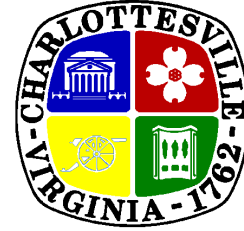


CITY OF CHARLOTTESVILLE, VIRGINIA  
CITY COUNCIL AGENDA



<b>Agenda Date:</b>	October 21, 2019
<b>Action Required:</b>	Vote on Resolution
<b>Staff Presenters:</b>	Timothy Motsch, Transportation Project Manager Brian McPeters, PE, Kimley-Horn and Associates, Inc.
<b>Staff Contacts:</b>	Alex Ikefuna, NDS Director Tony Edwards, Development Services Manager Timothy Motsch, Transportation Project
<b>Title:</b>	East High Streetscape – Resolution Approving Design Public Hearing

**Background:** The Design Public Hearing for the East High Streetscape project was held on Wednesday, June 12, 2019 at City Space on the Downtown Mall. The meeting was advertised using the following methods:

- 1) Daily Progress Advertisement – Sunday, May 26, Monday May 27, Tuesday May 28, Wednesday May 29, Thursday may 30, Friday May 31, and Saturday June 1
- 2) Direct Mailing - 81 “Current Residents” + 186 “Owners”
- 3) Certified Mailing to Impacted Property Owners (as well as Invitation to Meet)
- 4) Emailed Citywide mailing list as well as Project mailing list
- 5) Updated Project Website’s Main Page
- 6) Installed signage on Project Corridor
- 7) Variable Message Sign used on Project Corridor for one week before meeting
- 8) Posted Notices in Neighborhood Development Services’ lobby

Forty-seven (47) persons attended the hearing. Project plans, detailed displays, the environmental document and other required project materials were available for public review and discussion from 5:00pm until 7:00pm. The displays may be viewed by visiting the project website at [www.easthighstreetscape.org](http://www.easthighstreetscape.org). From 7:00pm until before 8:00pm public speakers shared comments that were captured by a court reporter (Attachment C). Five (5) citizens spoke during the hearing and thirteen (13) provided written comments. All public comments received between June 12, 2019 and June 22, 2019 have been included in a chart with project team responses (Attachment D). All comments have been addressed by the project team and provided to the public.

**Discussion:** After a public engagement process to develop a conceptual design, City Council approved a Preferred Conceptual Design for the East High Streetscape project on December 3, 2019 and authorized commencement of final design. As a result, the project team has refined the

Preferred Conceptual Design in preparation of the Design Public Hearing. The hearing was held to solicit public comment on the major design features (bicycle and pedestrian facilities, roadway configuration and streetscape design) as well as anticipated temporary and permanent impacts on adjacent property owners and the completed environmental document.

No comments were received regarding the environmental document which is not surprising given the existing built environment of this project's context. No additional environment impacts are expected with this project and the project team will be producing construction documents to ensure the contractor follows current requirements for proper disposal (ex. hazardous materials) and maintains proper site controls (ex. erosion and sediment protections).

As for major design features, the following themes emerged from the comments collected:

- 1) Concern was expressed regarding the need for canopy trees instead of understory trees on 9th Street between Market and Lexington. Three people commented on this concern. The project team has since revised the plans to replace the understory trees with canopy trees.
- 2) It was pointed out the curb bump-outs on Market Street inhibit necessary truck movements and stacking for loading before and after concerts at Sprint Pavilion. The project team will revise the plans to minimize the impacts to Pavilion truck activities; however, minimum widths required for ADA requirements must be met..
- 3) Concerns were expressed regarding the proposed removal of the right turn lane from 9th Street onto East High Street. After study, the project team concluded no change should be made to the current design. Traffic analysis demonstrated that the shortening of the pedestrian crosswalk across this existing right turn lane is of high safety value in the current design. Also, the anticipated right turn traffic does not warrant a separate right turn lane.

Several adjacent property owners also attended the hearing and provided comments:

- 1) Diane Dale and Mark Rylander – Requested more canopy trees on 9<sup>th</sup> Street between Market and Lexington.
- 2) Kirby Hutto, Sprint Pavilion – Reconsider the curb bump-outs on Market Street. They inhibit necessary truck movements and stacking for loading before and after concerts at Sprint Pavilion.
- 3) Tyler Whitney, Lauren McQuiston, Kevin McDermott – Concerns expressed regarding the proposed removal of the right turn lane from 9<sup>th</sup> Street onto East High Street.

