa

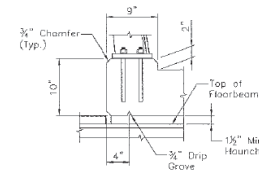
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[illegible]

SECTION A-A
1½" = 1'-0"



DETAIL 1
1 1/2" = 1'-0"

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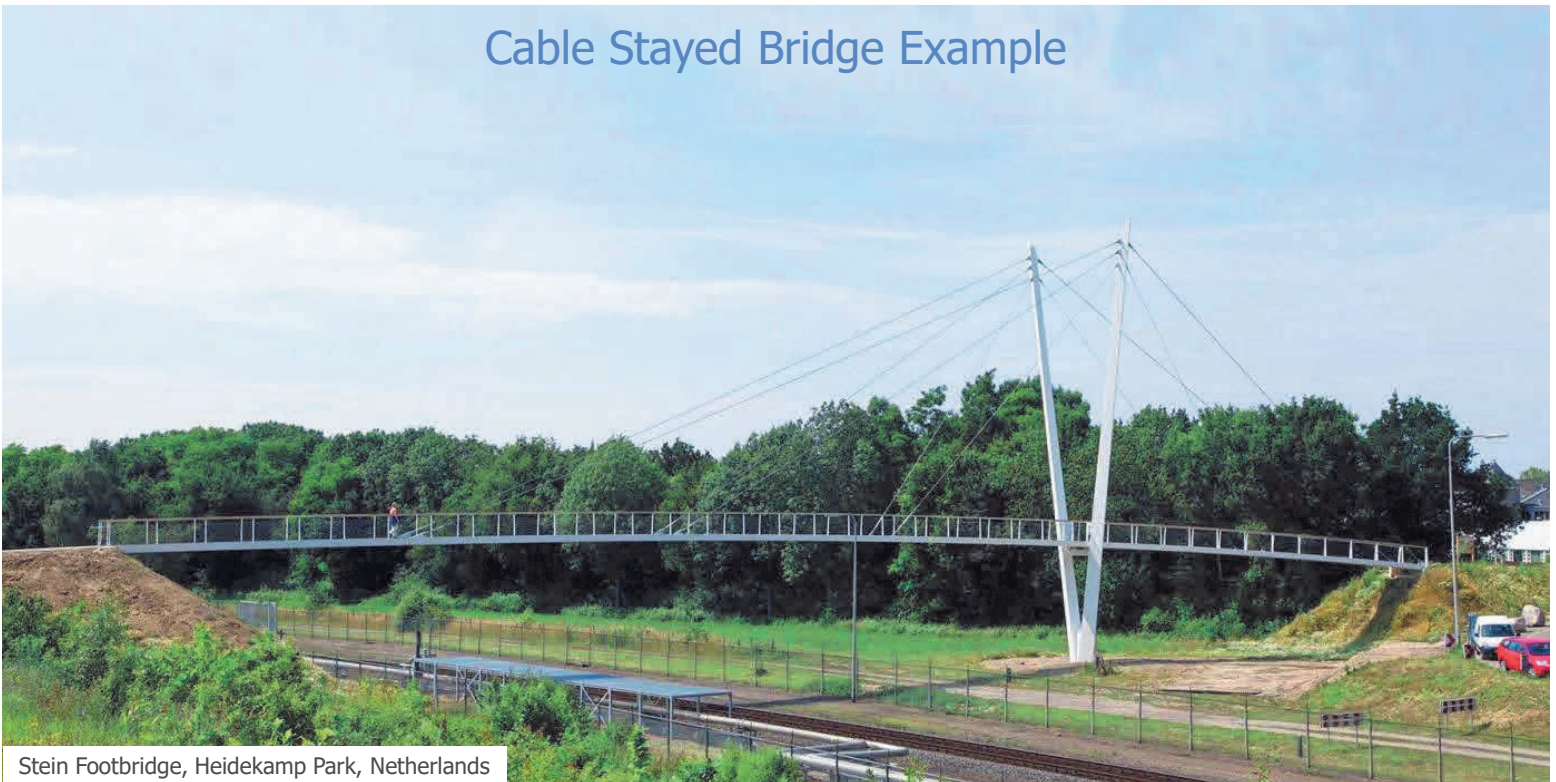
Cable Stayed Bridge Example