The project team appreciates all of the comments offered by the public and has responded to each comment in Attachment D. Several comments complimented the public process, overall project and expressed the feeling that participants were heard during the process.

As a result of the comments received, the project team is suggesting the following changes:

- 1) Replacement of understory trees with canopy trees along 9<sup>th</sup> Street between E. Market Street and Jefferson Avenue.
- 2) Adjustment of the planting pallet to provide more variety of species with a focus on native species.
- 3) Increased bike lane width to six feet (6') along 9th Street from E. High Street to the existing CFA Institute entrance.

**Alignment with City Council’s Vision Areas and Strategic Plan:** Advancing East High Streetscape project upholds the City’s commitment to create “a connected community” by improving upon our existing transportation infrastructure. In addition, it would contribute to Goal 3 of the Strategic Plan, Beautiful Environment; 3.1 Engage in robust and context sensitive urban planning and implementation; 3.2 Provide reliable and high quality infrastructure and 3.3 Provide a variety of transportation and mobility options.

**Community Engagement:** This agenda item is approving the results of the latest public meeting held for East High Streetscape project. The next step in the public process is to seek a Certificate of Appropriateness from the Board of Architectural Review. Going forward, bi-monthly reports will be issued to update the public on project status as final construction documents are produced, right of way secured and construction commences. A Citizen Information Meeting will also be held before construction to provide information on the Maintenance of Traffic plans, Phasing, Points of Contact and other useful information.

To help guide the project, the City Council appointed a project Steering Committee composed of:

- Carl Schwartz – Board of Architectural Review
- David Katz – Belmont Carlton Neighborhood Association
- Lena Seville – Bicycle & Pedestrian Advisory Committee
- Rosamond Casey – Little High Neighborhood Association
- Greg Jackson - Little High Neighborhood Association
- Eberhard Jehle – Martha Jefferson Neighborhood Association
- Michael Wheelwright – North Downtown Neighborhood Association
- Hunter Smith – Planning Commission
- Brian Menard – Tree Commission

The process also involved coordination with the following City Council appointed stakeholder groups:

- Bicycle and Pedestrian Advisory Committee
- Board of Architectural Review
- Downtown Business Association/Chamber of Commerce
- PLACE Design Task Force
- Planning Commission
- Tree Commission

The City of Charlottesville has provided multiple opportunities for the public to provide input into the plan development process. These opportunities consisted of a project website, three community events (Streetscape Summit, Open House and Public Hearing) as well as presentations to various stakeholder groups. Information presented and gathered at these meetings can be found at [www.easthighstreetscape.org](http://www.easthighstreetscape.org).

**Project Website:** The Project website ([www.easthighstreetscape.org](http://www.easthighstreetscape.org)) contains information that has been presented to date as part of the process. Information presented includes:

- Project background

- Project schedule
- A “resource” page that provides access to information presented and gathered from community events, and information presented at the stakeholder meetings
- A contact form
- A “get involved” page
- An “FAQ” page

As of September 4, 2019, the project website has logged over 4,639 unique page views, and approximately 1,724 unique users.

**Budgetary Impact:**

The preferred Conceptual Design Concept falls within the established budget comprised of a combination of City, State and Federal funding sources. The current draft of the City of Charlottesville FY 2020-2024 Capital Improvement Program includes an additional appropriation to enable a betterment for undergrounding of franchise utilities along E. Market Street and 9<sup>th</sup> Street. If the appropriation were to be approved in the upcoming CIP, then overhead franchise utilities would be placed underground as part of the project.

**Recommendation:**

As a result of the comments received, the project team is suggesting the following changes:

- 1) Replacement of understory trees with canopy trees along 9<sup>th</sup> Street between E. Market Street and Jefferson Avenue.
- 2) Adjustment of the planting pallet to provide more variety of species with a focus on native species.
- 3) Increased bike lane width to six feet (6’) along 9th Street from E. High Street to the existing CFA Institute entrance.

**Alternatives:**

None.

**Attachments:**

- (A) Proposed Design Resolution Approving Major Design Features**
- (B) Preferred Conceptual Design with Three Suggested Changes as a result of Design Public Hearing**
- (C) Design Public Hearing Transcript**
- (D) Design Public Hearing Comments**

**EAST HIGH STREETScape PROJECT  
DESIGN PUBLIC HEARING APPROVAL RESOLUTION**

**WHEREAS**, a Design Public Hearing was conducted on June 12, 2019 in the City of Charlottesville by representatives of the City of Charlottesville and the Commonwealth of Virginia Department of Transportation after due and proper notice for the purpose of considering the proposed design of the East High Streetscape project under State project number of U000-104-298 (UPC 10948) and Federal project number of NHPP-5104(254) in the City of Charlottesville, at which hearing aerial photographs, drawings, environmental documentation and other pertinent information were made available for public inspection in accordance with state and federal requirements; and

**WHEREAS**, all persons and parties in attendance were afforded full opportunity to participate in said public hearing; and

**WHEREAS**, representatives of the City of Charlottesville were present and participated in said hearing; and

**WHEREAS**, the Council had previously requested the Virginia Department of Transportation to program this project; and

**WHEREAS**, the Council fully deliberated and considered all such matters; now

**THEREFORE BE IT RESOLVED** that the Council of the City of Charlottesville hereby approves the major design features of the proposed project as presented at the Public Hearing with the following changes:

- 1) Replacement of understory trees with canopy trees along 9<sup>th</sup> Street between E. Market Street and Jefferson Avenue.
- 2) Adjustment of the planting pallet to provide more variety of species with a focus on native species.
- 3) Increased bike lane width to six feet (6') along E. High Street from 9<sup>th</sup> Street to the existing CFA Institute entrance.

**BE IT FURTHER RESOLVED** that the City of Charlottesville will acquire and/or furnish all right-of-way necessary for this project and certify the same to the Virginia Department of Transportation and Federal Highway Administration at the appropriate time.

**BE IT FURTHER RESOLVED** that the City Manager is hereby authorized to execute, on behalf of the City of Charlottesville, all necessary agreements required in conjunction with acquiring such rights of way, as well as all other associated standard agreements for construction activities.

Adopted this \_\_\_\_\_ day of October 2019.

City of Charlottesville, Virginia

ATTEST:

\_\_\_\_\_  
CLERK OF COUNCIL

BY: \_\_\_\_\_  
MAYOR

**Comment Sheet Summary, Belmont Bridge Replacement Project  
Public Hearing Comment Response Sheets Summary  
Thursday, May 24, 2018**

**13-Total Respondents**

**Question #1 - Do the design features adequately address the needs of bicyclists, pedestrians and motorists?**

	Yes	No	Not Sure	No Response	Total
1	1	5	5	1	12

**Explain Why:**

Ensure bike lanes have "soft" barrier after corner of E. High and 9th to prevent cars straying into bike lane
Protect bike lanes with more than paint. Mountable rumble strips? Market Street flip bike lane and parking for parking protected bike lanes
Bike lanes are continuous and as expected. Plan appears to reflect decisions of the steering committee.
Market between 7th and 8th needs minimum 6' bike lane. Remove lot parking, narrow landscaping.
Replacing right-turn lane with plaza will worsen congestion at that intersection
Cyclists and pedestrians need canopy trees, not understory trees for shade, urban heat, etc.
Market Street parking is critical for staging semis at Spring Pavilion
Concerned removing right-turn lane will result in compounding backups, not queue reduction
Cross section is a compromise
This is an excellent preliminary iteration you will change
Understory trees will not thrive in heat, need integrated cross-section where sidewalk and plant trenches share space
Why add 4 trees on Market before Parking Garage construction?