Stein Footbridge, Heidekamp Park, Netherlands

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Cable Stayed Bridge Example



Stein Footbridge, Heidekamp Park, Netherlands

Rendered View of Cable Stayed Bridge at Edwards / Elliott from US 101 N



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Rendered View of Cable Stayed Bridge at Range / Bear Cub from US 101 N



HIGHWAY 101 BICYCLE & PEDESTRIAN BRIDGE

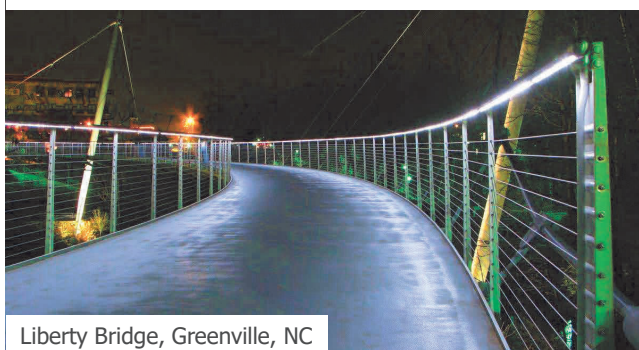
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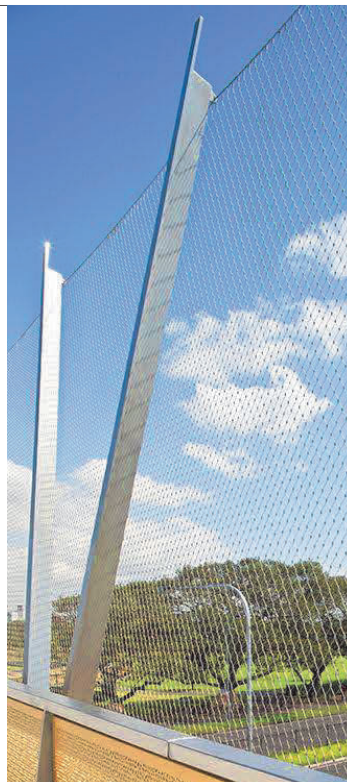
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- Concrete box bridge most cost effective
 - But would be too deep even with center support
- Truss may be contextually appropriate
 - Visually heavy
 - May require additional maintenance
- Tied Arch
 - Structurally appropriate
 - Easy way to construct with lift-in-place during single night closure
- Cable Stayed
 - Structurally appropriate
 - Most visually light
 - Easy to construct without full freeway closure

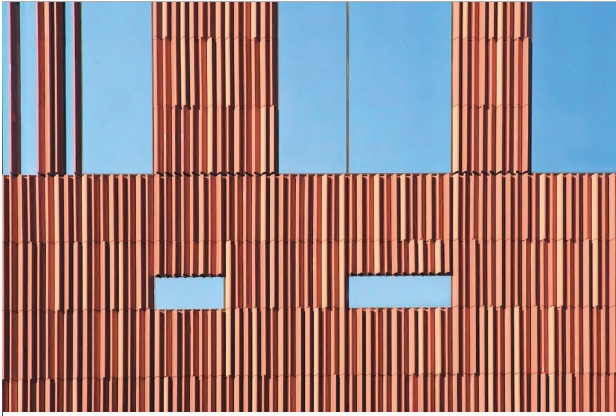


Liberty Bridge, Greenville, NC



Albert Cotter Bridge, Sydney, AUS





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Sustainable. Innovative. Proven.



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