**Question #2 - Do you agree that the following project features are attractive while appropriately connect the Downtown Mall and surrounding neighborhoods?**

	Agree	Neutral	Disagree	No Response	Total
2a - Landscaping	6	3	4		13

**Question #2A - Concerns/Comments on Landscaping**

Understory trees should be replaced by Gingkos because they are hardy in urban settings
It's kind of "meh"
Would like to see a better selection of understory trees, but is an improvement
Planting and sidewalk improvements will be much appreciated
Function for all users is more important than appearance, if tradeoff
Tarleton Oaks plaza is a horrible aesthetic to have at major entrance to downtown and will not be used. Better off softscape in front of building
Separation between sidewalk and travelway could be accomplished with smaller vegetation in narrow ROW
Can't tell what landscaping will look like from plans. VDOT usually plants junk trees with no maintenance

2b - Lighting	5	5	1	2	13
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**Question #2B - Concerns/Comments on Lighting**

Definitely "meh"
Modern and simple. Make sure color temperature and light quality meets BAR standards.
Streetlights picture look great. Don't see layout but any added will be an improvement
Appearance fine, performance unknown
No lighting features presented at all in print materials or conversations

2c - Surf. Treatment	5	5	2	1	13
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**Question #2c - Surface Treatments (sidewalk, crosswalks, walls)**

Pretty basic, simple is good and cost effective
Seems standard, fine
Sidewalk could be 5' where R/W is tight, now with planting strip
Can't tell what they look like
Porous surfaces?

2d - Public Spaces	3	5	2	3	13
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**Question #2d - Public Spaces**

In front of Tarleton Oak? Can you sell the land to the developer and let them design it? It will get entry corridor review.
The proposed building at Tarleton Oaks is awful so please make this improved street corner as nice as possible to hide the building.
Wide benches need for transit users at bus stops
The proposed plaza and space created by removing the turn lane is not nice/usable public space on a major intersection. Totally exposed loud intersection.
Given that project is pursuing multi-modal? That work approach
Not necessary feature if it means removal of the right turn lane I mention in question 1
Depends in large part on what the developer @ E. High Tarleton Oaks gas station property does.
Are there any? It seems like all roads and sidewalks, bike lanes and intersections. Are those considered public spaces?

**Question #3 - Did the visual information (typical sections, plans, etc.) on display at the hearing help your understanding of the project?**

	Yes	No	Not Sure	No Response	Total
3	8	1	1	3	13

**Question #3 - If No, why?**

I had some questions about bike lane treatments.
Would like to see larger plans
Clearer understanding of section cut directionality would help. Also better indication of where overhead utilities are - if they end up remaining.
You should always show existing conditions clearly next to proposed changes.
Mostly

**Question #4 - Do you have any comments on the draft environmental document or comments regarding potential environmental issues?**

Please do not cut down the chestnut trees, on 9th St, N. of Jefferson. They are a cultural and educational resource of great value.
I didn't really see any that are talking about stormwater, etc. tree root structures
Would have been good to consider urban? And climate change

**Question #5 - Please use the following space for any additional comments.**

Please design tree grates and other soil structure support devices to support the growth of larger canopy trees in smaller areas.
Improve tree selection, visual diversity, possible traffic calming effect of vegetative diversity
General sense that this is an engineered compilation of solutions rather than a design
Work w/ tree commission on the "understory" trees





Name / Address	R/W Parcel Number	Comment Source		Support Project	Comment	Response	Potential Plan Change	
		Comment Sheet	Oral Comment				Yes	No
Sprint Pavilion	N/A			Neutral	<p>I am particularly concerned about the proposed enhancements on Market Street and the potential impact that they may have on our ability to load touring acts into the Pavilion. The drawing showed the westbound lane of Market across from the City Hall annex as having bump outs at each end of the block and a loss of some parking. I had asked the consultant what the loss would be and he could not provide a firm answer but indicated it might be "half a space to a full space".</p> <p>Let me provide some context for my concerns. Most touring artists that we bring to Pavilion (16-20 shows a year) will have multiple large vehicles that we have to jostle around as we get them unloaded during the mornings and then to their ultimate parking location. Our road down to the stage can only accommodate one semi at a time and some tours have as many as 4 or 5 trucks with an equal number of tour buses, some with trailers. Handling this number of large vehicles while minimizing the impact on morning traffic downtown takes a lot of work and communication to the tour. That is complicated by the fact that most times the drivers have driven thru the night and need to get their vehicles parked before they violate their maximum logged hours. We utilize parking backstage, down on Water Street by the Lexus Nexus building, and always that 700 block of westbound Market as the final locations but there is a lot of movement before everyone gets there. That space on Market is the critical one since we can stage a truck there while the previous one exits the backstage and then we can quickly and efficiently back them from Market Street down to the stage. Everyone is within eyesight and our crew can make sure no one starts to move until we are ready for them. Losing enough room to easily stage a truck on that block could really complicate and delay things for us. I fear that it may also lead to more congestion and blocked traffic lanes since a driver may leave a remote spot and show up on Market before we have things clear to back him in. It seems like we always have the one tour a year and that does not communicate our parking details to their drivers as it is and we wind up with a handful of large vehicles all over Market at 8AM and a real mess.</p> <p>I know from all of our years of experience that the usable linear feet of parking on that block just barely works for us. Any loss of space, or the addition of any impediment that is going to make truck access more difficult will cause ripple effects that will impact other traffic. The drawing that I saw on the wall on June 12 and the unclear explanation of what the changes might be really left me worried. We also have traditionally used the dedicated turn lanes to temporarily stage a truck and those are going away. The combination of the proposed changes will make our job harder and I just want to make sure that our concerns are heard as the plans move forward.</p>	<p>The area between 7th and 8th shown below is subject to comments made by VDOT during their 60% design review. Specifically, ADA has requirements for the handicap ramps that cannot be accommodated by the current curb line at the corners. The radii changes and curb bump outs will be minimized to that only required to provide ADA compliant ramps at the E. Market/7th Street and E. Market/8th Street intersections.</p>	X	
Sam Tyree 716 Locust Avenue	N/A				<p>I strongly agree with the person who voiced concern about eliminating the right turn lane in front of Tarleton Oak service station. I drive that route almost every day, and the backup of traffic going straight through that intersection toward Belmont bridge during peak periods is significant. The right turn lane allows traffic that is proceeding west on High Street to continue without delay. If all of those folks who want to turn right will now be forced to wait in that line of traffic, two things will happen: 1) the line of traffic will become longer, and wait times for ALL traffic at that light will become worse; 2) more people will cut through neighborhood streets to avoid that bottleneck (I'll be one of them). I strongly encourage you to reconsider removing the right turn lane at that intersection.</p>	<p>The East High Streetscape Project is proposing a two through lanes along 9th Street/E. High Street with opportunistic turn lanes where practical, necessary and effective. The project team has been conducting traffic analysis and presenting their findings at various public meetings. The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at <a href="https://www.easthighstreetscape.org/resources/">https://www.easthighstreetscape.org/resources/</a>. A Traffic Analysis Report can also be found at <a href="https://www.easthighstreetscape.org/wp-content/uploads/2019/05/East_High_Streetscape_Report_020519-ADAweb.pdf">https://www.easthighstreetscape.org/wp-content/uploads/2019/05/East_High_Streetscape_Report_020519-ADAweb.pdf</a>. This analysis also documents and supports the elimination of the existing SB E. High Street/9th Street to WB E. High Street right turn lane. It is also noted that right turn lanes create conflict with pedestrians and increase the potential for pedestrian crashes at high volume pedestrian locations.</p> <p>In summary, the project area is surrounded and being fed by a series of two-lane streets. Avon Street/9th Street is two lanes south of E. Market Street (assuming the completion of the Belmont Bridge Replacement and south of Levy Avenue today). No future roadway projects are currently proposed for Downtown Charlottesville to widen any of the surrounding two lane roadways into four lane roadways. By focusing on the length and configuration of turn lanes at select intersection along 9th Street/E. High Street, the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. By maximizing the efficiency of the signals, previous vehicle lane width that was used for queuing vehicles can be re-purposed to encourage and enhance bicyclist and pedestrian facilities. Since the project area is urban in nature, we provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment.</p>		X
Lynne Gardner <a href="mailto:don.gardner@embarqmail.com">don.gardner@embarqmail.com</a>	N/A				<p>I am a home-owner of many years on Lexington Ave. I attended the recent June 12, 2019 public hearing at the City Space to review the proposed plan and listen to concerns made by others. Ever since the CFA Institute moved into a portion of the former Martha Jefferson Hospital, there has been a huge increase in traffic on Lexington; not just cars but BIG delivery trucks. Eliminating one of the traffic lanes from Lexington westward onto High Street will most definitely cause a bottleneck for the traffic. It's very easy for you and your staff to dismiss this likely happening as I heard it said at the June 12th meeting!! Having lived on this street since 1962, I remember when Maple Street was two-way, not one way. Why couldn't Maple Street between Lexington and Eighth ST NE be changed to allow two-way traffic to help ease the vehicles that need to go westward? Additionally, if Maple St. was widened, that would only be a loss of approximately 6-7 parking spaces!! Seems like a small sacrifice for a HUGE improvement as an additional alternative traffic flow. One of the reasons, residents on Lexington do not like to exit onto Locust and Park St via Sycamore, Poplar or Farish is that the bushes at those intersections are often overgrown and the visibility is very poor!! Is that the responsibility of the homeowners or the City????</p>	<p>The East High Streetscape Project is proposing a two through lanes along 9th Street/E. High Street with opportunistic turn lanes where practical, necessary and effective. The project team has been conducting traffic analysis and presenting their findings at various public meetings. The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at <a href="https://www.easthighstreetscape.org/resources/">https://www.easthighstreetscape.org/resources/</a>. A Traffic Analysis Report can also be found at <a href="https://www.easthighstreetscape.org/wp-content/uploads/2019/05/East_High_Streetscape_Report_020519-ADAweb.pdf">https://www.easthighstreetscape.org/wp-content/uploads/2019/05/East_High_Streetscape_Report_020519-ADAweb.pdf</a>. This analysis also documents and supports the elimination of the existing SB E. High Street/9th Street to WB E. High Street right turn lane. It is also noted that right turn lanes create conflict with pedestrians and increase the potential for pedestrian crashes at high volume pedestrian locations.</p> <p>In summary, the project area is surrounded and being fed by a series of two-lane streets. Avon Street/9th Street is two lanes south of E. Market Street (assuming the completion of the Belmont Bridge Replacement and south of Levy Avenue today). No future roadway projects are currently proposed for Downtown Charlottesville to widen any of the surrounding two lane roadways into four lane roadways. By focusing on the length and configuration of turn lanes at select intersection along 9th Street/E. High Street, the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. By maximizing the efficiency of the signals, previous vehicle lane width that was used for queuing vehicles can be re-purposed to encourage and enhance bicyclist and pedestrian facilities. Since the project area is urban in nature, we provided a growth rate of future vehicle, bicycle, and pedestrian activity to account for redevelopment.</p>		X
Joan Fenton <a href="mailto:fenton.joan@gmail.com">fenton.joan@gmail.com</a>					<p>The area between 7th and 8th shown below is subject to comments made by VDOT during their 60% design review. Specifically, ADA has requirements for the handicap ramps that cannot be accommodated by the current curb line at the corners. The radii changes and curb bump outs will be minimized to that only required to provide ADA compliant ramps at the E. Market/7th Street and E. Market/8th Street intersections.</p>			

Name / Address	R/W Parcel Number	Comment Source		Support Project	Comment	Response	Potential Plan Change	
		Comment Sheet	Oral Comment				Yes	No
	N/A			Neutral	The Board of DBAC voted unanimously to support the comments made by Kirby Hutto, supporting his request that there not be any changes to the area where he parks tractor trailers for events at the Pavilion and other suggestions that he has made. In addition, we would object to removing the turn lanes. Prior to any changes of this magnitude we would like to have more comprehensive data based on traffic studies that occur from 8 am - 6pm on a regular weekday, on a Friday and at least another 2 days. Too often these changes are being made with insufficient data and rely on someone saying they have not observed a problem with no data to back it up. It is important that the needs of the entire community be considered when making changes to parking and vehicular access, We need to have data to avoid making changes that worsen traffic, create gridlock downtown and have a negative impact on the general public and the Downtown Mall, which is a major economic hub for the City	will be minimized to that only required to provide ADA compliant ramps at the E. Market/7th Street and E. Market/8th Street intersections.  The East High Streetscape Project is proposing a two through lanes along 9th Street/E. High Street with opportunistic turn lanes where practical, necessary and effective. The project team has been conducting traffic analysis and presenting their findings at various public meetings. The project team has been conducting traffic analysis and presenting their findings at various public meetings. You may review these materials at <a href="https://www.easthighstreetscape.org/resources/">https://www.easthighstreetscape.org/resources/</a> . A Traffic Analysis Report can also be found at <a href="https://www.easthighstreetscape.org/wp-content/uploads/2019/05/East_High_Streetscape_Report_020519-ADAweb.pdf">https://www.easthighstreetscape.org/wp-content/uploads/2019/05/East_High_Streetscape_Report_020519-ADAweb.pdf</a> . This analysis also documents and supports the elimination of the existing turn lanes on E. Market Street, 9th Street and E. High Street.  In summary, the project area is surrounded and being fed by a series of two-lane streets. Avon Street/9th Street is two lanes south of E. Market Street (assuming the completion of the Belmont Bridge Replacement and south of Levy Avenue today). No future roadway projects are currently proposed for Downtown Charlottesville to widen any of the surrounding two lane roadways into four lane roadways. By focusing on the length and configuration of turn lanes at select intersection along 9th Street/E. High Street. the efficiency, or amount of vehicles proceeding through the signals, can be maximized making traffic slightly better in the short-term and the same or slightly worse in the long-term. By maximizing the efficiency of the signals, previous vehicle lane width that was used for queuing vehicles can be re-purposed to encourage and enhance bicyclist and	X	
Janet Matthews 500 Lexington Avenue <a href="mailto:janetmatthews@gmail.com">janetmatthews@gmail.com</a>	N/A				The overarching impression I get from the designs presented is that it is an engineering solution (badly needed, obviously) and many of the problems have been addressed in terms of infrastructure and traffic flow. The gaps I see are that the specifics of the aesthetics and using an overall design approach that involves a sustainable, thoughtful, well-considered, integration of the engineering needs and livability long term are in need of some tweaking. This corridor now serves and will continue to expand into a gateway to our Downtown and there are some early changes that can make or break this as a stellar project or one that just gets done without the best possible design answers being realized, which is what the City has the chance to do here. It will be the legacy for generations to come. The kids being pushed in their strollers across Belmont Bridge as it stands today will do the same for their children and talk about dodging cars just to get to the Pavilion. Here are some minimal and minor examples that I use as proof that the choices being made can be improved now. I am not an engineer, planner or City staff but I travel all over the world all the time and have my entire life and I have spent time in cities far older than ours where the time was taken to make them livable for modern populations looking for a better quality of life as drivers, pedestrians and cyclists. 1) The access across the Belmont Bridge needs a little design improvement as a space to accommodate seating and community interaction. People here know each other and stop to talk. 2) Choosing understory trees is a mistake, they are not built for that environment, they will bake and die and require constant watering and replacement. Yes, they are some beautiful native species but the wrong choice. 3) Look at the CFA buy for East High and see if there is a way to narrow the landscaping and save the project money to be spent on other areas. A different landscaping choice here could work - narrower, taller plants in concrete planters that require occasional trimming but no leaf maintenance, no pedestrian, bike and car hazards caused by wet leaf drop and no sidewalk cleaning and reduce cost for the City in perpetuity. I cite the South Lawn bridge over JPA as an example of an effective, beautiful privacy screen that works. At the Haven we used evergreen laurels and they grew in well and provided exactly the privacy everyone sought.	1) The design of the Belmont Bridge Replacement Project was approved by City Council in December 2017. The design of this project does not begin until the north side of the intersection of 9th Street/E. Market Street. However, the design of the E. High Streetscape Project was coordinated with the on-going detailed design efforts of the Belmont Bridge project.  2) The design of the streetscape along 9th Street between E. Market Street and Jefferson Avenue has been revised through a combination of strategic widening of the proposed landscape verge and installation of larger canopy trees where soil volume allows in accordance with City of Charlottesville Streets that Work Guidelines. The City and the design team have also revised the preliminary plant pallet for species selection in the planting areas throughout the project limits. The revised planting pallet focuses on suitable and native species selections for the planting spaces throughout the project. The City and design team will be developing detailed landscape plans in close coordination with the City's Tree Commission and City Parks and Recreation Department.  3) The design of the typical section to 9th Street was selected based on results of public and stakeholder engagement including input from the City's Tree Commission. While the design necessitates the acquisition right of way on the CFA Institute parcel, it does so to specifically introduce street trees to a section of the streetscape that would not have street trees.	2)	1) & 3)
Chris Schopper					I had a question regarding the plan, specifically Section D on page 1 of the public hearing brochure. Why does that section utilize a two foot striped median instead of removing that buffer and providing a bike lane buffer like what is included in Section C? I think a bike lane buffer would ensure bikers feel safer as they round E High to 9th and would prevent drivers from encroaching on the bike lane, though maybe the median is meant to prevent cars from straying over that same line into oncoming traffic. If possible, I would prefer the protected bike lanes to extend further (from 9 1/2 Street all the way across the Belmont Bridge, though I know that is outside the scope of this project. As a biker that frequents this area every day on the way to & from work, ensuring more continuous bike infrastructure would help me feel safer passing through this corridor.	1) The striped median along E. High Street between 9th Street and Locust Avenue/10th Street has been revised to reallocate the median width and add 1' to each bicycle lane between 9th Street and the entrance to the CFA Institute.  2) The design of the Belmont Bridge Replacement project does include protected bike lanes from just south of the intersection of 9th Street/E. Market Street to Levy Avenue.		2)
Alison DeTuncq President/CEO UVA Community Credit Union  3300 Berkmar Drive Charlottesville, VA 22901 <a href="mailto:alison.detuncq@uvacreditunion.org">alison.detuncq@uvacreditunion.org</a> (434)964-2002	005				Thank you for the information regarding the East High Streetscape Project. I would like to provide the following comments. Regarding the impact to Parcel No. 005, owned by University of Virginia Community Credit Union, Inc. I wish to ensure the existing curb is not realigned into the existing parking area. The parking and traffic flow within the existing lot, is tight, and any loss of the current lot would be unacceptable. This concern is also extended to the 3 drainage manholes designed to be installed as part of this project. I assume they will not interfere with the existing parking area, but I wish to confirm. I am also concerned about the impact the proposed temporary easement would have on the ingress and egress to the parking area. I request that at all times, during construction, the existing access to the parking area remain open during normal business hours, and one remain open after normal business hours, to allow access to the night drop and ATM. Finally, I question the removal of the existing crape myrtles. As you move to final plans, I look forward to gaining a better understanding of the landscaping plan, to determine whether or not these trees need to be remove. They are healthy, mature trees, and I question the need to replace them with younger trees.	1. The existing curb on private property in the credit union parking lot will be unchanged. Keep in mind that the project does proposed to re-align, relocate and reconstruct the curb and sidewalk along 9th Street within the existing right of way. Keep in mind that the credit union entrances will be reconstructed and connected to the reconstructed 9th Street. The project does not at this time anticipate impacts to the existing parking lot beyond reconnect your two driveways to the reconstructed 9th Street. 2. The preliminary drainage design includes proposed storm drainage inlets within the right of way that will not be on private property of Parcel 005, and they will not conflict with the existing parking lot. 3. The temporary construction easements sole purpose is to allow the City's contractor to reconnect your existing driveways to 9th Street. The plans already do include requirements, and the City's contract with the Contractor will reinforce the requirement, that access to private property will need to be maintained at all times. At no time will your access be completely removed, but as with all construction there will be times of inconvenience. We can discuss specific details on how access will be maintained during right of way negotiations and prior/during construction. 4. The existing crape myrtles are proposed to be removed with the project to make room for wider sidewalks and a continuous planting strip including street trees along 9th Street. Given the type of construction within the right of way including water, sewer and gas utilities, storm drainage and pavement/sidewalk construction it is likely the crape myrtles would be damaged anyway. It is noted that the crape myrtles lie partially within existing City right of way. You will have the opportunity during right of way negotiations to request compensation for replacement for trees/landscaping on private property as part of the negotiations.		X
Karen Katz  <a href="mailto:karenkatz@gmail.com">karenkatz@gmail.com</a>	N/A				My only comment is really that this is a wonderful thing you're doing. And I don't understand why this doesn't happen with other projects that are going on in our twelve-and-a-half-square-mile city, that doesn't have any more land to build on, and there is so much contention going on about every building project in the city. And somehow or other, this kind of approach seems so civilized and logical.	Thank you for attendance and input.		X

